

# ZERO DEATHS MARYLAND

— Highway Safety Office —



## ANNUAL REPORT

Federal Fiscal Year 2024

**Maryland Highway Safety Office**

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# ACRONYMS

|              |   |                |   |
|--------------|---|----------------|---|
| <b>3HSP</b>  | Triennial Highway Safety Plan                           | <b>KISS</b>    | Kids In Safety Seats  |
| <b>AAA</b>   | American Automobile Association                         | <b>LEL</b>     | Law Enforcement Liaison   |
| <b>AARP</b>  | American Association of Retired Persons                 | <b>LETEP</b>   | Leading Effective Traffic Enforcement Programs                            |
| <b>ACRS</b>  | Automated Crash Reporting System                        | <b>LGBTQIA</b> | Lesbian, Gay, Bisexual, Transgender, Queer/Questioning, Intersex, Asexual |
| <b>ADA</b>   | Americans with Disabilities Act                         | <b>MCPA</b>    | Maryland Chiefs of Police Association                                     |
| <b>ALERT</b> | Advanced Law Enforcement and Response Technology        | <b>MCRC</b>    | Maryland Crash Reconstruction Committee                                   |
| <b>ARF</b>   | Annual Fatality Report                                  | <b>MDOT</b>    | Maryland Department of Transportation                                     |
| <b>BMC</b>   | Baltimore Metropolitan Council                          | <b>MDTA</b>    | Maryland Transportation Authority   |
| <b>CAV</b>   | Connected and Automated Vehicles                        | <b>MHSO</b>    | Maryland Highway Safety Office  |
| <b>CET</b>   | Community Engagement Team                               | <b>MIEMSS</b>  | Maryland Institute for Emergency Medical Services Systems                 |
| <b>CED</b>   | Community Engagement Division                           | <b>MMUCC</b>   | Model Minimum Uniform Crash Criteria                                      |
| <b>CPS</b>   | Child Passenger Safety                                  | <b>MOTORS</b>  | Motor Officers Training Other Riders Safety                               |
| <b>CRB</b>   | Crash Reconstruction Board                              | <b>MSA</b>     | Maryland Sheriffs' Association  |
| <b>CSAP</b>  | Car Seat Assistance Program                             | <b>MSP</b>     | Maryland State Police   |
| <b>CVSP</b>  | Commercial Vehicle Safety Plan                          | <b>MSTR</b>    | Maryland State Trauma Registry  |
| <b>CY</b>    | Calendar Year   | <b>MVA</b>     | Motor Vehicle Administration  |
| <b>DATA</b>  | Drug Abuse Treatment Act                                | <b>NHTSA</b>   | National Highway Traffic Safety Administration                            |
| <b>DRE</b>   | Drug Recognition Expert                                 | <b>OP</b>      | Occupant Protection   |
| <b>DUI</b>   | Driving Under the Influence                             | <b>ORIOLE</b>  | Observing Risk Indicators in Overburdened Locations for Equity            |
| <b>eMEDS</b> | Maryland EMS Data System                                | <b>PBJ</b>     | Probation Before Judgement  |
| <b>EMS</b>   | Emergency Medical Services                              | <b>PPE</b>     | Public Participation and Engagement                                       |
| <b>ETIX</b>  | Electronic Ticketing System                             | <b>PSA</b>     | Public Service Announcement   |
| <b>FARS</b>  | Fatality Analysis Reporting System                      | <b>PSAP</b>    | Pedestrian Safety Action Plan   |
| <b>FAST</b>  | Fixing America's Surface Transportation                 | <b>SEDS</b>    | Socio-Economic Disadvantage Subindex                                      |
| <b>FFY</b>   | Federal Fiscal Year                                     | <b>SFST</b>    | Standardized Field Sobriety Test  |
| <b>FHWA</b>  | Federal Highway Administration                          | <b>SHA</b>     | State Highway Administration  |
| <b>FY</b>    | Fiscal Year   | <b>SHSP</b>    | Strategic Highway Safety Plan   |
| <b>GHSA</b>  | Governors Highway Safety Association                    | <b>SJOL</b>    | State Judicial Outreach Liaison   |
| <b>GIS</b>   | Geographic Information System                           | <b>SPIDRE</b>  | State Police Impaired Driving Reduction Effort                            |
| <b>GPS</b>   | Grants & Projects for Safety E-Grants Management System | <b>TANG</b>    | SHA's Traffic Analysis Network Garage                                     |
| <b>HHS</b>   | Department of Health and Human Services                 | <b>TDI</b>     | Transportation Disadvantaged Index  |
| <b>HPMS</b>  | Highway Performance Monitoring System                   | <b>TRCC</b>    | Traffic Records Coordinating Committee                                    |
| <b>HSCRC</b> | Health Services Cost Review Commission                  | <b>TRSP</b>    | Traffic Records Strategic Plan  |
| <b>HSIP</b>  | Highway Safety Improvement Program                      | <b>TSDS</b>    | Transportation Safety Disadvantage Subindex                               |
| <b>HSP</b>   | Highway Safety Plan                                     | <b>TSRP</b>    | Traffic Safety Resource Prosecutor  |
| <b>HVE</b>   | High-Visibility Enforcement                             | <b>TSS</b>     | Traffic Safety Specialist   |
| <b>KABCO</b> | Injury Severity Classification System                   | <b>VMT</b>     | Vehicle Miles Traveled  |
| <b>FFY</b>   | Federal Fiscal Year                                     | <b>ZCTA</b>    | ZIP Code Tabulation Area  |

# MARYLAND HIGHWAY SAFETY OFFICE

## Crashes are Preventable

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

## Mission

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

## Organizational Statement

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

**ZERO DEATHS**  
**MARYLAND**  
— Highway Safety Office —

## Our Organization

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

Dr. Tim Kerns, MHSO Director, reports directly to Administrator Nizer and manages a team of approximately 25 professionals, with the assistance of a Deputy Director. The team also includes a Communications and Media Section, a Safety Programs Section, a Law Enforcement Services Section, a Community Engagement Section, and a Finance Section.

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

Safety Programs is comprised of a Section Manager and three Program Managers who specialize in Occupant Protection/Distracted Driving Prevention, Impaired Driving Prevention, Speed/Aggressive Driving Prevention, 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 law enforcement across Maryland to increase and maintain support for highway safety and to assist in managing law enforcement-related highway safety grants. Managed by a Section Manager, this section includes four grant-funded Law Enforcement Liaisons (LELs) and a Law Enforcement Manager.

The Community Engagement Section includes a Section Manager and four Community Engagement Managers. This team is responsible for engaging local highway safety partners and furthering the implementation of local Strategic Highway Safety Plans (SHSP). In addition, each manager has an area of focus including older driver safety, motorcyclist safety, young driver safety, and Connected and Automated Vehicles (CAV). The section staff manages outreach programs for large employers, military installations, schools, and universities.

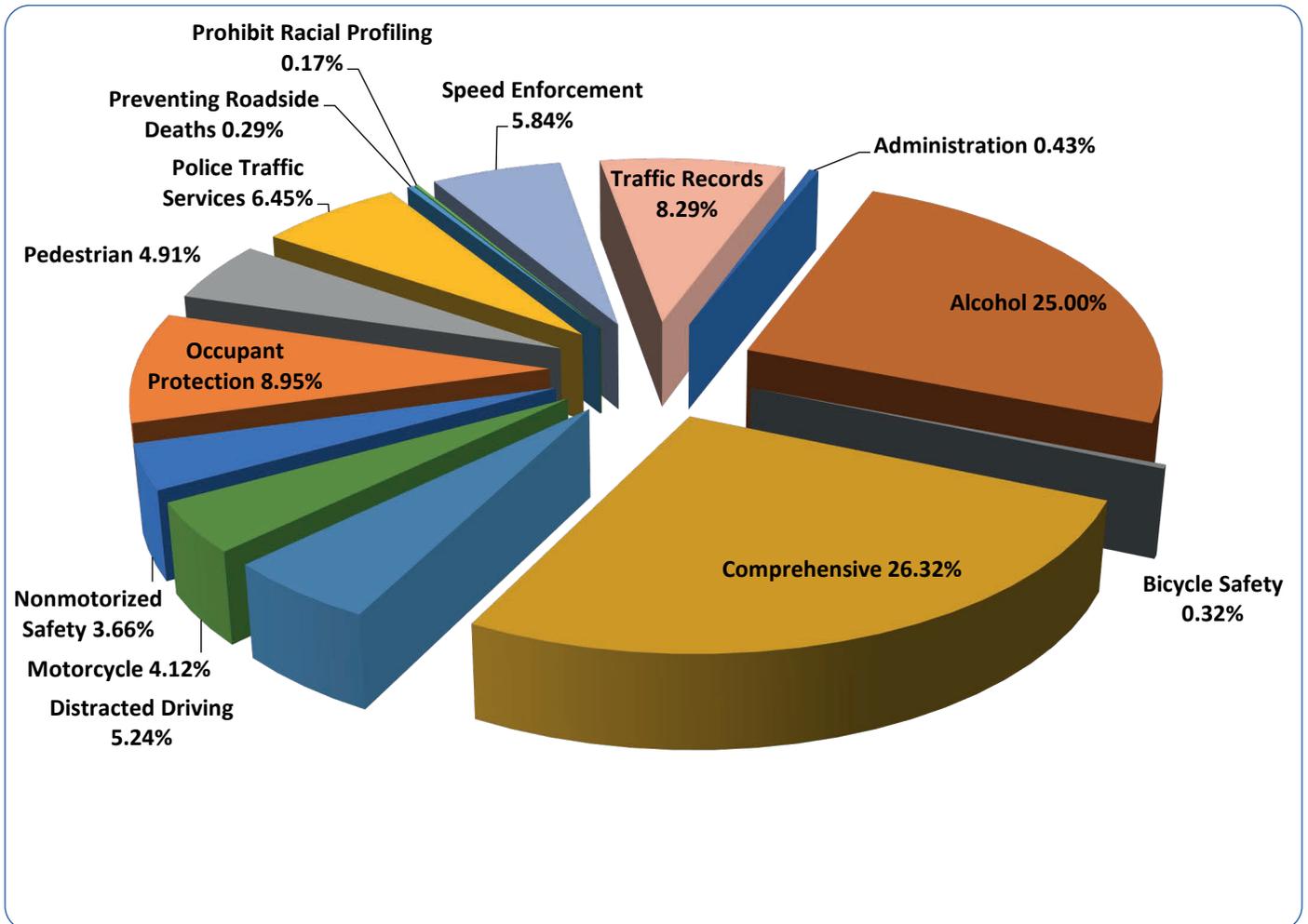
Led by a Finance Section Manager, the Finance Section manages financial operations and grants administration. Through the Grants & Projects for Safety (GPS) E-Grants Management System, all grants are documented and processed efficiently. The section has a Grant Specialist Supervisor, one Grants Manager,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

# FUNDING

The Highway Safety Act of 1966 authorized the first federal highway safety program titled the State and Community Highway Safety Grant Program (Section 402). Since then, Congress has revised national highway safety grant programs many times by reauthorizing legislation and by 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 Infrastructure Investment and Jobs Act, also known as the Bipartisan Infrastructure Law, was signed into law by President Biden on November 15, 2021, to replace the Fixing America's Surface Transportation Act (FAST Act). While Bipartisan Infrastructure Law funding was used during the majority of the FFY, some remaining FAST Act funding was used.

MHSO receives funding from the National Highway Traffic Safety Administration (NHTSA) for use at the statewide and local levels. MHSO submits its plan for allocating these funds to NHTSA by way of a Triennial Highway Safety Plan (3HSP), utilizing formulas and strategic planning models. Funds are allocated to jurisdictions and grant-funded projects that meet the State's traffic safety goals, as outlined in the State's HSP.

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



## Grants and Spent Amounts

The following is a list of the MHSO's FFY 2024 grantees' funds obligated and spent:

| Agency                                     | Program Area        | Total Obligated Amount | State Funds Spent | NHTSA Funds Spent | Total Spent  |
|--|---------------------|------------------------|-------------------|-------------------|--------------|
| Aberdeen Police Department                 | Speed Enforcement   | \$753.60               | \$0.00            | \$430.56          | \$430.56     |
| Aberdeen Police Department                 | Impaired Driving    | \$1,004.80             | \$0.00            | \$571.02          | \$571.02     |
| Aberdeen Police Department                 | Distracted Driving  | \$2,009.60             | \$0.00            | \$269.04          | \$269.04     |
| Aberdeen Police Department                 | Pedestrian/Bicycle  | \$1,004.80             | \$231.70          | \$0.00            | \$231.70     |
| Allegany County Sheriff's Office           | Speed Enforcement   | \$3,000.00             | \$0.00            | \$524.12          | \$524.12     |
| Allegany County Sheriff's Office           | Occupant Protection | \$3,000.00             | \$0.00            | \$886.20          | \$886.20     |
| Allegany County Sheriff's Office           | Impaired Driving    | \$6,500.00             | \$0.00            | \$2,154.10        | \$2,154.10   |
| Anne Arundel County Police Department      | Distracted Driving  | \$27,995.00            | \$0.00            | \$21,631.14       | \$21,631.14  |
| Anne Arundel County Police Department      | Pedestrian/Bicycle  | \$10,000.00            | \$3,957.34        | \$0.00            | \$3,957.34   |
| Anne Arundel County Police Department      | Speed Enforcement   | \$20,000.00            | \$0.00            | \$17,171.98       | \$17,171.98  |
| Anne Arundel County Police Department      | Impaired Driving    | \$25,000.00            | \$0.00            | \$10,891.58       | \$10,891.58  |
| Baltimore City Police Department           | Speed Enforcement   | \$5,000.00             | \$0.00            | \$1,732.24        | \$1,732.24   |
| Baltimore City Police Department           | Impaired Driving    | \$3,500.00             | \$0.00            | \$906.14          | \$906.14     |
| Baltimore City Police Department           | Distracted Driving  | \$1,500.00             | \$0.00            | \$541.78          | \$541.78     |
| Baltimore City Police Department           | Pedestrian/Bicycle  | \$1,500.00             | \$0.00            | \$0.00            | \$0.00       |
| Baltimore County Police Department         | Distracted Driving  | \$35,000.00            | \$0.00            | \$29,376.91       | \$29,376.91  |
| Baltimore County Police Department         | Impaired Driving    | \$150,000.00           | \$0.00            | \$122,716.42      | \$122,716.42 |
| Baltimore County Police Department         | Pedestrian/Bicycle  | \$34,000.00            | \$27,043.75       | \$0.00            | \$27,043.75  |
| Baltimore County Police Dept - Crash Recon | Special Projects    | \$57,902.50            | \$0.00            | \$19,159.79       | \$19,159.79  |
| Baltimore Metropolitan Council             | Special Projects    | \$133,416.38           | \$122,173.03      | \$0.00            | \$122,173.03 |
| Baltimore Metropolitan Council             | Pedestrian/Bicycle  | \$450,000.00           | \$0.00            | \$450,000.00      | \$450,000.00 |
| Baltimore Metropolitan Council             | Special Projects    | \$37,657.16            | \$0.00            | \$34,213.42       | \$34,213.42  |

| <b>Agency</b>   | <b>Program Area</b> | <b>Total Obligated Amount</b> | <b>State Funds Spent</b> | <b>NHTSA Funds Spent</b> | <b>Total Spent</b> |
|---|---------------------|-------------------------------|--------------------------|--------------------------|--------------------|
| Bel Air Police Department                             | Distracted Driving  | \$2,000.00                    | \$0.00                   | \$1,833.05               | \$1,833.05         |
| Bel Air Police Department                             | Impaired Driving    | \$3,000.00                    | \$0.00                   | \$1,872.49               | \$1,872.49         |
| Bel Air Police Department                             | Speed Enforcement   | \$1,000.00                    | \$0.00                   | \$329.07                 | \$329.07           |
| Bel Air Police Department                             | Pedestrian/Bicycle  | \$2,000.00                    | \$829.32                 | \$0.00                   | \$829.32           |
| Berlin Police Department                              | Impaired Driving    | \$3,000.00                    | \$0.00                   | \$2,988.23               | \$2,988.23         |
| Berlin Police Department                              | Occupant Protection | \$1,500.00                    | \$0.00                   | \$1,500.00               | \$1,500.00         |
| Berlin Police Department                              | Speed Enforcement   | \$1,500.00                    | \$0.00                   | \$1,358.43               | \$1,358.43         |
| Bicycle Advocates for Annapolis & Anne Arundel County | Pedestrian/Bicycle  | \$7,282.00                    | \$7,282.00               | \$0.00                   | \$7,282.00         |
| Bikemore  | Pedestrian/Bicycle  | \$48,991.10                   | \$0.00                   | \$40,841.60              | \$40,841.60        |
| BYKE Collective                                       | Pedestrian/Bicycle  | \$48,740.41                   | \$33,104.29              | \$0.00                   | \$33,104.29        |
| Calvert Alliance Against Substance Abuse, Inc.        | Impaired Driving    | \$4,220.00                    | \$0.00                   | \$3,599.10               | \$3,599.10         |
| Calvert County Sheriff's Office                       | Distracted Driving  | \$4,000.00                    | \$0.00                   | \$3,155.28               | \$3,155.28         |
| Calvert County Sheriff's Office                       | Speed Enforcement   | \$9,000.00                    | \$0.00                   | \$8,979.85               | \$8,979.85         |
| Calvert County Sheriff's Office                       | Pedestrian/Bicycle  | \$3,000.00                    | \$2,201.86               | \$0.00                   | \$2,201.86         |
| Calvert County Sheriff's Office                       | Impaired Driving    | \$13,000.00                   | \$0.00                   | \$11,526.77              | \$11,526.77        |
| Carroll County Sheriff's Office                       | Pedestrian/Bicycle  | \$2,500.00                    | \$2,188.40               | \$0.00                   | \$2,188.40         |
| Carroll County Sheriff's Office                       | Impaired Driving    | \$20,000.00                   | \$0.00                   | \$16,359.62              | \$16,359.62        |
| Carroll County Sheriff's Office                       | Speed Enforcement   | \$7,500.00                    | \$0.00                   | \$5,470.37               | \$5,470.37         |
| Cecil County DES                                      | Occupant Protection | \$1,268.00                    | \$0.00                   | \$1,078.20               | \$1,078.20         |
| Cecil County DES                                      | Impaired Driving    | \$375.00                      | \$0.00                   | \$352.00                 | \$352.00           |
| Cecil County Sheriff's Office                         | Speed Enforcement   | \$3,000.00                    | \$0.00                   | \$1,326.94               | \$1,326.94         |
| Cecil County Sheriff's Office                         | Impaired Driving    | \$3,000.00                    | \$0.00                   | \$682.71                 | \$682.71           |
| Cecil County Sheriff's Office                         | Distracted Driving  | \$3,000.00                    | \$0.00                   | \$1,251.25               | \$1,251.25         |
| Cecil County Sheriff's Office                         | Pedestrian/Bicycle  | \$2,000.00                    | \$570.00                 | \$0.00                   | \$570.00           |
| Charles County Sheriff's Office                       | Distracted Driving  | \$5,000.00                    | \$0.00                   | \$3,437.91               | \$3,437.91         |

| <b>Agency</b>                                  | <b>Program Area</b>              | <b>Total Obligated Amount</b> | <b>State Funds Spent</b> | <b>NHTSA Funds Spent</b> | <b>Total Spent</b> |
|--|----------------------------------|-------------------------------|--------------------------|--------------------------|--------------------|
| Charles County Sheriff's Office                | Impaired Driving                 | \$31,000.00                   | \$0.00                   | \$19,911.34              | \$19,911.34        |
| Charles County Sheriff's Office                | Pedestrian/Bicycle               | \$10,000.00                   | \$7,861.09               | \$0.00                   | \$7,861.09         |
| Charles County Sheriff's Office                | Speed Enforcement                | \$13,000.00                   | \$0.00                   | \$11,585.19              | \$11,585.19        |
| Chesapeake Region Safety Council               | Special Projects                 | \$347,005.24                  | \$0.00                   | \$324,057.05             | \$324,057.05       |
| Chesapeake Region Safety Council               | Distracted Driving               | \$7,040.00                    | \$0.00                   | \$5,280.00               | \$5,280.00         |
| Chestertown Police Department                  | Impaired Driving                 | \$990.00                      | \$0.00                   | \$450.00                 | \$450.00           |
| Chestertown Police Department                  | Speed Enforcement                | \$1,485.00                    | \$0.00                   | \$1,215.00               | \$1,215.00         |
| Chestertown Police Department                  | Occupant Protection              | \$495.00                      | \$0.00                   | \$0.00                   | \$0.00             |
| Children's Safety Village                      | Pedestrian/Bicycle               | \$4,950.00                    | \$4,950.00               | \$0.00                   | \$4,950.00         |
| City of Bowie                                  | Distracted Driving               | \$1,000.00                    | \$0.00                   | \$732.21                 | \$732.21           |
| City of Bowie                                  | Impaired Driving                 | \$4,000.00                    | \$0.00                   | \$3,374.23               | \$3,374.23         |
| City of Bowie                                  | Pedestrian/Bicycle               | \$2,000.00                    | \$1,902.20               | \$0.00                   | \$1,902.20         |
| City of Bowie                                  | Speed Enforcement                | \$2,000.00                    | \$0.00                   | \$1,969.74               | \$1,969.74         |
| City of Hyattsville Police Department          | Distracted Driving               | \$1,000.00                    | \$0.00                   | \$535.89                 | \$535.89           |
| City of Hyattsville Police Department          | Impaired Driving                 | \$4,000.00                    | \$0.00                   | \$2,201.12               | \$2,201.12         |
| City of Hyattsville Police Department          | Speed Enforcement                | \$1,500.00                    | \$0.00                   | \$879.80                 | \$879.80           |
| Crash Center for Research and Education (CORE) | Special Projects                 | \$54,210.15                   | \$0.00                   | \$10,983.35              | \$10,983.35        |
| Crash Center for Research and Education (CORE) | Motorcycle                       | \$59,204.28                   | \$0.00                   | \$29,872.05              | \$29,872.05        |
| Crash Center for Research and Education (CORE) | Occupant Protection              | \$31,740.91                   | \$0.00                   | \$26,719.75              | \$26,719.75        |
| Crash Center for Research and Education (CORE) | Speed Enforcement                | \$79,575.47                   | \$0.00                   | \$56,236.04              | \$56,236.04        |
| Crash Center for Research and Education (CORE) | Racial Profiling Data Collection | \$67,340.49                   | \$0.00                   | \$67,340.24              | \$67,340.24        |
| Cumberland Police Department                   | Impaired Driving                 | \$2,000.00                    | \$0.00                   | \$0.00                   | \$0.00             |
| Cumberland Police Department                   | Occupant Protection              | \$1,000.00                    | \$0.00                   | \$299.26                 | \$299.26           |

| <b>Agency</b>                        | <b>Program Area</b> | <b>Total Obligated Amount</b> | <b>State Funds Spent</b> | <b>NHTSA Funds Spent</b> | <b>Total Spent</b> |
|--------------------------------------|---------------------|-------------------------------|--------------------------|--------------------------|--------------------|
| Cumberland Police Department         | Pedestrian/Bicycle  | \$1,000.00                    | \$391.40                 | \$0.00                   | \$391.40           |
| DRIVE SMART Virginia                 | Distracted Driving  | \$87,953.14                   | \$0.00                   | \$83,806.57              | \$83,806.57        |
| Easton Police Department             | Impaired Driving    | \$9,744.00                    | \$0.00                   | \$3,576.36               | \$3,576.36         |
| Easton Police Department             | Occupant Protection | \$1,856.00                    | \$0.00                   | \$759.24                 | \$759.24           |
| Easton Police Department             | Speed Enforcement   | \$4,640.00                    | \$0.00                   | \$1,199.72               | \$1,199.72         |
| Elkton Police Department             | Distracted Driving  | \$2,500.00                    | \$0.00                   | \$2,007.80               | \$2,007.80         |
| Elkton Police Department             | Impaired Driving    | \$2,480.00                    | \$0.00                   | \$2,188.74               | \$2,188.74         |
| Elkton Police Department             | Speed Enforcement   | \$2,000.00                    | \$0.00                   | \$2,000.00               | \$2,000.00         |
| Emergency Responder Safety Institute | Pedestrian/Bicycle  | \$11,689.13                   | \$0.00                   | \$6,798.75               | \$6,798.75         |
| Frederick Police Department          | Impaired Driving    | \$18,000.00                   | \$0.00                   | \$10,709.35              | \$10,709.35        |
| Frederick Police Department          | Occupant Protection | \$5,000.00                    | \$0.00                   | \$4,464.09               | \$4,464.09         |
| Free Bikes 4 Kidz Maryland           | Pedestrian/Bicycle  | \$7,650.00                    | \$7,571.70               | \$0.00                   | \$7,571.70         |
| Frostburg City Police Department     | Occupant Protection | \$1,000.00                    | \$0.00                   | \$407.29                 | \$407.29           |
| Frostburg City Police Department     | Impaired Driving    | \$1,000.00                    | \$0.00                   | \$746.09                 | \$746.09           |
| Frostburg City Police Department     | Speed Enforcement   | \$800.00                      | \$0.00                   | \$558.45                 | \$558.45           |
| Fruitland Police Department          | Impaired Driving    | \$3,996.00                    | \$0.00                   | \$3,708.00               | \$3,708.00         |
| Fruitland Police Department          | Speed Enforcement   | \$999.00                      | \$0.00                   | \$986.48                 | \$986.48           |
| Fruitland Police Department          | Occupant Protection | \$999.00                      | \$0.00                   | \$967.74                 | \$967.74           |
| Gaithersburg Police Department       | Impaired Driving    | \$9,960.00                    | \$0.00                   | \$8,961.08               | \$8,961.08         |
| Garrett County Commissioners         | Special Projects    | \$40,000.00                   | \$40,000.00              | \$0.00                   | \$40,000.00        |
| Garrett County Liquor Control Board  | Impaired Driving    | \$11,230.00                   | \$0.00                   | \$7,791.63               | \$7,791.63         |
| Garrett County Sheriff's Office      | Impaired Driving    | \$4,000.00                    | \$0.00                   | \$2,016.71               | \$2,016.71         |
| Greenbelt Police Department          | Impaired Driving    | \$3,700.00                    | \$0.00                   | \$2,815.13               | \$2,815.13         |
| Greenbelt Police Department          | Pedestrian/Bicycle  | \$1,000.00                    | \$689.45                 | \$0.00                   | \$689.45           |

| <b>Agency</b>                      | <b>Program Area</b> | <b>Total Obligated Amount</b> | <b>State Funds Spent</b> | <b>NHTSA Funds Spent</b> | <b>Total Spent</b> |
|------------------------------------|---------------------|-------------------------------|--------------------------|--------------------------|--------------------|
| Hampstead Police Department        | Impaired Driving    | \$2,500.00                    | \$0.00                   | \$849.89                 | \$849.89           |
| Hampstead Police Department        | Occupant Protection | \$1,000.00                    | \$0.00                   | \$879.72                 | \$879.72           |
| Hampstead Police Department        | Speed Enforcement   | \$1,000.00                    | \$0.00                   | \$812.38                 | \$812.38           |
| Harford County Sheriff's Office    | Distracted Driving  | \$18,000.00                   | \$0.00                   | \$15,809.44              | \$15,809.44        |
| Harford County Sheriff's Office    | Speed Enforcement   | \$18,000.00                   | \$0.00                   | \$15,408.70              | \$15,408.70        |
| Harford County Sheriff's Office    | Impaired Driving    | \$60,000.00                   | \$0.00                   | \$50,910.44              | \$50,910.44        |
| Havre de Grace Police Department   | Distracted Driving  | \$1,000.00                    | \$0.00                   | \$682.96                 | \$682.96           |
| Havre de Grace Police Department   | Impaired Driving    | \$1,500.00                    | \$0.00                   | \$1,234.72               | \$1,234.72         |
| Havre de Grace Police Department   | Pedestrian/Bicycle  | \$1,500.00                    | \$283.54                 | \$0.00                   | \$283.54           |
| Howard County Department of Police | Speed Enforcement   | \$15,000.00                   | \$0.00                   | \$15,000.00              | \$15,000.00        |
| Howard County Department of Police | Distracted Driving  | \$12,000.00                   | \$0.00                   | \$11,991.11              | \$11,991.11        |
| Howard County Department of Police | Impaired Driving    | \$34,000.00                   | \$0.00                   | \$33,118.53              | \$33,118.53        |
| Howard County Department of Police | Pedestrian/Bicycle  | \$5,000.00                    | \$5,000.00               | \$0.00                   | \$5,000.00         |
| Kent County Sheriff's Office       | Impaired Driving    | \$1,000.00                    | \$0.00                   | \$885.92                 | \$885.92           |
| Kent County Sheriff's Office       | Speed Enforcement   | \$1,000.00                    | \$0.00                   | \$413.97                 | \$413.97           |
| Kent County Sheriff's Office       | Occupant Protection | \$1,000.00                    | \$0.00                   | \$836.57                 | \$836.57           |
| Laurel Police Department           | Impaired Driving    | \$3,480.00                    | \$0.00                   | \$1,449.90               | \$1,449.90         |
| Laurel Police Department           | Speed Enforcement   | \$1,500.00                    | \$0.00                   | \$1,192.86               | \$1,192.86         |
| Manchester Police Department       | Impaired Driving    | \$2,000.00                    | \$0.00                   | \$1,948.02               | \$1,948.02         |
| Manchester Police Department       | Speed Enforcement   | \$1,500.00                    | \$0.00                   | \$1,499.93               | \$1,499.93         |
| Manchester Police Department       | Occupant Protection | \$1,500.00                    | \$0.00                   | \$1,500.00               | \$1,500.00         |
| Maryland Capitol Police            | Pedestrian/Bicycle  | \$1,500.00                    | \$1,016.57               | \$0.00                   | \$1,016.57         |
| Maryland Capitol Police            | Distracted Driving  | \$1,500.00                    | \$0.00                   | \$0.00                   | \$0.00             |
| Maryland Chiefs of Police          | Impaired Driving    | \$142,350.00                  | \$0.00                   | \$120,768.37             | \$120,768.37       |

| <b>Agency</b>                        | <b>Program Area</b>       | <b>Total Obligated Amount</b> | <b>State Funds Spent</b> | <b>NHTSA Funds Spent</b> | <b>Total Spent</b> |
|--------------------------------------|---------------------------|-------------------------------|--------------------------|--------------------------|--------------------|
| Maryland Chiefs of Police            | Special Projects          | \$95,850.00                   | \$0.00                   | \$75,479.51              | \$75,479.51        |
| Maryland Department of Health        | Occupant Protection       | \$345,224.39                  | \$0.00                   | \$314,766.39             | \$314,766.39       |
| Maryland Highway Safety Office       | Communications            | \$1,543,391.25                | \$0.00                   | \$1,496,849.24           | \$1,496,849.24     |
| Maryland Highway Safety Office       | Communications (DUI)      | \$1,221,001.00                | \$0.00                   | \$1,174,542.45           | \$1,174,542.45     |
| Maryland Highway Safety Office       | Pedestrian/Bicycle        | \$305,000.00                  | \$285,217.69             | \$0.00                   | \$285,217.69       |
| Maryland Highway Safety Office       | MHSO Staffing 1           | \$1,201,972.27                | \$0.00                   | \$1,041,937.05           | \$1,041,937.05     |
| Maryland Highway Safety Office       | MHSO Staffing 2           | \$550,397.68                  | \$0.00                   | \$517,450.40             | \$517,450.40       |
| Maryland Highway Safety Office       | MHSO Staffing 3           | \$643,446.97                  | \$640,570.50             | \$0.00                   | \$640,570.50       |
| Maryland Highway Safety Office       | Planning & Administration | \$81,607.87                   | \$0.00                   | \$41,837.19              | \$41,837.19        |
| Maryland Highway Safety Office       | Special Projects          | \$9,868.04                    | \$3,327.78               | \$0.00                   | \$3,327.78         |
| Maryland Highway Safety Office       | Special Projects          | \$14,200.00                   | \$12,789.72              | \$0.00                   | \$12,789.72        |
| Maryland Highway Safety Office       | Special Projects          | \$3,300.00                    | \$3,255.57               | \$0.00                   | \$3,255.57         |
| Maryland Highway Safety Office       | Special Projects          | \$1,142.22                    | \$1,142.22               | \$0.00                   | \$1,142.22         |
| Maryland Highway Safety Office       | Special Projects          | \$20,000.00                   | \$19,849.23              | \$0.00                   | \$19,849.23        |
| Maryland Highway Safety Office       | Communications            | \$117,607.75                  | \$0.00                   | \$110,370.74             | \$110,370.74       |
| Maryland Highway Safety Office       | Communications            | \$690,000.00                  | \$0.00                   | \$689,275.00             | \$689,275.00       |
| Maryland Institute for EMS Systems   | Pedestrian/Bicycle        | \$29,115.00                   | \$28,054.96              | \$0.00                   | \$28,054.96        |
| Maryland Institute for EMS Systems   | Occupant Protection       | \$93,260.00                   | \$0.00                   | \$84,819.49              | \$84,819.49        |
| Maryland Sheriffs' Association, Inc. | Special Projects          | \$3,300.00                    | \$0.00                   | \$0.00                   | \$0.00             |
| Maryland Sheriffs' Association, Inc. | Impaired Driving          | \$19,250.00                   | \$0.00                   | \$16,971.64              | \$16,971.64        |
| Maryland State Police - DRE          | Impaired Driving          | \$281,250.00                  | \$0.00                   | \$135,162.23             | \$135,162.23       |
| Maryland State Police - Mobile Unit  | Impaired Driving          | \$16,450.00                   | \$0.00                   | \$10,035.45              | \$10,035.45        |
| Maryland State Police - SPIDRE       | Impaired Driving          | \$400,000.00                  | \$0.00                   | \$243,349.71             | \$243,349.71       |
| Maryland State Police - Statewide    | Motorcycle                | \$111,142.08                  | \$0.00                   | \$25,741.24              | \$25,741.24        |

| <b>Agency</b>                                  | <b>Program Area</b> | <b>Total Obligated Amount</b> | <b>State Funds Spent</b> | <b>NHTSA Funds Spent</b> | <b>Total Spent</b> |
|--|---------------------|-------------------------------|--------------------------|--------------------------|--------------------|
| Maryland State Police - Statewide              | Pedestrian/Bicycle  | \$12,000.00                   | \$9,631.02               | \$0.00                   | \$9,631.02         |
| Maryland State Police - Statewide              | Distracted Driving  | \$57,000.00                   | \$0.00                   | \$35,382.89              | \$35,382.89        |
| Maryland State Police - Statewide              | Impaired Driving    | \$290,000.00                  | \$0.00                   | \$165,020.32             | \$165,020.32       |
| Maryland State's Attorneys' Association        | Impaired Driving    | \$227,916.24                  | \$0.00                   | \$105,714.68             | \$105,714.68       |
| Maryland Transportation Authority Police       | Speed Enforcement   | \$20,000.00                   | \$0.00                   | \$5,649.78               | \$5,649.78         |
| Maryland Transportation Authority Police       | Distracted Driving  | \$18,000.00                   | \$0.00                   | \$5,681.37               | \$5,681.37         |
| Maryland Transportation Authority Police       | Impaired Driving    | \$35,000.00                   | \$0.00                   | \$20,487.81              | \$20,487.81        |
| Metropolitan Washington Council of Governments | Pedestrian/Bicycle  | \$250,000.00                  | \$0.00                   | \$250,000.00             | \$250,000.00       |
| MML PEA Committee 2023/2024                    | Special Projects    | \$7,000.00                    | \$0.00                   | \$6,000.00               | \$6,000.00         |
| Montgomery County Maryland                     | Speed Enforcement   | \$30,000.00                   | \$0.00                   | \$25,688.46              | \$25,688.46        |
| Montgomery County Maryland                     | Distracted Driving  | \$20,000.00                   | \$0.00                   | \$12,694.53              | \$12,694.53        |
| Montgomery County Maryland                     | Impaired Driving    | \$95,000.00                   | \$0.00                   | \$56,767.56              | \$56,767.56        |
| Montgomery County Sheriff's Office             | Impaired Driving    | \$8,000.00                    | \$0.00                   | \$430.80                 | \$430.80           |
| Morgan State University                        | Pedestrian/Bicycle  | \$81,038.00                   | \$0.00                   | \$79,088.59              | \$79,088.59        |
| Morgan State University                        | Speed Enforcement   | \$8,000.00                    | \$0.00                   | \$8,000.00               | \$8,000.00         |
| Mothers Against Drunk Driving                  | Impaired Driving    | \$63,664.30                   | \$0.00                   | \$54,373.94              | \$54,373.94        |
| Mount Airy Police Department                   | Impaired Driving    | \$2,000.00                    | \$0.00                   | \$1,807.66               | \$1,807.66         |
| Mount Airy Police Department                   | Speed Enforcement   | \$1,000.00                    | \$0.00                   | \$726.44                 | \$726.44           |
| Mount Airy Police Department                   | Occupant Protection | \$1,000.00                    | \$0.00                   | \$927.20                 | \$927.20           |
| Mount Airy Police Department                   | Pedestrian/Bicycle  | \$1,000.00                    | \$828.47                 | \$0.00                   | \$828.47           |
| Neighborhood Design Center                     | Pedestrian/Bicycle  | \$85,291.23                   | \$77,768.54              | \$0.00                   | \$77,768.54        |
| Ocean City Police Department                   | Impaired Driving    | \$19,980.00                   | \$0.00                   | \$19,048.44              | \$19,048.44        |
| Ocean City Police Department                   | Speed Enforcement   | \$3,000.00                    | \$0.00                   | \$3,000.00               | \$3,000.00         |
| Ocean City Police Department                   | Pedestrian/Bicycle  | \$14,985.00                   | \$13,973.06              | \$0.00                   | \$13,973.06        |

| <b>Agency</b>                            | <b>Program Area</b> | <b>Total Obligated Amount</b> | <b>State Funds Spent</b> | <b>NHTSA Funds Spent</b> | <b>Total Spent</b> |
|--|---------------------|-------------------------------|--------------------------|--------------------------|--------------------|
| Prince George's County Police Department | Speed Enforcement   | \$40,000.00                   | \$0.00                   | \$39,210.88              | \$39,210.88        |
| Prince George's County Police Department | Distracted Driving  | \$30,000.00                   | \$0.00                   | \$25,802.49              | \$25,802.49        |
| Prince George's County Police Department | Pedestrian/Bicycle  | \$20,000.00                   | \$12,303.44              | \$0.00                   | \$12,303.44        |
| Prince George's County Police Department | Impaired Driving    | \$80,000.00                   | \$0.00                   | \$57,215.79              | \$57,215.79        |
| Princess Anne Police Department          | Impaired Driving    | \$2,997.10                    | \$0.00                   | \$2,847.38               | \$2,847.38         |
| Princess Anne Police Department          | Speed Enforcement   | \$1,498.55                    | \$0.00                   | \$1,402.02               | \$1,402.02         |
| Princess Anne Police Department          | Occupant Protection | \$1,498.55                    | \$0.00                   | \$1,359.40               | \$1,359.40         |
| Princess Anne Police Department          | Pedestrian/Bicycle  | \$1,991.97                    | \$1,660.18               | \$0.00                   | \$1,660.18         |
| Queen Anne's County Sheriff's Office     | Speed Enforcement   | \$13,024.50                   | \$0.00                   | \$13,024.50              | \$13,024.50        |
| Queen Anne's County Sheriff's Office     | Impaired Driving    | \$12,996.00                   | \$0.00                   | \$9,724.24               | \$9,724.24         |
| Queen Anne's County Sheriff's Office     | Occupant Protection | \$4,018.50                    | \$0.00                   | \$4,018.50               | \$4,018.50         |
| Restaurant Association of Maryland       | Impaired Driving    | \$42,881.96                   | \$0.00                   | \$33,832.99              | \$33,832.99        |
| Riverdale Park Police Department         | Speed Enforcement   | \$2,000.00                    | \$0.00                   | \$1,572.62               | \$1,572.62         |
| Riverdale Park Police Department         | Distracted Driving  | \$2,000.00                    | \$0.00                   | \$1,313.89               | \$1,313.89         |
| Riverdale Park Police Department         | Impaired Driving    | \$3,000.00                    | \$0.00                   | \$1,100.54               | \$1,100.54         |
| Riverdale Park Police Department         | Pedestrian/Bicycle  | \$1,000.00                    | \$763.55                 | \$0.00                   | \$763.55           |
| Rockville Police Department              | Distracted Driving  | \$1,000.00                    | \$0.00                   | \$280.00                 | \$280.00           |
| Rockville Police Department              | Impaired Driving    | \$4,000.00                    | \$0.00                   | \$1,090.50               | \$1,090.50         |
| Salisbury Police Department              | Impaired Driving    | \$4,000.00                    | \$0.00                   | \$3,513.67               | \$3,513.67         |
| Salisbury Police Department              | Speed Enforcement   | \$2,000.00                    | \$0.00                   | \$1,695.16               | \$1,695.16         |
| Salisbury Police Department              | Occupant Protection | \$2,000.00                    | \$0.00                   | \$1,900.58               | \$1,900.58         |
| Salisbury University Police Department   | Occupant Protection | \$1,997.00                    | \$0.00                   | \$1,849.34               | \$1,849.34         |
| Somerset County Sheriff's Office         | Impaired Driving    | \$4,000.00                    | \$0.00                   | \$593.75                 | \$593.75           |
| Somerset County Sheriff's Office         | Speed Enforcement   | \$2,500.00                    | \$0.00                   | \$1,432.76               | \$1,432.76         |

| <b>Agency</b>  | <b>Program Area</b> | <b>Total Obligated Amount</b> | <b>State Funds Spent</b> | <b>NHTSA Funds Spent</b> | <b>Total Spent</b> |
|--|---------------------|-------------------------------|--------------------------|--------------------------|--------------------|
| Somerset County Sheriff's Office                                   | Occupant Protection | \$1,500.00                    | \$0.00                   | \$572.60                 | \$572.60           |
| St. Mary's County Health Department                                | Impaired Driving    | \$14,500.00                   | \$0.00                   | \$13,050.00              | \$13,050.00        |
| St. Mary's County Sheriff's Office                                 | Speed Enforcement   | \$4,500.00                    | \$0.00                   | \$3,064.90               | \$3,064.90         |
| St. Mary's County Sheriff's Office                                 | Distracted Driving  | \$3,000.00                    | \$0.00                   | \$2,440.85               | \$2,440.85         |
| St. Mary's County Sheriff's Office                                 | Impaired Driving    | \$12,000.00                   | \$0.00                   | \$11,053.70              | \$11,053.70        |
| Sykesville Police Department                                       | Occupant Protection | \$1,500.00                    | \$0.00                   | \$1,499.50               | \$1,499.50         |
| Sykesville Police Department                                       | Impaired Driving    | \$2,000.00                    | \$0.00                   | \$1,066.80               | \$1,066.80         |
| Sykesville Police Department                                       | Speed Enforcement   | \$1,500.00                    | \$0.00                   | \$1,494.54               | \$1,494.54         |
| Takoma Park Police Department                                      | Distracted Driving  | \$1,980.00                    | \$0.00                   | \$1,066.54               | \$1,066.54         |
| Takoma Park Police Department                                      | Impaired Driving    | \$1,485.00                    | \$0.00                   | \$459.52                 | \$459.52           |
| Talbot County Sheriff's Office                                     | Impaired Driving    | \$4,000.00                    | \$0.00                   | \$3,295.20               | \$3,295.20         |
| Talbot County Sheriff's Office                                     | Occupant Protection | \$2,000.00                    | \$0.00                   | \$954.02                 | \$954.02           |
| Talbot County Sheriff's Office                                     | Speed Enforcement   | \$2,000.00                    | \$0.00                   | \$1,881.03               | \$1,881.03         |
| University of Baltimore Center for Advancing Prevention Excellence | Impaired Driving    | \$46,004.30                   | \$0.00                   | \$7,888.33               | \$7,888.33         |
| University of Maryland Baltimore, NSC                              | Traffic Records     | \$353,934.53                  | \$0.00                   | \$328,092.41             | \$328,092.41       |
| University of Maryland Baltimore, NSC                              | Speed Enforcement   | \$16,392.52                   | \$0.00                   | \$15,865.68              | \$15,865.68        |
| University of Maryland Department of Public Safety                 | Speed Enforcement   | \$2,500.00                    | \$0.00                   | \$1,475.56               | \$1,475.56         |
| University of Maryland Department of Public Safety                 | Distracted Driving  | \$1,500.00                    | \$0.00                   | \$946.88                 | \$946.88           |
| University of Maryland Department of Public Safety                 | Impaired Driving    | \$9,000.00                    | \$0.00                   | \$3,867.70               | \$3,867.70         |
| University of Maryland Department of Public Safety                 | Pedestrian/Bicycle  | \$3,000.00                    | \$2,134.90               | \$0.00                   | \$2,134.90         |
| Washington Area Bicyclist Association                              | Pedestrian/Bicycle  | \$109,420.62                  | \$76,645.01              | \$0.00                   | \$76,645.01        |
| Washington College   | Traffic Records     | \$404,684.11                  | \$0.00                   | \$363,813.09             | \$363,813.09       |

| <b>Agency</b>                       | <b>Program Area</b>              | <b>Total Obligated Amount</b> | <b>State Funds Spent</b> | <b>NHTSA Funds Spent</b> | <b>Total Spent</b> |
|-------------------------------------|----------------------------------|-------------------------------|--------------------------|--------------------------|--------------------|
| Washington College                  | Racial Profiling Data Collection | \$71,483.08                   | \$0.00                   | \$17,410.32              | \$17,410.32        |
| Washington County Sheriff's Office  | Speed Enforcement                | \$2,999.00                    | \$0.00                   | \$2,917.24               | \$2,917.24         |
| Washington County Sheriff's Office  | Impaired Driving                 | \$10,000.00                   | \$0.00                   | \$6,086.07               | \$6,086.07         |
| Washington County Sheriff's Office  | Occupant Protection              | \$5,000.00                    | \$0.00                   | \$4,322.03               | \$4,322.03         |
| Washington Regional Alcohol Program | Impaired Driving                 | \$247,629.51                  | \$0.00                   | \$162,220.14             | \$162,220.14       |
| Wicomico County Sheriff's Office    | Impaired Driving                 | \$4,980.00                    | \$0.00                   | \$2,436.40               | \$2,436.40         |
| Wicomico County Sheriff's Office    | Occupant Protection              | \$1,980.00                    | \$0.00                   | \$1,581.62               | \$1,581.62         |
| Wicomico County Sheriff's Office    | Speed Enforcement                | \$5,460.00                    | \$0.00                   | \$2,605.52               | \$2,605.52         |
| Worcester County Health Department  | Impaired Driving                 | \$30,681.02                   | \$0.00                   | \$30,672.71              | \$30,672.71        |
| Worcester County Sheriff's Office   | Occupant Protection              | \$2,000.00                    | \$0.00                   | \$1,722.66               | \$1,722.66         |
| Worcester County Sheriff's Office   | Impaired Driving                 | \$2,000.00                    | \$0.00                   | \$1,950.40               | \$1,950.40         |
| Worcester County Sheriff's Office   | Speed Enforcement                | \$2,000.00                    | \$0.00                   | \$1,856.92               | \$1,856.92         |
| Wor-Wic Community College           | Special Projects                 | \$7,600.00                    | \$0.00                   | \$7,340.80               | \$7,340.80         |

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

The following is a list of the MHSO's FFY 2024 grantees, listed by jurisdiction and by emphasis area:

|                                       |                        |  | Speed Enforcement | Distracted Driving | Impaired Driving | Occupant Protection | Pedestrian and Bicycle Safety | Special Projects |
|---------------------------------------|------------------------|--|-------------------|--------------------|------------------|---------------------|-------------------------------|------------------|
| Allegany                              | Law Enforcement        | Allegany County Sheriff's Office                                   | X                 |                    | X                | X                   |                               |                  |
|                                       |                        | Cumberland Police Department                                       |                   |                    | X                | X                   | X                             |                  |
|                                       |                        | Frostburg City Police Department                                   | X                 |                    | X                | X                   |                               |                  |
| Anne Arundel                          | Law Enforcement        | Anne Arundel County Police Department                              | X                 | X                  | X                |                     | X                             |                  |
|                                       | Education and Outreach | Bicycle Advocates for Annapolis & Anne Arundel County              |                   |                    |                  |                     | X                             |                  |
| Baltimore City                        | Law Enforcement        | Baltimore City Police Department                                   | X                 | X                  | X                |                     | X                             |                  |
|                                       |                        | Maryland Capitol Police  |                   | X                  |                  |                     | X                             |                  |
|                                       | Education and Outreach | Baltimore Metropolitan Council                                     |                   |                    |                  |                     | X                             | X                |
|                                       |                        | Bikemore   |                   |                    |                  |                     | X                             |                  |
|                                       |                        | BYKE Collective  |                   |                    |                  |                     | X                             |                  |
|                                       |                        | Maryland Department of Health                                      |                   |                    |                  | X                   |                               |                  |
|                                       |                        | Maryland Institute for EMS Systems                                 |                   |                    |                  | X                   | X                             |                  |
|                                       |                        | Morgan State University  | X                 |                    |                  |                     | X                             |                  |
|                                       |                        | Neighborhood Design Center   |                   |                    |                  |                     | X                             |                  |
|                                       |                        | University of Baltimore Center for Advancing Prevention Excellence |                   |                    | X                |                     |                               |                  |
| University of Maryland Baltimore, NSC | X                      |  |                   | X                  |                  | X                   |                               |                  |

|                                      |                        |  | Speed Enforcement | Distracted Driving | Impaired Driving | Occupant Protection | Pedestrian and Bicycle Safety | Special Projects |
|--------------------------------------|------------------------|--|-------------------|--------------------|------------------|---------------------|-------------------------------|------------------|
| <b>Baltimore</b>                     | Law Enforcement        | Baltimore County Police Department             | X                 | X                  | X                |                     | X                             |                  |
|                                      |                        | Maryland State Police - Mobile Unit            |                   |                    | X                |                     |                               |                  |
|                                      |                        | Maryland State Police - SPIDRE                 |                   |                    | X                |                     |                               |                  |
|                                      |                        | Maryland State Police - Statewide              | X                 | X                  | X                |                     | X                             |                  |
|                                      |                        | Maryland Transportation Authority Police       | X                 | X                  | X                |                     |                               |                  |
|                                      | Education and Outreach | Baltimore County Police Dept - Crash Recon     |                   |                    |                  |                     |                               | X                |
|                                      |                        | Chesapeake Region Safety Council               |                   | X                  |                  |                     |                               | X                |
|                                      |                        | Maryland State Police - DRE                    |                   |                    | X                |                     |                               |                  |
| Maryland State Police - Statewide    |                        |  |                   |                    |                  |                     | X                             |                  |
| <b>Calvert</b>                       | Law Enforcement        | Calvert County Sheriff's Office                | X                 | X                  | X                |                     | X                             |                  |
|                                      | Education and Outreach | Calvert Alliance Against Substance Abuse, Inc. |                   |                    | X                |                     |                               |                  |
| <b>Carroll</b>                       | Law Enforcement        | Carroll County Sheriff's Office                | X                 |                    | X                | X                   | X                             |                  |
|                                      |                        | Hampstead Police Department                    | X                 |                    | X                | X                   |                               |                  |
|                                      |                        | Manchester Police Department                   | X                 |                    | X                | X                   |                               |                  |
|                                      |                        | Mount Airy Police Department                   | X                 |                    | X                | X                   | X                             |                  |
|                                      |                        | Sykesville Police Department                   | X                 |                    | X                | X                   |                               |                  |
|                                      | Education and Outreach | Maryland Chiefs of Police                      |                   |                    | X                |                     |                               | X                |
| Maryland Sheriffs' Association, Inc. |                        |  |                   | X                  |                  |                     | X                             |                  |
| <b>Cecil</b>                         | Law Enforcement        | Cecil County Sheriff's Office                  | X                 | X                  | X                |                     | X                             |                  |
|                                      |                        | Elkton Police Department                       | X                 | X                  | X                |                     |                               |                  |
|                                      | Education and Outreach | Cecil County DES                               |                   |                    | X                | X                   |                               |                  |
| <b>Charles</b>                       | Law Enforcement        | Charles County Sheriff's Office                | X                 | X                  | X                |                     | X                             |                  |

|                                    |                        |  | Speed Enforcement | Distracted Driving | Impaired Driving | Occupant Protection | Pedestrian and Bicycle Safety | Special Projects |
|------------------------------------|------------------------|--|-------------------|--------------------|------------------|---------------------|-------------------------------|------------------|
| Frederick                          | Law Enforcement        | Frederick Police Department                    | X                 |                    | X                | X                   |                               |                  |
| Garrett                            | Law Enforcement        | Garrett County Sheriff's Office                |                   |                    | X                |                     |                               |                  |
|                                    | Education and Outreach | Garrett County Commissioners                   |                   |                    |                  |                     |                               | X                |
|                                    |                        | Garrett County Liquor Control Board            |                   |                    | X                |                     |                               |                  |
| Harford                            | Law Enforcement        | Aberdeen Police Department                     | X                 | X                  | X                |                     | X                             |                  |
|                                    |                        | Bel Air Police Department                      | X                 | X                  | X                |                     | X                             |                  |
|                                    |                        | Harford County Sheriff's Office                | X                 | X                  | X                |                     |                               |                  |
|                                    |                        | Havre de Grace Police Department               | X                 | X                  | X                |                     | X                             |                  |
| Howard                             | Law Enforcement        | Howard County Department of Police             | X                 | X                  | X                |                     | X                             |                  |
|                                    | Education and Outreach | Crash Center for Research and Education (CORE) | X                 |                    |                  | X                   |                               | X                |
|                                    |                        | Free Bikes 4 Kidz Maryland                     |                   |                    |                  |                     | X                             |                  |
|                                    |                        | Maryland State's Attorneys' Association        |                   |                    | X                |                     |                               |                  |
|                                    |                        | Mothers Against Drunk Driving                  |                   |                    | X                |                     |                               |                  |
| Restaurant Association of Maryland |                        |  | X                 |                    |                  |                     |                               |                  |
| Kent                               | Law Enforcement        | Chestertown Police Department                  | X                 |                    | X                | X                   |                               |                  |
|                                    |                        | Kent County Sheriff's Office                   | X                 |                    | X                | X                   |                               |                  |
|                                    | Education and Outreach | Washington College                             |                   |                    |                  |                     |                               | X                |
| Montgomery                         | Law Enforcement        | Gaithersburg Police Department                 |                   |                    | X                |                     |                               |                  |
|                                    |                        | Montgomery County Maryland                     | X                 | X                  | X                |                     |                               |                  |
|                                    |                        | Montgomery County Sheriff's Office             |                   |                    | X                |                     |                               |                  |
|                                    |                        | Rockville Police Department                    | X                 | X                  | X                |                     |                               |                  |
| Out of State                       | Education and Outreach | DRIVE SMART Virginia                           |                   | X                  |                  |                     |                               |                  |
|                                    |                        | Emergency Responder Safety Institute           |                   |                    |                  |                     | X                             |                  |
|                                    |                        | Metropolitan Washington Council of Governments |                   |                    |                  |                     | X                             |                  |
|                                    |                        | Washington Area Bicyclist Association          |                   |                    |                  |                     | X                             |                  |
|                                    |                        | Washington Regional Alcohol Program            |                   |                    | X                |                     |                               |                  |

|                        |                        |  | Speed Enforcement | Distracted Driving | Impaired Driving | Occupant Protection | Pedestrian and Bicycle Safety | Special Projects |
|------------------------|------------------------|--|-------------------|--------------------|------------------|---------------------|-------------------------------|------------------|
| <b>Prince George's</b> | Law Enforcement        | City of Bowie                                      | X                 | X                  | X                |                     | X                             |                  |
|                        |                        | City of Hyattsville Police Department              | X                 | X                  | X                |                     | X                             |                  |
|                        |                        | Edmonston Police Department                        |                   | X                  | X                |                     |                               |                  |
|                        |                        | Greenbelt Police Department                        |                   |                    | X                |                     | X                             |                  |
|                        |                        | Laurel Police Department                           | X                 |                    | X                |                     |                               |                  |
|                        |                        | Prince George's County Police Department           | X                 | X                  | X                |                     | X                             |                  |
|                        |                        | Riverdale Park Police Department                   | X                 | X                  | X                |                     | X                             |                  |
|                        |                        | Takoma Park Police Department                      |                   | X                  | X                |                     |                               |                  |
|                        |                        | University of Maryland Department of Public Safety | X                 | X                  | X                |                     | X                             |                  |
| <b>Queen Anne's</b>    | Law Enforcement        | Queen Anne's County Sheriff's Office               | X                 |                    | X                | X                   |                               |                  |
| <b>Somerset</b>        | Law Enforcement        | Princess Anne Police Department                    | X                 |                    | X                | X                   | X                             |                  |
|                        |                        | Somerset County Sheriff's Office                   | X                 |                    | X                | X                   |                               |                  |
| <b>St. Mary's</b>      | Law Enforcement        | St. Mary's County Sheriff's Office                 | X                 | X                  | X                |                     |                               |                  |
|                        | Education and Outreach | St. Mary's County Health Department                |                   |                    | X                |                     |                               |                  |
| <b>Talbot</b>          | Law Enforcement        | Easton Police Department                           | X                 |                    | X                | X                   |                               |                  |
|                        |                        | Talbot County Sheriff's Office                     | X                 |                    | X                | X                   |                               |                  |
| <b>Washington</b>      | Law Enforcement        | Washington County Sheriff's Office                 | X                 |                    | X                | X                   |                               |                  |
|                        | Education and Outreach | Children's Safety Village                          |                   |                    |                  |                     | X                             |                  |

|                        |                                  | Speed Enforcement                      | Distracted Driving | Impaired Driving | Occupant Protection | Pedestrian and Bicycle Safety | Special Projects |
|------------------------|----------------------------------|--|--------------------|------------------|---------------------|-------------------------------|------------------|
| <b>Wicomico</b>        | Law Enforcement                  | Fruitland Police Department            | X                  |                  | X                   | X                             |                  |
|                        |                                  | Salisbury Police Department            | X                  |                  | X                   | X                             |                  |
|                        |                                  | Salisbury University Police Department |                    |                  |                     | X                             |                  |
|                        | Wicomico County Sheriff's Office | X                                      |                    | X                | X                   |                               |                  |
| Education and Outreach | Wor-Wic Community College        |  |                    |                  |                     | X                             |                  |
| <b>Worcester</b>       | Law Enforcement                  | Berlin Police Department               | X                  |                  | X                   | X                             |                  |
|                        |                                  | Ocean City Police Department           | X                  |                  | X                   | X                             | X                |
|                        |                                  | Worcester County Sheriff's Office      | X                  |                  | X                   | X                             |                  |
|                        | Education and Outreach           | MML PEA Committee 2023/2024            |                    |                  |                     |                               | X                |
|                        |                                  | Worcester County Health Department     |                    |                  | X                   |                               |                  |

# LEGISLATION

## Noah's Law

In April 2024, Maryland lawmakers passed House Bill 105, which closed a dangerous loophole in Maryland's impaired driving laws. Beginning October 1, 2024, people receiving a Probation Before Judgement (PBJ) for driving under the influence will be required to have an ignition interlock installed on their vehicle.

## Sarah Debbink Langenkamp Memorial Act

In April 2024, Maryland lawmakers passed House Bill 337, a bill that increases penalties for drivers who collide with cyclists on the shoulder or in a bike lane. The new law, named the Sarah Debbink Langenkamp Memorial Act, honors a Marylander who was struck and killed by the driver of a flatbed truck while she was riding in a bike lane. Penalties to drivers who contribute to the serious physical injury or death of a person riding a bicycle, motor scooter, or an electric personal assistive device could face up to \$2,000 in fines and two months in jail. The bill also reminds drivers of the requirement to give bicyclists at least three feet of clearance when passing in the same direction.

## Motorcycle Passenger Restrictions

In April 2024, Maryland lawmakers passed House Bill 102, a bill that provides additional guidance to passengers on a motorcycle. A passenger sitting properly on a motorcycle with feet on the pegs/boards provides stability to the rider. Beginning October 1, 2024, a passenger will not be able to ride on a motorcycle unless they are able to position their feet firmly on the footrests while seated except in certain cases related to a permanent disability.

## Vision Zero Implementation

In April 2024, Maryland lawmakers passed Senate Bill 345, a bill seeking to advance the State's commitment to Vision Zero, a road safety initiative aimed at eliminating traffic-related fatalities and severe injuries. Among the new requirements are quarterly public meetings including the Transportation Secretary and executives from MVA, SHA, and MDTA or their appointed representative. During the quarterly meetings an analysis of SHA's infrastructure reviews will be conducted.

## Work Zone Safety

In April 2024, Maryland lawmakers passed House Bill 513, a bill to better protect highway workers and motorists in work zones through cultural shifts to safer driving habits inside work zones. The new law went into effect on June 1, 2024, with additional changes effective January 1, 2025. It allows more than one-speed camera to be placed in larger work zones, and requires updates to work zone signage and lighting requirements to help identify when workers are present on the job site. Speed cameras will be equipped with flashing blue lights and fines will increase in two stages. Effective June 1, 2024, fines increased from \$40 to \$80. An updated schedule of fines will take effect in January 2025, with a sliding scale from \$60 to \$500, corresponding to how far over the speed limit the driver was recorded at the time of their recorded offense. If workers were present at the time of the offense, the citation's fine will double (\$120 to \$1,000).

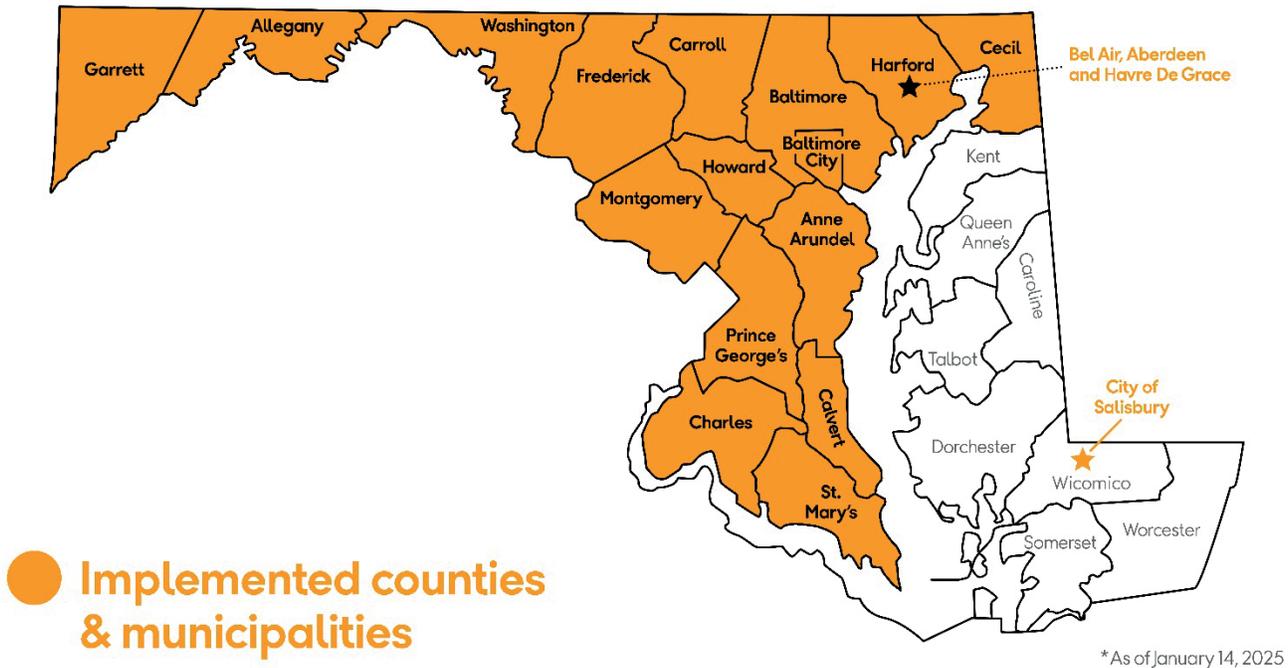
# LOCAL STRATEGIC HIGHWAY SAFETY PLANS

Maryland's statewide SHSP provides a strong foundation to apply the Safe System Approach principles and elements. Since 2018, MHSO has provided grant funding to the Baltimore Metropolitan Council (BMC) to fund a position focused on assisting the jurisdictions in the Baltimore region with developing and implementing local SHSPs. Each team has developed a plan customized to address local needs.

Local SHSPs engage multiple safety agencies along with State partners. Following an approach to include enforcement, education/outreach, engineering, and emergency medical services, some teams have expanded to include schools, health, and other local departments, as well as SHA, MHSO, and Maryland State Police (MSP). With a multi-disciplinary team, a holistic approach is brought to traffic safety, and silos are broken down. These plans also qualify local jurisdictions for federal and State funding. The development and implementation of local safety plans can be funded through the Safe Streets and Roads for All program, created by the Bipartisan Infrastructure Law. This new funding structure is an important step in providing federal funding directly to local agencies. SHA has made infrastructure improvement funding available to local agencies with an established local plan through the Highway Safety Improvement Program.

The development of local plans began in 2017, and as seen on the map below, more than one-half of Maryland jurisdictions have implemented a plan.

## Progress of Maryland's Local Strategic Highway Safety Plans



# PERFORMANCE TARGETS

## SHSP Measures

The projects included in this Annual Report prioritize the strategies and action steps in Maryland's Strategic Highway Safety Plan (2021- 2025). For the 2021-2025 SHSP, a statistical methodology was applied to establish highway safety performance measures, with annual targets set using a two-pronged approach. For performance measures showing a declining trend, targets were calculated using five-year rolling averages and an exponential trend line without a fixed endpoint to project future goals. Conversely, for performance measures with increasing trends, targets were determined by applying a two percent reduction from the most recent five-year average (2019-2023). This reduction strategy is maintained with a consistent two percent decrease for each subsequent five-year average. This is to prevent setting targets higher than a baseline even if the exponential trend line points to an increase.

Current targets through 2021-2025 are set using an initial baseline five-year average of 2005-2009, updated to include trend changes in 2019-2023.

MHSO's HSP targets have been fixed for the years FFY2024-2026. For single-year targets, midpoints of the five-year average targets are used, e.g., the 2024 target is the midpoint of the five-year average target for 2022-2026; the 2025 target is the midpoint of the five-year average target for 2023-2027; and the 2026 target is the midpoint of the five-year average target for 2024-2028.

This method is applied to the five performance measures required by the Federal Highway Administration (FHWA): fatalities, fatality rate, serious injuries, serious injury rate, and nonmotorized fatalities and serious injuries, with the first three being identical in Maryland's Highway Safety Plan (HSP) and Highway Safety Improvement Program (HSIP) per federal requirement.

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

Unless otherwise noted, all data are derived from SHA's Traffic Analysis Network Garage (TANG), based on crash reports submitted to and processed by the Maryland State Police through the Automated Crash Reporting System (ACRS). Data are subject to change.

## Maryland Crash Data

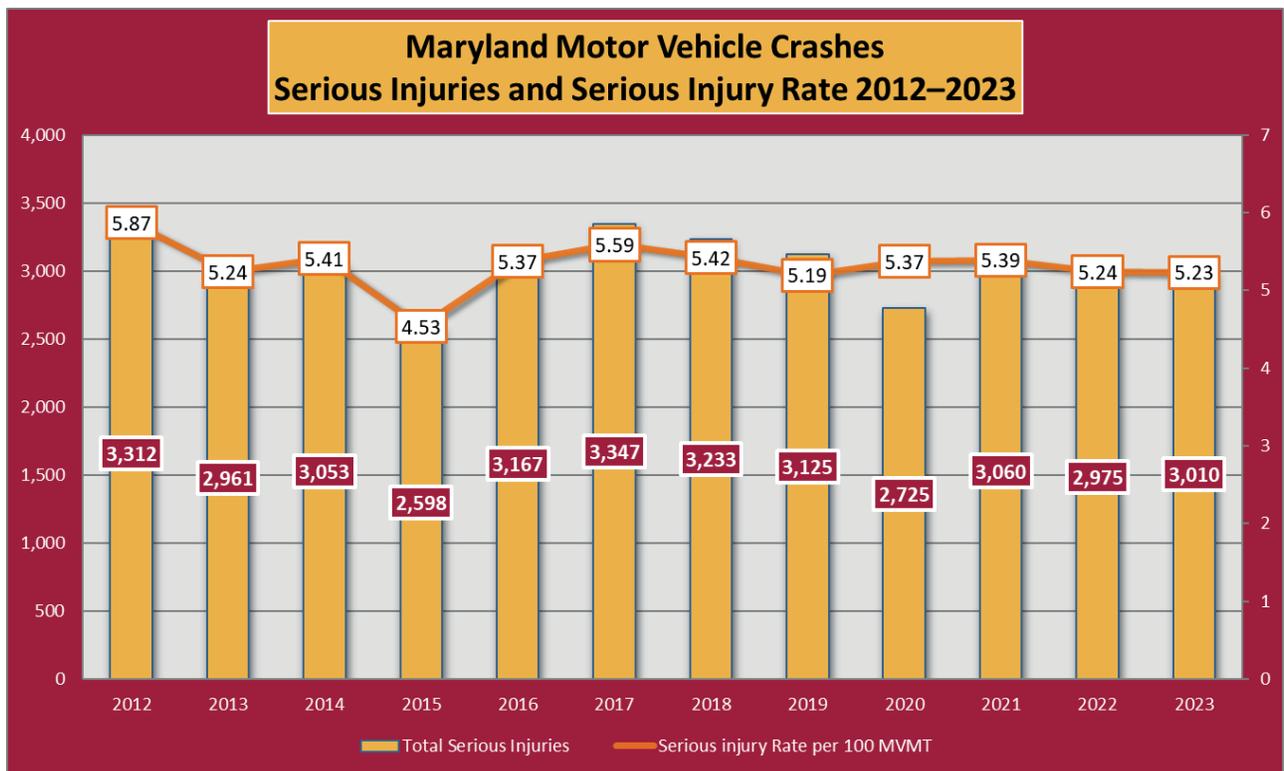
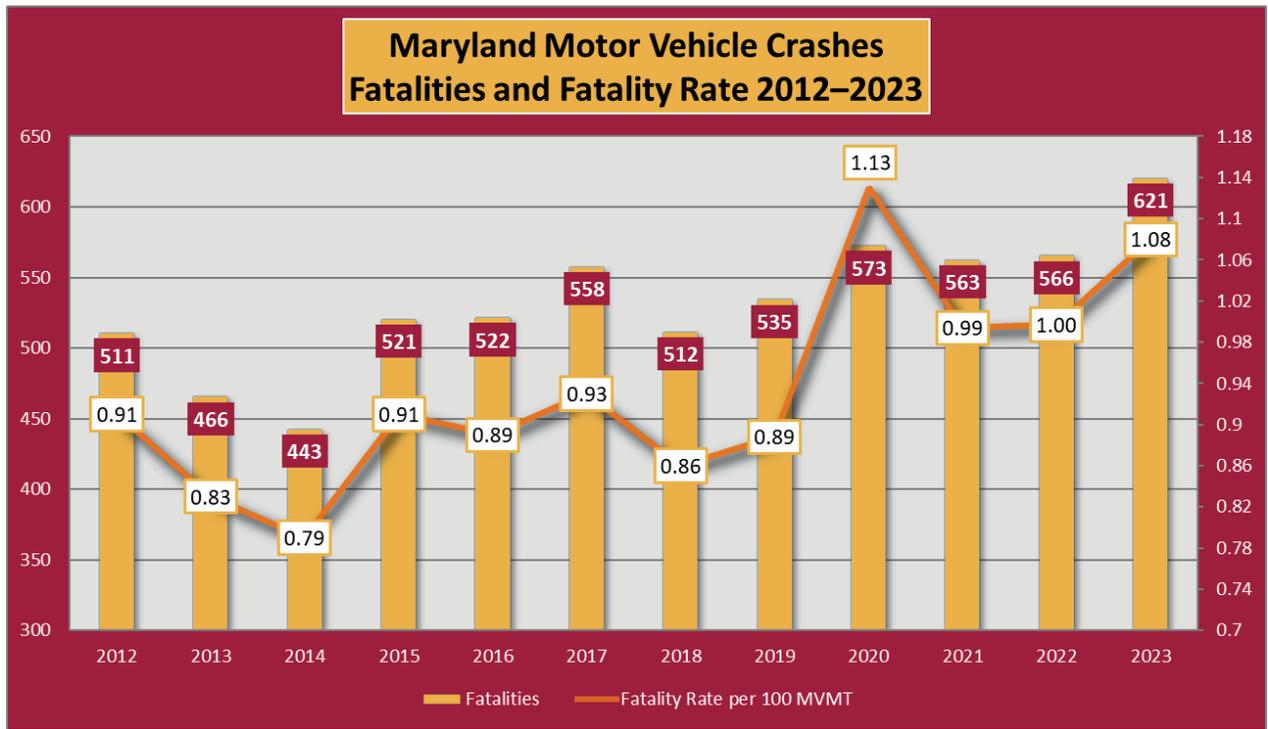
In 2023, 621 people were killed—a 10 percent increase from 2022—in 110,401 police-reported traffic crashes in Maryland, while 41,538 people were injured, and 81,247 crashes involved no apparent injury (“property damage only”). In total, 349 drivers (including 78 motorcycle operators); 180 non-motorists (157 pedestrians “on foot,” 15 bicyclists, and 8 other non-motorist types); and 92 passengers were killed on Maryland roads. The fatality rate for Maryland increased from 0.86 in 2018 to 0.89 in 2019 and 1.13 in 2020, before falling to 0.99 and 1.00 in 2021 and 2022, though 2023 resulted in an alarmingly high rate not seen for a long time; notably, the overall fatality rate has still consistently been lower than the national fatality rates every year since 1992.

On average, in 2023, one person was killed every 14 hours, 114 people were injured each day (5 injured every hour), and 302 police-reported traffic crashes occurred every day.

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

|                         |         |        |         |         |         | 5 Year  |       |
|-------------------------|---------|--------|---------|---------|---------|---------|-------|
|                         | 2019    | 2020   | 2021    | 2022    | 2023    | AVG.    | %     |
| Fatal Crashes           | 496     | 546    | 524     | 534     | 577     | 535     | 0.5   |
| Injury Crashes          | 32,938  | 25,360 | 28,142  | 28,027  | 28,577  | 28,609  | 26.5  |
| Property Damage Crashes | 82,583  | 69,728 | 80,243  | 79,908  | 81,247  | 78,742  | 73.0  |
| Total Crashes           | 116,017 | 95,634 | 108,909 | 108,469 | 110,401 | 107,886 | 100.0 |
|                         |         |        |         |         |         |         |       |
| Total of All Fatalities | 535     | 573    | 563     | 566     | 621     | 572     |       |
| Total Number Injured    | 48,682  | 36,790 | 40,858  | 40,719  | 41,538  | 41,717  |       |

*Source: Crash data are obtained from the State Highway Administration (SHA), which maintains a database derived from crash reports submitted to, and processed and approved by, the Maryland State Police (MSP). As of December 4, 2024. Data are subject to change.*



# Assessment of Results in Achieving Performance Targets for FY23 and FY24

The minimum set of core performance measures are included below to meet federal requirements.

All targets below are set using a five-year rolling average and the exponential trend method described earlier. Crash data sources include data derived from SHA’s TANG database, based on reports submitted and processed by the MSP and FARS as noted below; seat belt use rate obtained from the annual Maryland Observational Surveys of Safety Belt Use (National Study Center); and seat belt citations, DUI arrests, and speeding citations obtained through MHSO’s grant management reporting system (GPS).

*Note: FARS 2022 data are preliminary and will change when Final FARS is released; therefore, all targets are subject to change.*

| Performance Measure  | FFY2024       |                |                        |                                     |                      |   | FFY2024-2026 Targets   |                        |                        |
|--|---------------|----------------|------------------------|-------------------------------------|----------------------|---|------------------------|------------------------|------------------------|
|  | Target Period | Target Year(s) | Target Value FFY23 HSP | Data Source/ FFY24 Progress Results | Met FFY23 Target Y/N | On Track to Meet FFY24 Target Y/N/In-Progress | Target Value FFY24 HSP | Target Value FFY25 HSP | Target Value FFY26 HSP |
| <b>C-1) Total Traffic Fatalities (FARS)</b>  | 5 year        | 2022-2026      | 493.8                  | 2018-2022 FARS ARF 549.4            | N                    | N   | 490.9                  | 487.9                  | 485.0                  |
| <b>C-2) Serious Injuries in Traffic Crashes (State)</b>  | 5 year        | 2022-2026      | 2,249.6                | 2019-2023 State 2,988.6             | N                    | N   | 2,146.3                | 2,047.7                | 1,953.7                |
| <b>C-3) Fatalities/VMT (FARS)</b>  | 5 year        | 2022-2026      | 0.835                  | 2018-2022 FARS ARF 0.972            | N                    | N   | 0.827                  | 0.819                  | 0.811                  |
| <b>Serious Injury Rate (State)</b>   | 5 year        | 2022-2026      | 3.777                  | 2019-2023 State 5.308               | N                    | N   | 3.590                  | 3.411                  | 3.242                  |
| <b>Non-motorized Fatalities and Serious Injuries (FARS + State)</b>  | 5 year        | 2022-2026      | 605.8                  | 2018-2022 FARS/State 644.6          | N                    | N   | 597.3                  | 581.1                  | 570.2                  |
| <b>C-4) Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions (State)</b>                               | 5 year        | 2022-2026      | 91.6                   | 2019-2023 State 132.6               | N                    | N   | 89.1                   | 86.6                   | 84.2                   |
| <b>C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)</b> | 5 year        | 2022-2026      | 159.9                  | 2018-2022 FARS ARF 176.4            | N                    | N   | 156.7                  | 153.6                  | 150.5                  |

| FFY2024   |               |                |                        |                                     |                      |   | FFY2024-2026 Targets   |                        |                        |
|---|---------------|----------------|------------------------|-------------------------------------|----------------------|---|------------------------|------------------------|------------------------|
| Performance Measure   | Target Period | Target Year(s) | Target Value FFY23 HSP | Data Source/ FFY24 Progress Results | Met FFY23 Target Y/N | On Track to Meet FFY24 Target Y/N/In-Progress | Target Value FFY24 HSP | Target Value FFY25 HSP | Target Value FFY26 HSP |
| <b>C-5.5) Impaired (Alcohol and/or Drugs) Driving Fatalities (State)</b>                                | 5 year        | 2022-2026      | 145.8                  | 2019-2023 State 156.0               | N                    | N   | 143.4                  | 141.0                  | 138.6                  |
| <b>C-6) Speeding-Related Fatalities (State)</b>   | 5 year        | 2022-2026      | 59.3                   | 2019-2023 State 114.2               | N                    | N   | 55.6                   | 52.1                   | 48.9                   |
| <b>C-7) Motorcyclist Fatalities (State)</b>   | 5 year        | 2022-2026      | 66.9                   | 2019-2023 State 76.4                | N                    | N   | 66.4                   | 65.9                   | 65.3                   |
| <b>C-8) Unhelmeted Motorcyclist Fatalities (State)</b>  | 5 year        | 2022-2026      | 10.0                   | 2019-2023 State 11.4                | N                    | N   | 9.8                    | 9.6                    | 9.4                    |
| <b>C-9) Drivers Ages 20 or Younger Involved in Fatal Crashes (State)</b>                                | 5 year        | 2022-2026      | 34.0                   | 2019-2023 State 57.6                | N                    | N   | 32.0                   | 30.0                   | 28.2                   |
| <b>C-10) Pedestrian Fatalities (State)</b>  | 5 year        | 2022-2026      | 114.7                  | 2019-2023 State 135.0               | N                    | N   | 112.4                  | 110.2                  | 108.0                  |
| <b>C-11) Bicyclist Fatalities (State)</b>   | 5 year        | 2022-2026      | 8.9                    | 2019-2023 State 11.4                | N                    | N   | 8.7                    | 8.5                    | 8.3                    |
| <b>B-1) Observed Seat Belt Use for Passenger Vehicles, Front Seat Outboard Occupants (State Survey)</b> | Annual        | 2024           | 93.6%                  | 2023 92.1<br>2024 90.6              | Y                    | N   | 94.5%                  | 95.3%                  | 97.1%                  |
| <b>Aggressive Driving Fatalities (State)</b>  | 5 year        | 2022-2026      | 30.7                   | 2019-2023 State 49.0                | N                    | N   | 29.4                   | 28.2                   | 27.0                   |
| <b>Aggressive Driving Serious Injuries (State)</b>  | 5 year        | 2022-2026      | 100.7                  | 2019-2023 State 176.0               | N                    | N   | 91.0                   | 82.1                   | 74.2                   |
| <b>Distracted Driving Fatalities (State)</b>  | 5 year        | 2022-2026      | 140.9                  | 2019-2023 State 210.6               | N                    | N   | 135.2                  | 129.8                  | 124.6                  |
| <b>Distracted Driving Serious Injuries (State)</b>  | 5 year        | 2022-2026      | 940.1                  | 2019-2023 State 1,343.8             | N                    | N   | 869.5                  | 804.3                  | 743.9                  |
| <b>Impaired (Alcohol and/or Drugs) Driving Serious Injuries (State)</b>                                 | 5 year        | 2022-2026      | 315.8                  | 2019-2023 State 435.2               | N                    | N   | 299.8                  | 284.6                  | 270.2                  |

| FFY2024   |               |                |                        |                                     |                      |   | FFY2024-2026 Targets   |                        |                        |
|---|---------------|----------------|------------------------|-------------------------------------|----------------------|---|------------------------|------------------------|------------------------|
| Performance Measure                             | Target Period | Target Year(s) | Target Value FFY23 HSP | Data Source/ FFY24 Progress Results | Met FFY23 Target Y/N | On Track to Meet FFY24 Target Y/N/In-Progress | Target Value FFY24 HSP | Target Value FFY25 HSP | Target Value FFY26 HSP |
| Unrestrained Serious Injuries (State)           | 5 year        | 2022-2026      | 311.9                  | 2019-2023 State 421.6               | N                    | N   | 304.5                  | 297.3                  | 290.2                  |
| Pedestrian (01) Serious Injuries (State)        | 5 year        | 2022-2026      | 394.8                  | 2019-2023 State 413.4               | N                    | N   | 386.9                  | 379.1                  | 371.6                  |
| Speed-Related Serious Injuries (State)          | 5 year        | 2022-2026      | 177.7                  | 2019-2023 State 371.6               | N                    | N   | 158.1                  | 140.6                  | 125.1                  |
| Bicyclist Serious Injuries (State)              | 5 year        | 2022-2026      | 65.4                   | 2019-2023 State 77.4                | N                    | N   | 65.1                   | 64.8                   | 64.4                   |
| Motorcyclist Serious Injuries (State)           | 5 year        | 2022-2026      | 252.1                  | 2019-2023 State 314.2               | N                    | N   | 247.6                  | 243.2                  | 238.8                  |
| Mature Driver-Involved Fatalities (State)       | 5 year        | 2022-2026      | 83.4                   | 2019-2023 State 98.4                | N                    | N   | 81.7                   | 80.1                   | 78.5                   |
| Mature Driver-Involved Serious Injuries (State) | 5 year        | 2022-2026      | 385.1                  | 2019-2023 State 465.0               | N                    | N   | 372.6                  | 360.5                  | 348.8                  |
| Young Driver-Involved Serious Injuries (State)  | 5 year        | 2022-2026      | 217.0                  | 2019-2023 State 393.2               | N                    | N   | 197.0                  | 178.8                  | 162.2                  |
| Infrastructure Fatalities (State)               | 5 year        | 2022-2026      | 295.9                  | 2019-2023 State 351.6               | N                    | N   | 294.7                  | 293.5                  | 292.4                  |
| Infrastructure Serious Injuries (State)         | 5 year        | 2022-2026      | 1,399.4                | 2019-2023 State 1,876.6             | N                    | N   | 1,337.8                | 1,279.0                | 1,222.7                |
| Run-off-the-Road Fatalities (State)             | 5 year        | 2022-2026      | 138.6                  | 2019-2023 State 181.8               | N                    | N   | 135.2                  | 131.8                  | 128.6                  |
| Run-off-the-Road Serious Injuries (State)       | 5 year        | 2022-2026      | 506.6                  | 2019-2023 State 703.8               | N                    | N   | 481.4                  | 457.4                  | 434.7                  |
| Intersection Fatalities (State)                 | 5 year        | 2022-2026      | 141.7                  | 2019-2023 State 161.4               | N                    | N   | 138.8                  | 136.1                  | 133.3                  |
| Intersection Serious Injuries (State)           | 5 year        | 2022-2026      | 836.0                  | 2019-2023 State 1,140.4             | N                    | N   | 799.2                  | 764.1                  | 730.4                  |
| Construction/Work Zone Fatalities (State)       | 5 year        | 2022-2026      | 8.5                    | 2019-2023 State 8.4                 | Y                    | Y   | 8.3                    | 8.1                    | 8.0                    |

| FFY2024   |               |                |                        |                                     |                      |   | FFY2024-2026 Targets   |                        |                        |
|---|---------------|----------------|------------------------|-------------------------------------|----------------------|---|------------------------|------------------------|------------------------|
| Performance Measure                             | Target Period | Target Year(s) | Target Value FFY23 HSP | Data Source/ FFY24 Progress Results | Met FFY23 Target Y/N | On Track to Meet FFY24 Target Y/N/In-Progress | Target Value FFY24 HSP | Target Value FFY25 HSP | Target Value FFY26 HSP |
| Construction/Work Zone Serious Injuries (State) | 5 year        | 2022-2026      | 29.1                   | 2019-2023 State 32.4                | N                    | N   | 27.3                   | 25.5                   | 23.9                   |
| Roadside Deaths (Move Over) Fatalities (State)  | 5 year        | 2022-2026      | 3.0                    | 2019-2023 State 2.4                 | Y                    | Y   | 3.0                    | 2.9                    | 2.8                    |
| Roadside (Move Over) Serious Injuries (State)   | 5 year        | 2022-2026      | 11.6                   | 2019-2023 State 11.8                | N                    | N   | 11.6                   | 11.4                   | 11.2                   |

### Grant Funded Enforcement Activity Measures

|                                     | Federal Fiscal Year |        |        |        |        |        |        |       |       |
|-------------------------------------|---------------------|--------|--------|--------|--------|--------|--------|-------|-------|
|                                     | 2016                | 2017   | 2018   | 2019   | 2020   | 2021   | 2022   | 2023  | 2024  |
| Seat belt citations issued (A-1)    | 4,900               | 2,580  | 2,489  | 3,112  | 2,160  | 1,628  | 1,254  | 1,278 | 1,182 |
| Impaired driving arrests made (A-2) | 1,894               | 1,097  | 1,217  | 1,139  | 884    | 618    | 1,220  | 579   | 474   |
| Speeding citations (A-3)            | 24,542              | 18,529 | 22,575 | 16,392 | 14,519 | 11,984 | 10,471 | 9,125 | 9,035 |

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

|                                       | Calendar Year |      |      |      |      |      |      |      |       |
|---------------------------------------|---------------|------|------|------|------|------|------|------|-------|
|                                       | 2016          | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 | 2024* |
| SPIDRE impaired driving arrests (A-2) | 541           | 386  | 372  | 331  | 340  | 325  | 279  | 324  | 335   |

\*As of November 30, 2024

| <b>Law Enforcement Interaction</b> | <b>Count</b>  |
|------------------------------------|---------------|
| Belt Citations                     | 1,182         |
| Cell Citations                     | 1,496         |
| Child Restraint Citations          | 111           |
| Criminal Arrests                   | 556           |
| DUI Arrests (Alcohol Only)         | 478           |
| DUI/DUID Arrests (Alcohol & Drugs) | 26            |
| DUID Arrests (Drugs Only)          | 26            |
| Other Citations                    | 18,863        |
| Pedestrian Citations               | 616           |
| Speed Citations                    | 9,039         |
| Texting Citations                  | 179           |
| Vehicle Contacts                   | 39,258        |
| <b>Total</b>                       | <b>71,830</b> |

Notes:

- FFY2023 Targets: From the FFY2024 HSP.
- FFY2024 Targets: From the 2021-2025 SHSP Methodology, 2022-2026 Target (2024 mid-point).
- FFY2025 Targets: From the 2021-2025 SHSP Methodology, 2023-2027 Target (2025 mid-point).
- FFY2026 Targets: From the 2021-2025 SHSP Methodology, 2024-2028 Target (2026 mid-point).
  - These are the same targets submitted in the 3HSP, i.e., they have not been updated based on a rolling five-year average.
  
- C-5: The performance measure for impaired driving fatalities has been updated as of the HSP FFY 2024-2026 submission. We will now report on impaired fatalities using both FARS and State definitions.
- B-1: The proposed seat belt use rate targets estimate a reduction in the number of observed unbelted motor vehicle occupants by at least 25 in each of the observation counties for each successive year. Targets were set based on the 89.9% belt used rate in 2020. (This has been updated from the previous HSP reporting which set the baseline at 92% from 2014. Since Maryland went below the baseline, a new baseline was set with new targets.)
  
- Fatalities, Fatality Rate, and Non-motorized Fatalities requiring FARS data have targets set based on the 2022 ARF. As of the development of these targets and the Annual Report, NHTSA has not released Final 2022 and 2023 ARF and is not expected to until after the Annual Report is submitted.

## FFY 2024 Performance Target Progress Explanations

Maryland did not meet several targets, including Total Traffic Fatalities, Serious Injuries, Fatalities/ VMT, and Serious Injury Rate. However, moving forward, Maryland will adjust action steps in the SHSP and continually add elements to the comprehensive outreach campaign Be the Driver. In addition, we will continue our work with multiple counties and municipalities as they develop and implement local SHSPs. Specific actions per emphasis area where targets were not met are detailed below:

**Unrestrained Passenger Vehicle Occupant Fatalities.** The MHSO will work to implement more recommendations from the OP assessment. The Observational Seat Belt Survey sites that showed a low-use rate will be reviewed for additional campaign targeting and if necessary, enforcement. Action steps that will be taken for the upcoming grant year include improving the accuracy and completion of restraint use/safety equipment use fields in Maryland's Automated Crash Reporting System (ACRS), promoting a model policy for all Maryland law enforcement agencies that encourages occupant protection use amongst their officers, and implementing a higher concentration of outreach efforts that consider unique cultures and circumstances in minority or vulnerable communities including immigrants in Maryland.

**Impaired Driving Fatalities.** The MHSO will work to implement recommendations from the impaired driving assessment including addressing the needs of underserved communities in both paid and earned media campaigns, executing complete and thorough toxicologist examinations on all blood specimens submitted for DUI investigation (cannabis & alcohol). The MHSO will continue the training of the State Judicial Outreach Liaison (SJOL) who was hired in FFY 2024. The SJOL will work with the Office of Problem-Solving Courts to expand DUI Courts and the MHSO also will continue the process of hiring a full-time Traffic Safety Resource Prosecutor (TSRP) to address training and support to Maryland's prosecutors. Lastly, the MHSO will continue to address the strategies in the recently written Impaired Driving Strategic Plan.

**Speeding-Related Fatalities.** The MHSO will work with partners on the examination of initiatives or policy changes made in other states during the last three to five years that are intended to reduce aggressive driving including speeding. Action steps that will be taken for the upcoming grant year include supporting the changes made to Maryland's automated enforcement practices. Maryland has made several changes to its automated enforcement system, including:

- **Fines:** The fine for speeding in a work zone increased from \$40 to \$80 on June 1, 2024.
- **Tiered system:** Beginning January 1, 2025, the system will use a tiered structure based on speed and whether workers are present.
- **Flashing blue lights:** Work zone cameras will be required to have flashing blue lights to alert drivers.
- **Work zone signage:** Advanced signage will alert drivers of the speed limit and that there may be automated enforcement.
- **Speed display trailers:** Trailers will post the speed limit and show approaching vehicle speeds.
- **School zones:** Cameras in school zones are restricted to Monday through Friday, 6 AM–8 PM.

Maryland also will continue to evaluate variable/moveable automatic speed enforcement or other technologies in high-risk areas and support the placement and implementation of unmanned speed cameras in work zones with higher fines that are comparable to fines issued by law enforcement. The MHSO also will work with partners to review existing programs and countermeasures that have shown a measure of success in reducing speeding and aggressive behaviors either in research or in practical applications.

**Motorcyclist Fatalities and Unhelmeted Motorcyclist Fatalities.** The MHSO will adjust the number of locations and number of classes for MD MOTORS classes in the upcoming grant year based on demand. Expanding partnerships with motorcycle dealerships to offer educational seminars to their customers and providing safety literature will be action steps taken in the upcoming grant year. The office will also provide data to partners who oppose the motorcycle helmet law repeal if legislation is reintroduced in the upcoming MD General Assembly and work with partners to discuss the feasibility of requiring a Class M driver's license when registering a motorcycle.

**Passengers, Age Two or Younger Involved in Fatal Crashes.** The MHSO will work with the MD Department of Health to offer additional CPS technician training classes and create additional opportunities for existing technicians to recertify. The office will work more closely with EMS by providing crash science training for emergency clinicians/first responders, focusing on implications of a crash scene, identification of the use/non-use of a restraint/car seat, and patient/occupant location and how these factors contribute to injury.

**Pedestrian Fatalities.** The MHSO will work to implement more recommendations from the pedestrian assessment and Maryland's Pedestrian Safety Action Plan (PSAP). In addition, the MHSO will work with MDOT to implement the State's Complete Streets initiative. Complete Streets ensures that a range of safe options for multimodal transportation, including active transportation, are prioritized throughout all phases of project development. Action steps that will be taken for the upcoming grant year include establishing a Pedestrian Bicycle Safety Legislative Task Force subcommittee to serve as an ongoing working group that identifies gaps in legislation and policy. The MHSO will also use the "MDOT SHA Context Driven Access & Mobility for All Users" guidelines to support the implementation of appropriate treatments in the Urban and Suburban context areas.

**Bicyclist Fatalities.** The MHSO will work with SHA to identify bicyclist high-risk locations on State-owned/-maintained and locally owned/maintained roads and develop detailed visualization tools and data sharing. In addition, the office will work with law enforcement to increase enforcement of bicycle safety laws such as the 3-foot law and the new law that requires motorists to yield to bicyclists in bike lanes and on shoulders.

# ACTIVITY REPORT

## FFY 2024 Activities Contributing to Performance Targets

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|-------------|------------------------------------|---------------|------------------------------------|
| Grant Name: | Baltimore County Police Department | Grant Number: | GN-Balt Co PD-Crash Recon-2024-172 |
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Grant activities that contributed to meeting State’s highway safety performance targets:

The Baltimore County Police Department's Traffic Training Team effectively contributed to Maryland's highway safety performance targets by enhancing the skills of law enforcement personnel through specialized crash investigation training. Their partnerships with key agencies, including NHTSA, MVA, SHA, and various local law enforcement groups, helped expand the reach and quality of the training programs. The successful implementation of multiple crash investigation schools, including Level 1 and Level 2 courses, resulted in 224 officers trained, with 27 new certified crash reconstructionist added to the State's force. Additionally, the development of a robust instructor corps and the creation of new training courses addressed gaps in crash investigation expertise, further strengthening Maryland's traffic safety efforts.

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| Grant Name: | Baltimore Metropolitan Council | Grant Number: | GN-Balt Metropolitan Council-2024-029 |
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Grant activities that contributed to meeting State’s highway safety performance targets:

Progress in the Baltimore Region's strategic highway safety planning (SHSP) has been notable, with five counties and Baltimore City actively implementing their plans, and one county securing Safe Streets and Roads for All (SS4A) funding to develop its SHSP. Notably, local committees developed action plans, secured funding, and initiated collaborations with consultants to bolster their efforts. The Baltimore Metropolitan Council (BMC) played a pivotal role by engaging with State agencies, facilitating workshops, and providing ongoing consultation to support local SHSPs.

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| Grant Name: | Baltimore Metropolitan Council | Grant Number: | GN-Balt Metropolitan Council-2024-179 |
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Grant activities that contributed to meeting State’s highway safety performance targets:

The LOOK ALIVE campaign raises awareness of safety rules for vulnerable road users through targeted educational outreach and creative materials. In FY 2023, the campaign expanded its outreach with virtual reality events, while collaborating with local jurisdictions to enhance engagement. Twitter/X chat, Signal People Street Teams, and several modes of media outreach rounded out the project activities.

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| Grant Name:  | Baltimore Metropolitan Council | Grant Number: | GN-Balt Metropolitan Council-2024-273 |
| Grant activities that contributed to meeting State's highway safety performance targets:   |                                |               |                                       |
| <p>The grant supported the implementation and development of local Strategic Highway Safety Plans (SHSP) in the Baltimore region. Progress was made in five counties and Baltimore City, with each jurisdiction advancing its SHSP efforts. Notable actions included the establishment of Anne Arundel County's Vision Zero steering committee, Baltimore City securing funding for SHSP initiatives, and Baltimore County hiring a consultant for a Vision Zero Action Plan. Additionally, Harford, Howard, and Queen Anne's counties continued their safety efforts, with Howard County focusing on infrastructure reviews and demonstration projects, while Carroll County integrated the Impact Teen Drivers program into local high schools. The collaboration between the Baltimore Metropolitan Council (BMC) and State agencies facilitated the Maryland Strategic Highway Safety Plan's continued implementation and updates.</p> <p>BMC played a key role by supporting local jurisdictions, advocating for safety projects, sharing safety messaging, and participating in regional workshops, conferences, and technical working groups. Additionally, BMC worked on updating regional traffic safety performance targets and maintained online dashboards to support local safety efforts. With the completion of SHSPs and the implementation of Safe Streets For All projects in FY 2025, further strides in improving highway safety are expected.</p> |                                |               |                                       |

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| Grant Name:  | Free Bikes 4 Kidz Maryland | Grant Number: | GN-Bike 4 Kidz-2024-215 |
| Grant activities that contributed to meeting State's highway safety performance targets:   |                            |               |                         |
| <p>In FY2024, Free Bikes 4 Kidz Maryland distributed 2,690 refurbished bicycles with new helmets to children in need across the State, sourced through public donations and refurbished by more than 500 volunteers. The bikes were given to children referred by schools, nonprofits, and social services based on eligibility for free/reduced meals or assistance. FB4K also provided 30 refurbished Trek bicycles to the Howard County Public School System (HCPSS) for their bike safety education program. With MHSO funding, FB4K distributed 600 new helmets in Howard County and conducted bike safety programs at five schools for students in grades 2-5 and high school. Additionally, FB4K organized cycling safety sessions at local libraries, partnered with Bike HoCo to promote safe cycling, provided bikes and helmets to student commuters, and supported bike rack and lock installations at high schools.</p> |                            |               |                         |

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| Grant Name:   | Bicycle Advocates for Annapolis & Anne Arundel County | Grant Number: | GN-Bike AAA-2024-121 |
| Grant activities that contributed to meeting State's highway safety performance targets:  |   |               |                      |
| <p>Bike AAA's Wheels of Hope program successfully provided refurbished bikes to underserved adults and children and more than 100 adult helmets. Additionally, 130-150 children's helmets were distributed through bike rodeos, holiday donations, and requests from county elementary schools, further promoting bicycle safety in the community. Demand for adult bikes has exceeded 100 requests annually, driven by an expanded partner network. Information cards on correct helmet fitting and bike maintenance tips also were distributed.</p> |   |               |                      |

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| Grant Name:   | Bikemore | Grant Number: | GN-Bikemore-2024-146 |
| Grant activities that contributed to meeting State's highway safety performance targets:  |          |               |                      |
| <p>Bikemore and Graham Projects successfully expanded the Mobile Bike Shop allowing for more frequent pop-up events and improved bicycle repair services in underserved communities. The initiative engaged local residents in discussions about traffic safety, fostering community involvement in shaping safer streets around Druid Hill Park. During three "Bike Repair and Story Share" events, more than 150 community members participated, providing valuable feedback on high-risk areas and needed infrastructure improvements. The momentum from community engagement initiatives led to Baltimore City Department of Transportation applying for a Federal Reconnecting Communities Grant to design safer streets around Druid Hill Park. Additionally, the distribution of bike lights enhanced safety for participating cyclists, aligning with highway safety performance targets.</p> |          |               |                      |

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| Grant Name:   | BYKE Collective | Grant Number: | GN-BYKE-2024-163 |
| Grant activities that contributed to meeting State's highway safety performance targets:  |                 |               |                  |
| <p>The project aimed to improve the safety of young cyclists in Baltimore City by enhancing accessibility to reflective apparel, specifically targeting individuals aged 8 to 21. This intervention directly supports Maryland's highway safety performance targets by addressing a critical demographic at high risk for vehicle-to-pedestrian incidents. Data collected during the project reveals insights into riding behaviors and preferences, indicating a strong potential for behavioral change when safety measures are integrated into styles that appeal to young riders. By promoting safer riding practices and fostering community engagement, the project contributes to a broader culture of safety and awareness among Baltimore's youth.</p> |                 |               |                  |

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| Grant Name:   | Calvert Alliance Against Substance Abuse, Inc. | Grant Number: | GN-CAASA-2024-235 |
| Grant activities that contributed to meeting State's highway safety performance targets:  |  |               |                   |
| <p>CAASA Impaired Driving Activities successfully raised awareness about the dangers of impaired driving and supported local law enforcement's efforts through educational initiatives and community engagement. Recognition ceremonies for DUI enforcement officers highlighted their contributions and increased public visibility of impaired driving issues via local media coverage. The DriveSquare DUI Simulator at high schools effectively educated students on the risks of drinking and driving, with pre-and post-surveys indicating a strong understanding of the dangers involved. Additional outreach, including prom safety cards and Senior Week Awareness Guides, further reinforced the message of safe driving practices among high school students, reaching more than 2,100 individuals through various activities.</p> |  |               |                   |

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| Grant Name:   | Cecil County DES | Grant Number: | GN-Cecil Co DES-2024-155 |
| Grant activities that contributed to meeting State's highway safety performance targets:  |                  |               |                          |
| <p>The Department of Emergency Services (DES) is tasked with public education on traffic safety, particularly addressing impaired driving, which contributes to a significant percentage of fatalities and serious injuries in the county. By attending public events and utilizing the Prevention Overdose Response Team (PORT), DES engages individuals at risk for impaired driving, aiming to reduce crashes through targeted outreach. The introduction of impaired driving simulation goggles at community events effectively raised awareness about the dangers of impaired driving, fostering discussions across all age groups. These efforts seek to cultivate a community culture where impaired driving is recognized as unacceptable, aligning with the goals of the county's strategic highway safety plan.</p> |                  |               |                          |

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| Grant Name:  | Cecil County DES | Grant Number: | GN-Cecil Co DES-2024-240 |
| Grant activities that contributed to meeting State's highway safety performance targets:   |                  |               |                          |
| <p>In 2020, impaired driving accounted for 17.6% of all fatalities and 22.2% of serious injuries in the county, highlighting the need for increased public awareness. To address this, the DES has introduced impaired driving simulation goggles to demonstrate the effects of various blood alcohol content levels, enhancing community education at events such as the Cecil County Fair, Elkton High School's Juneteenth Event, and the 55+ Wellness Expo. These goggles facilitate engaging discussions across different age groups about sober driving and are also utilized by the Prevention Overdose Response Team (PORT) during their outreach with individuals struggling with substance use disorders.</p> |                  |               |                          |

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| Grant Name:   | Chesapeake Region Safety Council | Grant Number: | GN-Chesapeake Reg Safety-2024-106 |
| Grant activities that contributed to meeting State's highway safety performance targets:  |                                  |               |                                   |
| <p>This project bolstered the Maryland Highway Safety Office's Law Enforcement Services Section by facilitating direct coordination between four Law Enforcement Liaisons (LELs) and local law enforcement agencies. The LELs managed approximately 90 grants, promoting participation in high-visibility enforcement campaigns and ensuring alignment with Maryland's Strategic Highway Safety Plan. They developed and implemented training programs to enhance the skills of officers, fostering collaboration and engagement in traffic safety initiatives.</p> |                                  |               |                                   |

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| Grant Name:   | Children's Safety Village | Grant Number: | GN-Children's Village-2024-222 |
| Grant activities that contributed to meeting State's highway safety performance targets:  |                           |               |                                |
| <p>The program achieved its goal of increasing students' traffic safety knowledge, with average post-test scores rising from 72% to 86% in the fall, 80% in the winter, and 93% in the spring. Despite challenges like lower attendance due to construction, more than 1,500 students received comprehensive training in bike and traffic safety, culminating in hands-on experience driving a mini car. The implementation of the pre- and post-tests allowed for measurable assessment of learning outcomes, demonstrating significant improvement in safety knowledge. Overall, these activities effectively contributed to the State's highway safety performance targets by equipping young students with essential safety skills.</p> |                           |               |                                |

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| Grant Name:  | Crash Center for Research and Education (CORE) | Grant Number: | GN-CORE-2024-126 |
| Grant activities that contributed to meeting State's highway safety performance targets:   |  |               |                  |
| <p>The project focused on maintaining the Crash Forecasting tool, which included user support, system updates, and refinements to enhance its functionality for Maryland safety stakeholders. Key updates included improved visibility of data through normalized descriptions and color schemes, and the adjustment of traffic injury costs to reflect 2023 Maryland figures based on NHTSA reports. The Crash Core team conducted demonstrations and gathered user feedback to tailor the tool to community needs, resulting in the development of fact sheets that effectively communicate data insights. With 96 users currently engaged, the tool's migration to MHSO for hosting and management positions it as a vital resource for advancing the State's highway safety performance targets.</p> |  |               |                  |

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| Grant Name:  | Crash Center for Research and Education (CORE) | Grant Number: | GN-CORE-2024-140 |
| Grant activities that contributed to meeting State's highway safety performance targets:   |  |               |                  |
| <p>The Crash CORE grant played a crucial role in supporting the administrative efforts of the Maryland MOTORS courses, aiding in the coordination and execution of the program. CORE assisted in organizing logistics, including liaising with the Maryland State Police and other key stakeholders to ensure smooth course delivery. Additionally, CORE helped manage the survey administration process, including distributing and collecting pre- and post-class surveys from 86 participants, with 93% of participants completing both surveys. They also supported the follow-up survey, which had a 9.5% response rate from those who attended the 2023 class, helping assess knowledge retention one- post-course. Their support in email communications and participant outreach facilitated better engagement, helping to track participant progress and improve overall program effectiveness.</p> |  |               |                  |

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| Grant Name:   | Crash Center for Research and Education (CORE) | Grant Number: | GN-CORE-2024-151 |
| Grant activities that contributed to meeting State's highway safety performance targets:  |  |               |                  |
| <p>This project focused on enhancing triage, assessment, data collection and documentation for EMS and first responder personnel in Maryland. Through conferences and engagements (Winterfest, HC EMS training, MD Firefighter's Conf.), the developed training was presented and evaluated. The overall average survey rating was 9.23/10. Additional interest has been expressed for hot wash development (Howard County as pilot) and for special seminar topics at the Maryland Fire and Rescue Institute (MFRI).</p> |  |               |                  |

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| Grant Name:   | Crash Center for Research and Education (CORE) | Grant Number: | GN-CORE-2024-171 |
| Grant activities that contributed to meeting State's highway safety performance targets:  |  |               |                  |
| <p>Crash CORE analyzed speed camera data to identify effective strategies for reducing speeding and crashes on Maryland's roadways. The analysis included assessing citations based on key roadway characteristics such as county, roadway type, lane count, speed limit, and the presence of a median, highlighting which road types generated the most citations. Additionally, Crash CORE examined the correlation between average speeds, crashes, and speed camera presence, using regression analysis to pinpoint the most effective locations for speed cameras. The final report, delivered to the Maryland Highway Safety Office (MHSO), provided actionable insights to optimize speed camera placement and improve overall road safety measures.</p> |  |               |                  |

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| Grant Name:  | Crash Center for Research and Education (CORE) | Grant Number: | GN-CORE-2024-278 |
| Grant activities that contributed to meeting State's highway safety performance targets:   |  |               |                  |
| <p>Crash CORE analyzed traffic stop and automated enforcement data to understand and address disparities in traffic enforcement. They collected data from Maryland's automated enforcement vendors, police departments, and various State agencies and received data from 11 jurisdictions, including major producers like Baltimore City and County, and are working with 13 more. Crash Core also is collaborating with the MVA to link and transfer this data for further analysis. Data security and privacy measures are in place, with ongoing efforts to complete data collection and transfer. The findings will help understand disparities in traffic stops, identify factors contributing to them, and guide efforts to reduce these disparities, supporting Maryland's goal of zero fatalities and serious injuries.</p> |  |               |                  |

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| Grant Name:  | DRIVE SMART Virginia | Grant Number: | GN-DRIVE SMART VA-2024-219 |
| Grant activities that contributed to meeting State's highway safety performance targets:   |                      |               |                            |
| <p>The 2024 Maryland Highway Safety Summit took place on May 13 at the Hilton BWI, drawing more than 300 attendees. The event featured six breakout sessions, two general sessions, a keynote speaker, and remarks from Maryland leadership. A mobile app, launched one month before the Summit, was used by 159 people to access event details, session information, and rate presentations. Session ratings averaged between 3.4 to 5 stars. A post-event survey received 63 responses, with an average overall rating of 4.6 out of 5 stars.</p> <p>The Summit covered various topics, including emerging transportation technology, crash investigations, child passenger safety, impaired driving prosecution, work zone safety, traffic incident management, and electric vehicle safety. Additionally, 20 exhibitors provided resources on traffic safety programs.</p> |                      |               |                            |

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| Grant Name:   | Emergency Responder Safety Institute | Grant Number: | GN-Emerg Respond-2024-177 |
| Grant activities that contributed to meeting State's highway safety performance targets:  |                                      |               |                           |
| <p>The Responder Safety Institute Project hosted Safety Day events at Maryland Welcome Centers, fire department open houses, emergency preparedness events, and special events at local businesses. These initiatives included static displays at Welcome Centers to engage visitors and promote safety awareness. Educational materials were provided to the Office of Transportation Mobility and Operations for distribution to motorists. Additionally, materials were supplied to Maryland Welcome Centers to ensure travelers visiting the State received essential safety information.</p> |                                      |               |                           |

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| Grant Name:  | Garrett County Commissioners | Grant Number: | GN-Garrett Co Comms-2024-144 |
| Grant activities that contributed to meeting State's highway safety performance targets:   |                              |               |                              |
| <p>The Allegany &amp; Garrett County Strategic Highway Safety Plans (SHSP) were developed to enhance roadway safety, reduce traffic-related fatalities and serious injuries, and address specific traffic safety challenges in the counties. The plan utilized data-driven analysis, collecting and examining five years of collision data to identify high-risk areas and contributing factors. Stakeholder engagement played a key role, with more than 45 local stakeholders, including law enforcement, public works, and community leaders, providing valuable feedback through meetings and interviews. The plan proposed and implemented low-cost safety countermeasures, such as enhanced signage, rumble strips, and guardrails, with a focus on high-crash locations. A public comment period was also held to ensure transparency and gather community input. As a result, 65 miles of high-injury network roads were identified, accounting for 39% of all injury/fatal crashes. The plan also addressed behavioral factors like impaired and distracted driving. Safety measures were installed on critical road segments, leading to a projected reduction in crash severity. The final SHSP is set to be adopted in August 2024, marking the start of the official implementation of the proposed strategies and interventions.</p> |                              |               |                              |

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| Grant Name:  | Garrett County Liquor Control Board | Grant Number: | GN-Garrett Co Liq Bd-2024-257 |
| Grant activities that contributed to meeting State's highway safety performance targets:   |                                     |               |                               |
| <p>This project aimed to reduce impaired driving and underage alcohol access in Garrett County through alcohol awareness training for bartenders, waitstaff, and event organizers. The Maryland State Police conducted several compliance checks, though fewer than expected due to officer availability. A key event was the Garrett County Compliance Recognition and Retailer training on May 20, 2024, which had full attendance, along with additional TIPS for Concessions trainings for nonprofit groups. Although the budget wasn't fully used, the program saw high demand. These trainings are vital for reducing impaired driving, preventing underage alcohol access, and fostering a safer community.</p> |                                     |               |                               |

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| Grant Name:  | Mothers Against Drunk Driving | Grant Number: | GN-MADD-2024-048 |
| Grant activities that contributed to meeting State's highway safety performance targets:   |                               |               |                  |
| <p>The accomplishments included collaborating with 11 community partners to schedule and execute Power of You(th) presentations across the State, involving nine presentations with new partners. Work with eight middle and high school PTA boards, teachers, and administrators led to partnerships in the western and eastern parts of the State. A total of 3,151 booklets were distributed through 400 presentations (250 in the west, 150 in the east). Additionally, 12,337 materials were shared at health fairs and community events, engaging 10% new partners. A total of 475 participant satisfaction surveys were conducted. Presentations reached 23 high schools, 9 middle schools, and 8 after-school programs, impacting more than 5,200 students across the state.</p> |                               |               |                  |

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| Grant Name:  | Maryland Department of Health | Grant Number: | GN-Maryland DOH-2024-077 |
| Grant activities that contributed to meeting State's highway safety performance targets:   |                               |               |                          |
| <p>Kids In Safety Seats (KISS) adopted a comprehensive strategy to meet the community's varied needs, utilizing both in-person and virtual programming throughout the state. In the fiscal year 2024 (FFY24), KISS delivered seven in-person sessions and 19 webinars, reaching a total of 277 participants with topics including "Traveling Safely with your Newborn" and "CPS for Providers." The program successfully tracked outreach efforts that engaged 1,677 calls through the Helpline and 1,370 dedicated emails while distributing an impressive 84,820 educational materials via video call follow-ups, direct mailing, and community events. KISS certified 63 new technicians through seven national certification courses, supported by the dedication of 43 volunteer instructors who contributed 262 instructor hours. Additionally, the program sponsored a specialized training session on transporting children with special healthcare needs, attended by 11 individuals. Efforts to organize Child Passenger Safety training on school buses were impacted by staffing shortages. Nonetheless, KISS successfully promoted and supported 76 car seat checkup events across the State. The program also made significant strides in increasing bi-lingual assistance, aiming to better serve Maryland's diverse communities. This included the translation of Maryland's Every Child brochure into Haitian-Creole in collaboration with MHSO, ensuring accessibility to vital information for non-English-speaking families. Additional efforts included working to provide a Helpline voicemail recording in both English and Spanish, translating email templates related to Car Seat Assistance Program or MileOne referrals into Spanish, and moving towards bi-lingual messaging in all program SignUpGenius templates.</p> |                               |               |                          |

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| Grant Name:   | Maryland Chiefs of Police | Grant Number: | GN-MCPA-2024-059 |
| Grant activities that contributed to meeting State's highway safety performance targets:  |                           |               |                  |
| <p>The DUI Conference was held in Ocean City from October 29 to November 1, 2023, with 85 law enforcement officers learning updated DUI detection and enforcement techniques from impaired driving experts. Following this, the Surviving the Stop Conference (new training for 2024) took place from January 27 to January 29, 2024, educating approximately 150 officers. The three-day conference included experts that addressed officer fatality and injury data, detecting signs of danger and assessing circumstances during a traffic stop, common myths about seatbelt use while on patrol, and dealing with trauma following a crash scene. Additionally, 26 officers from 19 agencies participated in the DUI Institute at the University of Maryland from June 2 to June 7, 2024, focusing on new strategies for DUI enforcement.</p> |                           |               |                  |

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| Grant Name:   | Maryland Chiefs of Police | Grant Number: | GN-MCPA-2024-060 |
| Grant activities that contributed to meeting State's highway safety performance targets:  |                           |               |                  |
| <p>In 2024, this grant supported traffic safety and law enforcement training opportunities in Maryland and Indianapolis. LETEP training from March 11 to 14 educated 25 officers on effective traffic enforcement programs, while the Highway Safety Conference for Patrol Supervisors, held March 24 to 27, gathered more than 80 supervisors to discuss the importance of traffic safety. On April 17, law enforcement officers were recognized at the Traffic Safety Specialist (TSS) Award Luncheon at the Bayfront Club. From September 7 to 11, the Chiefs' and Sheriff's Professional Development Conference in Ocean City attracted more than 250 law enforcement executive officers, culminating in Highway Safety Day. During the same dates, four executive officers attended the GHSA conference in Indianapolis to learn about roadway safety and countermeasures that work.</p> |                           |               |                  |

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| Grant Name:   | Maryland Sheriff's Association, Inc. | Grant Number: | GN-MD Sheriffs-2024-058 |
| Grant activities that contributed to meeting State's highway safety performance targets:  |                                      |               |                         |
| <p>The DUI Institute took place at the University of Maryland from June 2 to June 7, 2024. Seven deputies from Maryland law enforcement agencies learned new strategies for DUI enforcement during this training.</p> |                                      |               |                         |

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| Grant Name:  | Maryland Institute for EMS Systems | Grant Number: | GN-MIEMSS-2024-030 |
| Grant activities that contributed to meeting State's highway safety performance targets:   |                                    |               |                    |
| <p>The grant activities aimed to reduce head injuries and fatalities from bicycle crashes in Maryland by producing new educational materials, distributing helmets, and promoting safety messages through print and social media. The project provided 1,622 helmets to 18 Safe Kids Coalitions and community partners across the State, emphasizing proper helmet fit and visibility for cyclists. Educational materials, including posters, checklists, and magnets, were distributed widely, and featured in displays at fire departments, hospitals, and community events. These efforts supported Maryland's highway safety performance targets by fostering safe cycling practices and building partnerships to sustain ongoing injury prevention initiatives.</p> |                                    |               |                    |

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| Grant Name:   | Maryland Institute for EMS Systems | Grant Number: | GN-MIEMSS-2024-090 |
| Grant activities that contributed to meeting State's highway safety performance targets:  |                                    |               |                    |
| <p>This grant helped to raise awareness about heatstroke prevention in cars and improve crash scene assessments through educational and collaborative efforts. The heatstroke prevention program effectively used outdoor temperature display kits to increase public awareness about how quickly cars heat up, with positive feedback from those who borrowed the kits. By collaborating with Crash Core, MIEMSS aimed to enhance EMS, fire, and law enforcement training on assessing crash scenes to better understand restraint use and patient outcomes. Additionally, the car seat distribution program supported hospitals and Safe Kids coalitions, though challenges with storage and distribution led to underutilization of funds.</p> |                                    |               |                    |

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| Grant Name:  | MML PEA Committee 2023/2024 | Grant Number: | GN-MML PEA-2024-124 |
| Grant activities that contributed to meeting State's highway safety performance targets:   |                             |               |                     |
| <p>The Maryland Municipal League Police Executive Association Training Conference was held in April with 89 attendees. This session addressed new and emerging traffic safety issues, countermeasures and the goals of the "Towards Zero Deaths" campaign.</p> |                             |               |                     |

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| Grant Name:   | Morgan State University | Grant Number: | GN-Morgan State-2024-238 |
| Grant activities that contributed to meeting State's highway safety performance targets:  |                         |               |                          |
| <p>The grant activities focused on improving pedestrian and bicyclist safety in Baltimore City by analyzing the impact of built environment features and bike lane types on crash risks. Through spatial analysis, surveys, and bike simulator experiments, the study highlighted safety concerns such as poor bike lane conditions, merging vehicles, and inadequate infrastructure in disadvantaged areas. Results revealed a strong preference for physically separated bike lanes and showed that longer, poorly designed lanes correlated with higher crash risks. These findings emphasized the need for better-designed bike lanes, improved lighting, and enhanced enforcement, contributing to Maryland's highway safety performance targets by addressing barriers to safer cycling and reducing crash risks.</p> |                         |               |                          |

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| Grant Name:  | Morgan State University | Grant Number: | GN-Morgan State-2024-276 |
| Grant activities that contributed to meeting State's highway safety performance targets:   |                         |               |                          |
| <p>This project aimed to identify effective countermeasures and assess the psychological and environmental drivers of risky driving behaviors and recommend best practice laws. The study's findings highlighted the importance of a multi-faceted approach, incorporating enforcement, public education, partnerships, and targeted interventions to reduce aggressive driving and speeding. It concluded that addressing behavioral triggers and environmental stressors through a comprehensive strategy of enforcement, policy reform, and education is essential for improving road safety. These insights provide valuable guidance for developing more effective programs and policies aimed at reducing dangerous driving behaviors across Maryland.</p> |                         |               |                          |

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| Grant Name:   | Maryland State's Attorney's Association | Grant Number: | GN-MSAA-2024-015 |
| Grant activities that contributed to meeting State's highway safety performance targets:  |   |               |                  |
| <p>The Maryland TSRP contributed to Maryland's highway safety performance targets by providing targeted training and legal support to law enforcement and prosecutors in combating impaired driving. In FY 2024, the project conducted a three-day DUI Institute for 26 young prosecutors, in-service training for 28 police officers, and a Maryland Highway Safety Office DUI Training attended by 80 law enforcement officers and 10 prosecutors. Additionally, 55 prosecutors participated in six sessions of Basic DUI prosecution training, and 46 attended a one-day, eight-hour session on prosecuting DUI homicide cases. The TSRP also provided technical assistance on more than 100 occasions, supported 420 prosecutors at the Maryland State's Attorneys' Conference, and played a crucial role in the successful legislative effort to eliminate the PBJ exception to ignition interlock requirements for all individuals convicted of impaired driving.</p> |   |               |                  |

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| Grant Name:   | Maryland State Police - DRE | Grant Number: | GN-MSP-DRE-2024-162 |
| Grant activities that contributed to meeting State's highway safety performance targets:  |                             |               |                     |
| <p>The Maryland Drug Recognition Expert (DRE) Program made significant contributions to Maryland's highway safety performance targets by enhancing the State's ability to combat drug-impaired driving. As of the close of FFY 2024, there were 186 DREs across 35 law enforcement agencies, marking an increase of five DREs from the previous year. The program trained 19 new DREs in two specialized schools, supported 217 law enforcement officers through 15 Advanced Roadside Impaired Driving Enforcement (ARIDE) classes, and provided crucial funding for lodging to allow rural officers to attend training. Additionally, the program sent 11 DREs and toxicologists to advanced conferences and specialized training, ensuring that Maryland's law enforcement agencies remain at the forefront of combating drug-impaired driving on the State's roadways.</p> |                             |               |                     |

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|---|-----------------------------|---------------|---------------------|
| Grant Name:   | Maryland State Police - DRE | Grant Number: | GN-MSP-DRE-2024-162 |
| Grant activities that contributed to meeting State's highway safety performance targets:  |                             |               |                     |
| <p>The Maryland Drug Recognition Expert (DRE) Program made significant contributions to Maryland's highway safety performance targets by enhancing the state's ability to combat drug-impaired driving. As of the close of FFY 2024, there were 186 DREs across 35 law enforcement agencies, marking an increase of five DREs from the previous year. The program trained 19 new DREs in two specialized schools, supported 217 law enforcement officers through 15 Advanced Roadside Impaired Driving Enforcement (ARIDE) classes, and provided crucial funding for lodging to allow rural officers to attend training. Additionally, the program sent 11 DREs and toxicologists to advanced conferences and specialized training, ensuring that Maryland's law enforcement agencies remain at the forefront of combating drug-impaired driving on the state's roadways.</p> |                             |               |                     |

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| Grant Name:   | Maryland State Police - Statewide | Grant Number: | GN-MSP-Statewide-2024-270 |
| Grant activities that contributed to meeting State's highway safety performance targets:  |                                   |               |                           |
| <p>The MD MOTORS program faced challenges, including lower-than-expected student enrollment at Ft. Meade and the closure of Frederick Harley Davidson as a training site. Despite these setbacks, 12 classes were conducted, educating 115 students and emphasizing motorcycle safety. Additionally, while 35 officers were trained to support the program, only 19 actively participated, prompting plans to engage agency leadership to ensure better commitment and participation. Efforts are ongoing to secure and expand training sites, including reacquiring a location in Howard County and exploring options in Washington and other counties, to support Maryland's goal of reducing motorcycle fatalities and improving highway safety.</p> |                                   |               |                           |

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| Grant Name:  | Neighborhood Design Center | Grant Number: | GN-NeighborHood Design-2024-164 |
| Grant activities that contributed to meeting State's highway safety performance targets:   |                            |               |                                 |
| <p>The grant aimed to improve pedestrian and bicyclist safety through the expansion and enhancement of the "Made You Look" Baltimore toolkit and the promotion of Art in the Right of Way (AROW) initiatives. The grant supported training for new staff, improved communication with five communities, and updates to the toolkit, including new templates for traffic calming and community placemaking. It also facilitated the hosting of a pop-up event in Mt. Rainier and technical assistance partnerships in various communities, helping increase awareness of pedestrian safety and the benefits of street art in enhancing road safety. Additionally, Neighborhood Design Center worked on expanding the toolkit's reach to Prince George's County, fostering collaboration and supporting future AROW projects to further improve community engagement and safety initiatives.</p> |                            |               |                                 |

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| Grant Name:   | Restaurant Association of Maryland | Grant Number: | GN-Restaurant Association-2024-082 |
| Grant activities that contributed to meeting State's highway safety performance targets:  |                                    |               |                                    |
| <p>The grant funds used for this project aimed to increase the number of restaurant and bar employees who are educated in responsible alcohol service techniques. The goal is to prevent intoxication and impaired driving from restaurant and bar patrons. The Responsible Alcohol Service Events addressed the need for improved alcohol service practices within the restaurant and bar community. Specifically, the target markets of Ocean City, Maryland and Baltimore, Maryland. Responsible Alcohol Service Certification Courses were held in Baltimore City due to the recent increase in alcohol-related incidences seen in this jurisdiction. RAM hired an instructor to teach two RAM Responsible Alcohol Certification courses in English, and another instructor to teach the same course in Spanish. Ocean City's interactive workshop included speakers from law enforcement, a community leader and an alcohol awareness instructor. The information gathered from the participants and students in these grant funded events can be used to make better educated decisions on how to effectively reduce impaired driving from the restaurant and bar community. A total of 98 individuals attended the Responsible Alcohol Service Event in Ocean City, 73 individuals completed the Responsible Alcohol Service certification training. The Spanish class had 11 attendees, with a goal of 35, therefore explaining the largest gap of not meeting expectations. 100% of participants successfully passed the certification exam.</p> |                                    |               |                                    |

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| Grant Name:  | University of Baltimore Center for Advancing Prevention Excellence | Grant Number: | GN-UB Center for Advancing Prevention-2024-266 |
| Grant activities that contributed to meeting State's highway safety performance targets:   |  |               |  |
| <p>In the fourth quarter of this grant, the University of Baltimore's Center for Advancing Professional Excellence (CAPE) recruited and onboarded a new Senior Judicial Outreach Liaison (SJOL). The SJOL is undergoing training and has already initiated regular meetings with the Maryland Highway Safety Office (MHSO) and other stakeholders, while planning to attend upcoming meetings, conferences, and workshops. Recognizing a need for the judicial community to better understand the science of impaired driving following cannabis use, the SJOL requested a literature review on the topic. CAPE conducted a comprehensive review and provided the information to the SJOL, who is now preparing to share it with the judicial community. The SJOL is a new position that was recruited in the third quarter and onboarded late in the 4th quarter of this grant.</p> |  |               |  |

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| Grant Name:  | University of Maryland Baltimore,<br>NSC | Grant Number: | GN-UMB NSC-2024-055 |
| Grant activities that contributed to meeting State's highway safety performance targets:   |  |               |                     |
| <p>In June 2024, the National Study Center for Trauma and EMS at the University of Maryland conducted a statewide study on seat belt usage across Maryland, observing 29,850 vehicles at 140 randomly selected sites in 14 jurisdictions. The study included a variety of vehicles and road types, including primary, secondary, and local roads. Overall, the seat belt usage rate was 90.6% for all vehicles. Usage rates varied by vehicle type and road segment, with passenger cars and SUVs showing higher compliance (91.7% overall), while pick-up trucks had a lower usage rate (82.6% overall). On primary roads, seat belt usage was highest at 91.3%, with local roads showing the lowest compliance at 85.2%.</p> |  |               |                     |

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| Grant Name:   | University of Maryland Baltimore,<br>NSC | Grant Number: | GN-UMB NSC-2024-056 |
| Grant activities that contributed to meeting State's highway safety performance targets:  |  |               |                     |
| <p>During the FFY-2024 grant period, NSC staff responded to 49 data requests from MHSO personnel and partners. Out of these, 41 requests were completed using various data sources, including ACRS, citation data, DRE, licensing information, registration details, and seat belt data. The analyses provided were used for legislative requests, annual reports, motorcycle injury, child passenger safety, and data trends for specific jurisdictions and communities. Additionally, yearly deliverables based on the 2023 ACRS data were completed. The NSC also worked on establishing a Data Use Agreement (DUA) with the Maryland Judiciary for citation and adjudication data, receiving updates in February and August 2024. The NSC received and processed citation and adjudication data and analyzed these data to identify differences from past data and prepared a document with questions for Maryland Judiciary data teams aimed to fill in knowledge gaps at the NSC. They ratified DUAs with MIEMSS, HSCRC, and MSP, and are currently awaiting a DUA with MVA for Customer Connect data. A customer satisfaction survey, conducted for data requests made between September 2022 and August 2023, had a low response rate, receiving only two replies. The average satisfaction rating was 1.5 (very satisfied) on a 5-point scale. The survey indicated a need for improved understanding and clarity regarding the data, although feedback was minimal.</p> |  |               |                     |

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| Grant Name:  | University of Maryland Baltimore,<br>NSC | Grant Number: | GN-UMB NSC-2024-275 |
| Grant activities that contributed to meeting State's highway safety performance targets:   |  |               |                     |
| <p>This grant involved surveying the available data from the National Study Center, county officials, MVA, SHA, surrounding state HSOs, and various municipal police departments and conducting interviews with data owners and managers to gather information on speeding, aggressive driving, and reckless driving. The collected data and interview responses were compiled into a report for the MHSO, whose feedback was incorporated into the final document. The finalized report and study findings were presented by the NSC at the Speed Emphasis Area Team Meeting in November.</p> |  |               |                     |

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| Grant Name:  | Washington Area Bicyclist Association | Grant Number: | GN-WABA-2024-233 |
| Grant activities that contributed to meeting State's highway safety performance targets:   |                                       |               |                  |
| <p>The project intended to empower four Prince George's County public school students to become Vision Zero leaders in their communities and educate other students regarding Vision Zero and multimodal transportation safety. Through a host of events and community outreach, the four Vision Zero leaders educated 490 other students in the county on Vision Zero, created a tool kit of resources to share with students, learned more about government and local efforts for roadway safety, all to change the culture regarding transportation safety in the county.</p> |                                       |               |                  |

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| Grant Name:  | Metropolitan Washington Council of Governments | Grant Number: | GN-WASHCOG-2024-089 |
| Grant activities that contributed to meeting State's highway safety performance targets:   |  |               |                     |
| <p>The Street Smart program aimed to reduce pedestrian and cyclist injuries and fatalities in the Washington metropolitan area through education, enforcement, and outreach efforts. In fiscal year 2024, the program launched impactful campaigns, including a fall event highlighting safety around new infrastructure, a spring Virtual Reality Challenge educating participants on high-risk traffic scenarios, and the "Lives Shatter on Impact" testimonial wall, which traveled to nine locations, engaging thousands. These efforts generated more than 91,000 engagements and impressions, effectively spreading safety messages to drivers, pedestrians, and cyclists. By leveraging partnerships and donations, the program significantly amplified its reach and contributed to Maryland's highway safety performance targets, emphasizing shared responsibility for roadway safety.</p> |  |               |                     |

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| Grant Name:  | Washington College | Grant Number: | GN-Washington College-2024-241 |
| Grant activities that contributed to meeting State's highway safety performance targets:   |                    |               |                                |
| <p>The Washington College Geospatial Innovation Program has enhanced traffic records management and analysis. The Geographic Information System (GIS) software has enabled more robust spatial analysis, application development, and visualization of traffic safety data, thereby enhancing the analytical capabilities of the Maryland Highway Safety Office. The college supported various counties and agencies, including Frederick, Prince George's, and Cecil, in improving data-driven traffic safety efforts. They developed an analysis and application for the Town of Easton's SHSP and provided training, presentations, and technical support at conferences and through webinars. They hosted the GIS Summer Institute, training more than 175 traffic safety professionals. Washington College also maintained and expanded the RAVEN Server and relaunched the data collector tool for Fort Meade police, enhancing data access and reporting. Supported Maryland Remembers by providing DUI arrest data and analyzing DUI citation rates from 2019-2023. They conducted crash rate analysis for Baltimore County Route 702 and assisted Frederick County with crash data to secure funding for local roads. WCGIP also created holiday maps for impaired crashes in Baltimore County and provided analysis on liquor license density and its impact on traffic safety. They helped Howard County identify high-crash intersections for potential automated enforcement and supported the PBEAT in analyzing pedestrian crashes involving people who recently exited vehicles, aiding in targeted safety improvements.</p> |                    |               |                                |

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| Grant Name:   | Washington College | Grant Number: | GN-Washington College-2024-277 |
| Grant activities that contributed to meeting State's highway safety performance targets:  |                    |               |                                |
| <p>This project aims to understand the factors influencing officers' decisions in traffic enforcement, especially amid concerns over profiling and the use of force. By understanding how officers approach traffic stops, MHSO can improve outreach, training, and public safety campaigns. Activities completed in FFY2024 included a review of literature, training materials, policies, and agency directives that provided insight on police training, discretionary factors, and goals associated with traffic enforcement. Interview questions were developed with MHSO staff and tested in two mock interviews with the MHSO staff and NHTSA Region 3 staff using two different formats (in person and online). Last, they created a sample population that reflects officer diversity across agencies.</p> |                    |               |                                |

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| Grant Name:   | Worcester County Health Department | Grant Number: | GN-Worcester Co Health-2024-001 |
| Grant activities that contributed to meeting State's highway safety performance targets:  |                                    |               |                                 |
| <p>In FY 2024, Worcester County conducted 218 alcohol compliance checks, with 190 licensees remaining compliant and 28 selling alcohol to a minor, represented by a law enforcement cadet. This initiative highlights the importance of responsible alcohol service to prevent underage drinking and impaired driving. One of the major deterrents to impaired driving is education and Worcester County Health Department's Prevention staff have been providing "responsible beverage service" education for 20+ years. The Health Department contributed significantly by training 217 alcohol servers from 47 businesses on responsible beverage service to ensure they recognize the legal and safety risks of serving alcohol to minors and intoxicated individuals. Worcester County Health Department has been providing a substantial portion of the responsible beverage training for the county.</p> |                                    |               |                                 |

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| Grant Name:   | Wor-Wic Community College | Grant Number: | GN-Wor-Wic-2024-182 |
| Grant activities that contributed to meeting State's highway safety performance targets:  |                           |               |                     |
| <p>The Eastern Shore Criminal Justice Academy (ESCJA), operated by Wor-Wic Community College, provided specialized training for 75 officers from 32 police agencies across Maryland's Eastern Shore in FY 2024. Key courses included the ARIDE course, which trained 67 officers in identifying drug and alcohol impairment, the NHTSA Instructor Development Course for 14 officers, and the Radar Speed Measurement Course, certifying 18 officers in radar speed enforcement. Additionally, 19 officers were trained in the Radar Speed Measurement Instructor Course, equipping them to teach speed enforcement techniques. These programs enhance public safety by improving officers' skills in impaired driving detection, speed law enforcement, and peer training.</p> |                           |               |                     |

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|---|--|---------------|------------------|
| Grant Name:   | Washington Regional Alcohol Program (WRAP) | Grant Number: | GN-WRAP-2024-032 |
| Grant activities that contributed to meeting State's highway safety performance targets:  |  |               |                  |
| <p>In FY 2024, WRAP delivered 34 Alcohol Awareness for Students presentations reaching 1,694 students across local high schools. They distributed materials for five SoberRide campaigns, resulting in a total of 3,964 safe rides, and hosted the 26th annual Law Enforcement Awards. WRAP maintained its websites and social media platforms, with more than 2.1K posts and 536,600 impressions. They coordinated key events such as the Maryland Impaired Driving Enforcement Awards, Maryland Remembers ceremony, and the 2024 educational guides on underage drinking and impaired driving. Additionally, WRAP participated in several coalitions, and hosted youth safety events at high schools specifically around prom and graduation.</p> |  |               |                  |

## Projects Not Implemented

The following projects were not implemented due to a combination of retirements, a declining number of recruits, budget reductions, and pressures from police reform initiatives, resulting in understaffed departments that limited their ability to staff overtime traffic enforcement effectively. Furthermore, the overtime compensation for traffic enforcement is often less competitive compared to lower-risk assignments, such as those related to high school sports events.

| <b>Grant #</b> | <b>Agency</b>                        | <b>Program Area</b> | <b>NHTSA Funds Spent</b> | <b>Total Spent</b> | <b>Percentage Spent</b> | <b>Total Obligated Amount</b> |
|----------------|--------------------------------------|---------------------|--------------------------|--------------------|-------------------------|-------------------------------|
| LE 24-261      | Baltimore City Police Department     | Pedestrian/Bicycle  | \$0.00                   | \$0.00             | 0.00%                   | \$1,500.00                    |
| LE 24-218      | Chestertown Police Department        | Occupant Protection | \$0.00                   | \$0.00             | 0.00%                   | \$495.00                      |
| LE 24-012      | Cumberland Police Department         | Impaired Driving    | \$0.00                   | \$0.00             | 0.00%                   | \$2,000.00                    |
| LE 24-072      | Maryland Capitol Police              | Distracted Driving  | \$0.00                   | \$0.00             | 0.00%                   | \$1,500.00                    |
| GN 24-057      | Maryland Sheriffs' Association, Inc. | Special Projects    | \$0.00                   | \$0.00             | 0.00%                   | \$3,300.00                    |

## Public Participation and Engagement Efforts

A model developed specifically for Maryland by a team of data experts was used to identify underserved and low-income areas across the State. The methodology for determining these affected communities included two sets of disadvantaged populations - socioeconomic disadvantaged and transportation safety disadvantaged. County maps highlighted these areas by zip code, and office staff began reviewing the demographics and identifying the needs of each community. Understanding their unique challenges and perspectives helped inform how they would engage with them.

During the past year, MHSO staff engaged with local community groups, citizens, and organizations to identify highway safety issues to help inform projects. Community members were provided a variety of venues to voice their concerns related to road safety and, when possible, MHSO worked together with communities to develop and implement behavioral safety programs.

### Indian Head Villages

Indian Head Villages, located in Charles County, was identified as a transportation disadvantaged area, and MHSO staff engaged with those who resided, worked, visited or had an interest in the Villages. In March 2024, MHSO staff met the elders of the Villages where it was quickly determined that if the elders trusted our office representative, the rest of the community would follow the lead. Some members of the community were hesitant to talk with the MHSO representative but subsequent visits to the faith-based communities and local barbershop helped build a feeling of trust. Initial public feedback was that a lot of the behaviors exhibited within the community, lack of services, and decisions, are deep-rooted. Many of the local community events had been canceled due to concern about the high volume of public cannabis smoking, which they felt was not appropriate at a community event. These feelings were reiterated at a social gathering on Easter Sunday when an MHSO representative heard concerns over cannabis-impaired driving in the community.

Based on feedback concerning cannabis-impaired driving, MHSO ran a cannabis-impaired driving campaign during the July 4th holiday with billboards in Bowie, Upper Marlboro and along MD 210 between Forest Heights and Ft. Washington, areas frequented by the population at the Villages. Feedback was gathered from residents on the messaging and whether they felt it would deter cannabis-impaired driving. That information will be used when creating future messaging.

In June, all five of the Indian Head/ Bryans Road liquor stores were visited and shown free large brown bags with a sober driving message. MHSO has utilized these bags in other areas of the State with overwhelming support from store owners. Feedback on the message/graphic was gathered from store owners and staff and will be utilized going forward with future designs.

Feedback concerning House Bill 320 (Drug-Free Roadways Act of 2024) that addressed Cannabis Odor and Admission of Evidence was documented and helped to construct language for a 2025 legislative proposal where a portion of cannabis sales would be earmarked for traffic safety education for drivers and law enforcement.

All engagement efforts were conducted where the residents lived, worked and/or socialized and took place during the day, evenings, weekends, and holidays. Choosing Easter Sunday - as well as mid to late day when many elderly residents enjoy a game of backgammon outside - were excellent times to engage with this community. The churches and businesses were ADA (Americans with Disabilities Act of 1990)-compliant facilities, but many times engagement took place outside.

## Prince George's County and Bowie State University (Historically Black Colleges and Universities)

Bowie State University is located in Prince George's County, Maryland, a county that has a higher-than-average rate of total crashes, injury crashes, and fatalities. During the span of 18 months, a relationship was forged between MHSO and the students of Bowie State. This began with several virtual meetings with staff and students, utilizing survey cards at a large campus-wide event to gauge student's thoughts on impaired driving issues, and a listening session at a pre-Homecoming event where students were able to interact with a Drug Recognition Expert and take part in interactive impaired driving exercises. MHSO held their Emphasis Area Team Meeting (a combination of impaired driving, occupant protection and distracted driving) at the University where students participated.

All engagement efforts were conducted by going to where the students lived (on-campus), worked and/or socialized and took place during the day, evenings, and weekends. All University buildings were ADA compliant but many times engagement took place outside.

Feedback demonstrated a need for more education regarding cannabis-impaired driving among the student population. MHSO staff are now working with the Bowie State Alcohol, Tobacco, and Other Drug Prevention Center to determine best practice for this education. Currently, a student-only focus group is being formed and will provide valuable input to craft more effective, relatable, and engaging youth driving ads.

## Building Upon the Triennial Highway Safety Plan

Maryland submitted its first Triennial Highway Safety Plan on June 30, 2023, which was subsequently approved by NHTSA on August 28, 2023. To ensure the plan evolves, the effectiveness of past strategies and changing community dynamics were considered.

- **Engagement Strategies** – Successful engagement was based on going to the communities where the affected audience lived, congregated, and went to school.
- **Feedback Incorporation** – Although community feedback received was plentiful, a great deal addressed infrastructure issues. These concerns were shared with the State Highway Administration for consideration in forward planning. Insights from the Bowie focus group and feedback from the Indian Head community will guide improvements in the engagement approach. The continuation of surveys at student activities also help MHSO with creating effective campaigns.
- **Data and Trends** – MHSO hired a traffic safety analyst in August 2024. This person will analyze and interpret traffic-related data to identify patterns, trends, and potential safety risks on roadways and provide data-driven recommendations for policy development and safety programs within the transportation disadvantaged communities we are trying to engage.
- **Broaden Collaboration and Sustain Engagement** – the MHSO will build on existing partnerships and develop new collaborations with community organizations. Several groups within transportation disadvantaged areas were contacted during the past year including teen mothers in Anne Arundel County, the Nepalese American Community in Baltimore County, the Peoples' Community Alliance (PCA) that coordinates one stop food/service distribution events in Wicomico, Somerset & Worcester Counties, mature drivers in Harford County, and Diakonia serving the homeless in Wicomico, Worcester, & Somerset counties. Based on previous engagement outcomes, MHSO will adjust engagement goals aiming for higher participation rates and more effective collaboration with community leaders. In addition, MHSO will seek to create ongoing dialogue with stakeholders throughout the year and involve more community-driven initiatives such as allowing community members to contribute to campaign creation.

By making these adjustments, MHSO will ensure that public participation and engagement remains dynamic and responsive, ultimately leading to more effective collaboration and better outcomes for highway safety.

## Law Enforcement Community Collaboration and Transparency

Maryland's evidence-based enforcement program plays a pivotal role in enhancing highway safety through robust community collaboration, comprehensive data collection and analysis, ensuring transparency, and shaping informed policies, procedures, and activities. Law Enforcement Community Collaboration differs from public participation and engagement efforts in that the aim is to enhance trust, improve communication, and address local traffic safety concerns through joint actions and shared responsibilities.

MHSO plays a critical role in disseminating effective enforcement techniques to their law enforcement partners. As detailed in grant GN-MCPA-2024-059, multiple trainings are offered to agencies throughout the State. A sampling of training topics includes data analysis, proactive evidence-based strategies, and performance measures for gauging progress.

The following is a representative list of Maryland law enforcement agencies that have engaged in community collaboration efforts:

- **Maryland State Police (MSP)** - The Barracks partnered with faith-based organizations and law enforcement agencies across the Baltimore region, Eastern Shore, and Southern Maryland to celebrate National Faith & Blue Weekend, a collaborative initiative designed to build trust and reduce biases between law enforcement and the communities they serve. The Maryland State Police (MSP) also participated in Halloween events statewide, providing families opportunities to connect with officers, ask questions, and enjoy a safe holiday experience. Additionally, troopers from the Waterloo Barrack, in collaboration with Pathfinders for Autism and the Autism Society of Maryland, conducted a mock traffic stop training for individuals with autism, fostering improved understanding and enhancing community interactions. MSP troopers visited elementary schools across the State to promote positive relationships by discussing the importance of "Being a Buddy, Not a Bully" and engaging with students during recess. Furthermore, MSP personnel voluntarily participated in the Polar Bear Plunge in the Chesapeake Bay, raising awareness and funds for Special Olympics Maryland. This event brought together law enforcement, public safety professionals, and community members in support of individuals with intellectual disabilities. MSP is a grantee of the Maryland Highway Safety Office.
- **Frostburg City Police Department (FCPD)** – The Department encourages officers to build strong relationships with the community by engaging with residents and business owners, spending time in neighborhoods, and fostering positive connections. One example of this commitment is the "Cocoa with the Police" event held during Frostburg's Annual Storybook Holiday, where more than 200 youth and their families visit the police department to tour the station and enjoy cocoa with officers. The FCPD also actively participates in community festivals, including the "Block Party," "Derby Day," and the "Cruisin' Main Street" car cruise. Officers regularly engage with residents at a local nursing home, further strengthening community ties. In addition to their involvement in local events, FCPD promotes a culture of respect by establishing community partnerships and securing grant funding for initiatives like opioid abuse prevention through prescription takeback events in collaboration with the health department. The Commissioner and Police Chief, lifelong residents of Frostburg, are passionate advocates for community collaboration and remain accessible to the public, reinforcing the department's commitment to fostering positive relationships with all residents. FCPD is a grantee of the Maryland Highway Safety Office.
- **Montgomery County Police Department (MCPD)** - The Montgomery County Police Department Community Engagement Division (CED) serves as the central coordination hub for community events across the jurisdiction. The division provides recruits with a two-hour training block focused on community outreach during their academy training. In 2021, the Montgomery County Council enacted the Community Informed Police Training Act, requiring a 30-hour Racial Equality and Social Justice

Program for new, existing, and executive officers. The CED is actively engaged with the Muslim community, focusing on fostering trust and emphasizing MCPD's commitment to support. The department collaborates with various partners, including the Street Outreach Network, African/Latino/Asian Affairs Advisory Groups, the Faith Community Advisory Council, Age-Friendly Montgomery, and Montgomery County Public Schools, to strengthen community ties. Creating the Community Resource Bureau (CRB) further enhances MCPD's community engagement efforts. The increased staffing of CED will enable the re-establishment of programs such as Drug Abuse Resistance Education (DARE) and the Police Athletic League (PAL), as well as expanded focus on issues impacting the LGBTQIA community. District Community Service Officers meet weekly with community organizations and religious groups to provide information and address questions.

- **Harford County Sheriff's Office (HCSO)** - The Harford County Sheriff's Office is committed to fostering effective community engagement by actively seeking and implementing new strategies that promote open communication between the agency and the public. One key approach is sector-based policing, which involves assigning deputies to specific areas, allowing them to become familiar with local communities and build relationships with stakeholders. The department partners with communities to address pedestrian safety concerns, using data from the Criminal Intelligence and Analysis Unit to focus on high-risk locations. Through targeted education and enforcement efforts, HCSO aims to reduce pedestrian crashes. The Area Law Enforcement and Retail Together (ALERT) program facilitates regular meetings to enhance collaboration and information-sharing between retailers and law enforcement. Recognizing the vulnerability of the elderly, the Community Policing Unit offers programs at senior centers and nursing homes across the county. The department hosts bicycle rodeo clinics to teach children bicycle safety, and the Badges for Baseball – "The Ripken Way" program uses baseball to strengthen relationships between law enforcement and children in underserved communities. Law enforcement officers serve as coaches and mentors, promoting healthy lifestyle choices. HCSO has established a Community Board to foster better community relations from a non-law enforcement perspective. Regular meetings are held to discuss improved community relations.

Maryland law enforcement efforts to enhance data collection and analysis aim to ensure transparency, identify disparities in traffic enforcement, and inform the development of traffic enforcement policies, procedures, and practices. In 2001, the Maryland General Assembly passed § 25-113 of the Transportation Article. The statute, which requires data collection on every law-enforcement initiated traffic stop in Maryland, aims to provide information about the pervasiveness of racial profiling. By Maryland law, reportable traffic stops do not include checkpoints or roadblocks; radar or laser stops; or the use of license plate reader technology. It is essential to understand that in these situations, the above-described factors are unknown at the time of the stop. Since 2002, Maryland law enforcement agencies have collected and reported traffic stop data according to the legislation. Transportation Article § 25-113(f)(2) requires the Maryland Statistical Analysis Center to post race-based traffic stop data on its website in an easily accessible location for the public. The data must be displayed in a filterable format, covering all data collected for the previous calendar year. This filterable display called the "Race-Based Traffic Stop Data Dashboard," includes traffic stop data from Maryland law enforcement agencies over the past eight years, with the latest data from 2023. Users can select different data measures to view specific results.

Police departments throughout the State utilize traffic stop data when meeting/presenting to their communities. This includes general safety presentations and requests programming based on a specific traffic safety issue within a community.

The following is a representative list of Maryland law enforcement agencies that have utilized traffic stop data when meeting/presenting to communities:

- **Howard County Police Department (HCPD)** – In an ongoing commitment to transparency and public safety, HCPD launched an innovative online interactive dashboard to provide the public with updated information about traffic stops. Howard County residents now have easy access to information without barriers or hurdles. The dashboard includes data from 2023 and is updated regularly. It includes reportable stops as defined by the State of Maryland. These are interactions with drivers where factors like race, gender, searches, citations, and reason for a stop can be obtained.
- **Baltimore County Police Department (BCPD)** – In 2020, the Baltimore County Equitable Policing Advisory Group analyzed the county’s traffic enforcement data. The county publicly reported the findings that black drivers, particularly men, were stopped at a higher rate than other residents. That study prompted a deeper dive analysis of the data. The subsequent review of 2023 noted that while several indicators demonstrate that trends are moving in a positive direction, continued efforts were needed to combat disparities. The workgroup studied issues through study groups and listening sessions with the community. The evaluation noted some critical limitations. First, traffic stop data can be unreliable due to potential errors when officers enter the information under different conditions. The system used to collect the data, E-tix, lacks clear labels and explanations, making it hard for researchers to understand. Without help from police department partners, some of the data would have been misunderstood. Second, traffic stop data only gives a partial view of what happens during a stop. It doesn’t capture the perspectives of either the driver or the officer. The data doesn’t reveal how the driver feels about the interaction or how it impacts their view of the police. It also doesn’t show how officers make decisions during the stop, such as when searching a vehicle. There is much about traffic stops that cannot be determined by the data alone. Importantly, engagement with the public should continue. Recommendations solely referring to traffic stop disparities also included:
  - Build on the community feedback gathered as part of the first report in 2020:
    - How do residents react to probable cause searches? How do such reactions impact how residents view the police more generally?
    - How do residents react to being asked for consent to search?
  - Include the perspective of officers of all ranks in your information gathering:
    - How much discretion is given to officers for each type of post-stop action?
    - How do officers decide that a probable cause search is necessary?
    - How do officers react/feel during a traffic stop? How does this influence their decision-making during the stop?
- **Frederick City Police Department** – The police department has a policy, through a general order, that its officers will report motor vehicle stops as the State requires. In addition, the Department will analyze the information reported and form the basis for periodic recommendations for changes to ensure that the Department’s law enforcement actions are non-discriminatory.

The Maryland Highway Safety Office continues to work with law enforcement to engage communities in promoting traffic safety. This includes public outreach, community education campaigns, and creating partnerships with local organizations to raise awareness about the importance of road safety. The Office offers multiple trainings for law enforcement officers on traffic safety laws, effective enforcement techniques, and new technologies in addition to training on recognizing impaired drivers, using data effectively, and promoting traffic safety within the community. The MHSO driver safety analyst and other partners are developing resources that will identify the proper use of the online traffic stop data and how it can be used to properly support local law enforcement’s highway safety plans.

## Mobilizations And Paid Media Efforts

In FFY 2023, the Maryland Highway Safety Office (MHSO) continued to expand its overarching highway safety campaign, "Be the Driver." This campaign illustrates everyday situations that drivers, riders, and pedestrians often encounter, emphasizing each road user's personal responsibility. Throughout the campaign, the MHSO poses the question: Will you be the driver who helps eliminate deaths and serious injuries on Maryland roads?

This fiscal year introduced new creative elements, including a live-action video focused on distracted driving, and child passenger safety materials featuring children dressed in winter attire. The campaign employs an 'always-on' strategy, ensuring that one of the seven sub-themes is consistently promoted throughout the year, along with additional campaigns developed since the initial launch. Paid media efforts have been aligned with the National Highway Traffic Safety Administration's (NHTSA) communication calendar, popular holidays, and high-visibility enforcement (HVE) periods from State and local law enforcement agencies.

### Speed and Aggressive Driving Campaigns

Maryland's overarching traffic safety campaign, Be the Driver, was adapted to specifically address dangerous speeding and aggressive driving behaviors with a sub-campaign called Be the Slow Down Driver. The spring aggressive driving campaign was the first installment of the FFY 2024 Aggressive Driving Program. The campaign ran from March 18 to April 30 across Maryland, coordinating with a Maryland law enforcement HVE wave running March 18 through March 31. The campaign aimed to drive mass awareness of the importance of driving at safe speeds while behind the wheel. The campaign collected more than 14.3 million impressions and 5,200 clicks to the aggressive driving landing page.

The MHSO's FFY 2024 summer aggressive driving paid media campaign launched on July 15 and ran through August 15, aligning in part with the NHTSA calendar enforcement wave and in coordination with a Maryland law enforcement HVE wave running July 15 through July 31. This campaign attained more than 12.5 million impressions and 9,200 clicks to the aggressive driving landing page. Paid social was a primary tactic across both campaign waves, reminding drivers to slow down on Maryland's roadways. In addition to these two campaigns, the MHSO partnered with the Baltimore Ravens and Baltimore Orioles to encourage fans to slow down. Law enforcement partners actively enforced speed limits during HVE waves throughout the year.

### Distracted Driving Campaigns

Be the Focused Driver is another sub-theme of Be the Driver, intended to call attention to dangerous distracted driving behaviors. For FFY 2024, the MHSO focused on the correlation between teens and distracted driving, prompting a campaign during Teen Driver Safety Week. The campaign ran from October 9 through 20 and targeted ages 16-24 in Maryland. It ran in coordination with the Maryland law enforcement HVE wave October 16 through 20. By the end, the campaign generated more than 3.8 million impressions and 17,400 clicks to the distracted driving landing page.

In August, a new distracted driving commercial was filmed, officially beginning the switch to actors from animated characters. The new video depicts multiple distractions in addition to cellphone use and will debut in April 2025 during Distracted Driving Awareness Month.

## Impaired Driving Campaigns

In 2023, the MHSO was awarded a \$20,000 grant from GHSA, Lyft, and Responsibility.org to provide rideshare credits to Marylanders during the holiday season. The Maryland-specific announcement about the grant generated numerous media stories. The rideshare credits were available from the night before Thanksgiving until New Year’s Eve, and they provided more than 1,200 free or discounted rides in total.

The alcohol and cannabis-impaired driving campaigns ran multiple times throughout the year. Campaigns included Halloween, partnerships with Historically Black Colleges and Universities (HBCUs), the holiday season, The Big Game, Memorial Day, the 4th of July, a summer-long campaign, and partnerships with the Baltimore Ravens, Baltimore Orioles, and Washington Commanders. Below is a snapshot of the alcohol and cannabis-impaired campaigns that ran during FFY 2024, all in coordination with the Maryland law enforcement HVE waves.

| Campaign Name                      | Dates in Market | Impressions | Clicks to ZeroDeathsMD.gov |
|------------------------------------|-----------------|-------------|----------------------------|
| Halloween (Alcohol)                | 10/27 - 10/31   | 1.1 M+      | 1,245                      |
| HBCU (Alcohol)                     | 11/16 - 11/18   | 136 K +     | 295                        |
| Holiday (Alcohol)                  | 11/20 – 1/1     | 7.1 M+      | 13,275                     |
| Super Bowl (Alcohol)               | 2/7 – 2/11      | 2.9 M+      | 7,781                      |
| April (Cannabis)                   | 4/15 - 5/5      | 35 M+       | 11,153                     |
| Memorial Day (Alcohol)             | 5/20 - 5/27     | 6.4 M+      | 2,525                      |
| Summer (Alcohol)                   | 7/1 - 8/31      | 12.8 M+     | 5,657                      |
| 4 <sup>th</sup> of July (Cannabis) | 7/1 - 7/15      | 9.4 M+      | 5,286                      |

## Motorcycle Safety Campaigns

Be the Sober Driver and Be the Look Twice Driver are two campaigns focused on protecting motorcyclists. Be the Sober Driver utilizes 405f funds, allowing direct communication to motorcyclists, reminding them of the importance of riding sober, and they have little room for mistakes. Be the Look Twice Driver utilizes 402 funds and is directed toward drivers of other vehicles, reminding them that motorcyclists are vulnerable, and drivers need to take a second look before changing lanes or making turns to ensure a motorcyclist isn’t caught in a blind spot.

Be the Look Twice Driver ran during Motorcycle Safety Month from April 29 through May 31, generating more than 12.4 million impressions and 4,350 clicks to ZeroDeathsMD.gov. Be the Sober Driver (motorcyclist-focused) campaign ran from August 5 through September 30, generating more than 9.2 million impressions and 8,230 clicks to ZeroDeathsMD.gov. Through a partnership with UrbanOne Radio specifically targeting sport bike riders, the radio commercial campaign generated 159,000 impressions.

In addition to the behavior change campaigns, MHSO developed a campaign to promote registration of the Maryland Motor Officers Training Other Riders Safety (MOTORS) program. The campaign encouraged the registration of the classes and generated more than 14 million impressions and 87,430 clicks to the website. As a result, all courses for MD MOTORS were filled to maximum capacity.

## **Occupant Protection Campaigns**

Be the Buckled Up Driver is the sub-theme campaign encouraging all passengers to buckle up – whether in the front seat or back seat. The first campaign of the Fiscal Year ran during Thanksgiving, generating more than 4 million impressions and more than 1,700 clicks to ZeroDeathsMD.gov. During the NHTSA declared Click It or Ticket timeframe in May, Be the Buckled Up Driver ran statewide generating more than 20.5 million impressions and 15,800 clicks to ZeroDeathsMD.gov. In addition to the two campaigns, the partnership with the Baltimore Orioles included Be the Buckled Up Driver messaging posted behind home plate during select home games throughout the season.

At the end of the Fiscal Year, new scripts were developed to begin the process of converting the occupant protection ad campaigns to live-action videos, similar to the distracted driving video.

## **Child Passenger Safety**

Protecting the youngest passengers in the vehicle is a priority for Maryland. To ensure parents and all caregivers are aware of the child safety seat requirements in Maryland, the MHSO developed a campaign (utilizing similar visuals to the Be the Driver campaign) about proper car seat use and information on when it is the right time to transition a child to the next seat. The campaign ran during September (9/9 – 9/29), which coincided with Child Passenger Safety Week (9/15 – 9/21) and the Maryland law enforcement HVE calendar (9/1 - 9/8 and 9/16 - 9/20). The campaign generated more than 13.6 million impressions and 10,700 clicks to the ZeroDeathsMD.gov website.

## **Vulnerable Road Users**

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

During October, Pedestrian Safety Month and Walktober, the Be the Share the Road Driver generated more than 11.6 million impressions and 5,825 clicks to ZeroDeathsMD.gov and coincided with the MD law enforcement HVE wave calendar (10/3 - 10/13). The campaign ran again in May, Bike Safety Month, and generated more than 10.3 million impressions and 4,550 clicks to ZeroDeathsMD.gov.

In addition to Be the Share the Road Driver, the MHSO continues its partnership with SHA and the Town of Ocean City's Bicycle and Pedestrian Advisory Committee for the Cheswick the Crab campaign. Cheswick is named after Matthew Cheswick, a 22-year-old man who was struck and killed by a vehicle while walking along Coastal Highway in 2012. SHA and MHSO fund the paid media for the campaign. MHSO's portion of the campaign, which ran from May through September, generated more than 2.5 million digital impressions and 3,000 clicks to ZeroDeathsMD.gov. The video boat advertisement made more than 3,900 passes along the beach, the aerial ads were pulled for 16 hours, and the 350,000 copies of the Ocean City Coupon Book and Go Guide were distributed at 55+ hotels in the town, which featured the Cheswick ad in the premium inside cover spot.

## Work Zones and Stranded Motorists

### Work Zone Safety

Following the tragic crash that occurred in March 2023 in Baltimore County that resulted in the death of six construction workers, Governor Wes Moore created the Work Zone Safety Work Group, which Lieutenant Governor Aruna Miller chaired. The Work Group developed 19 recommendations to be implemented, including a High-Profile Leaders Outreach Campaign and Work Zone Safety marketing that incorporated billboards and informational handouts.

MHSO took the lead on the development of the High-Profile Leaders Outreach campaign, making connections with Baltimore Orioles legend Cal Ripken, Jr., Baltimore Orioles All-Star Catcher Adley Rutschman, and Super Bowl Champion and former Baltimore Raven Torrey Smith to create PSA videos and graphics reminding motorists to slow down and pay attention while driving, especially while driving through work zones. The social media campaign surrounding these PSA videos generated more than 9.5 million impressions and 5,350 clicks to ZeroDeathsMD.gov. In addition to the social media campaign, the PSAs were developed into billboards and were strategically placed near active work zones when possible, generating an estimated 37.2 million impressions. Finally, a season-long partnership with the Baltimore Orioles was launched during National Work Zone Safety Week in April. The collaboration with the Baltimore Orioles kicked off with a first pitch thrown by the family of two construction workers who were killed in the March 2023 crash. Assets that were part of the overarching partnership included an Adley Rutschman bobblehead game day giveaway (paid for with State funds), Bullpen LED signage, permanent walkway warning signs, club-level LED signage, 30-second radio commercials, Orioles.com pre-roll video, and Orioles.com home page takeovers. In total, the digital aspects of the Baltimore Orioles partnership generated an estimated 4.8 million impressions. While there is no estimate of impressions for the in-stadium assets, the Baltimore Orioles welcomed 2.28 million fans to the ballpark in 2024 – an 18 percent increase from 2023.

### Roadside Safety

Maryland has seen a significant number of people struck and subsequently either injured or killed while attending roadside emergencies. In 2022, the Move Over Law was expanded to include all stopped vehicles on the side of the road that display hazard warning lights, road flares, or other caution signals. The move-over message was intertwined with the work zone safety message and the 'What to do during a roadside emergency' campaign. The roadside safety campaign, 'What to do during a roadside emergency' video, is a 30- and 60-second commercial that depicts motorists' options if they encounter a roadside emergency. The campaign ran in FFY 2024 from May 6 through June 30 and generated more than 9.3 million impressions through non-skippable video ads on streaming networks, cable TV commercials, and social media.

## Digital Media

### Social Media

Facebook and Instagram were the MHSO's primary social media platforms with additional engagement on X. Organic content encouraged behavioral change, recognized individuals and agencies, and shared photos from sponsored events. The MHSO posted 1,127 organic messages on social media platforms in FFY 2024 with 127,159 engagements across all platforms. The Zero Deaths MD Facebook page garnered more than 63 million impressions and more than 121,000 engagements between organic and paid media posts. The Zero Deaths MD Twitter/X account garnered more than 314,000 impressions and 5,000 engagements. The Zero Deaths MD Instagram page received more than 42 million impressions and 925 engagements between organic and paid media posts.

The three most popular posts from the MHSO included a back-to-school post featuring a visual of when to stop for a school bus with 138 shares, a Ravens playoff-inspired impaired driving message with 40 shares, and a message urging caution while driving during impending winter weather with 31 shares.

### Social Media Toolkits

The MHSO put out a monthly social media toolkit throughout FFY 2024 to easily allow partners to share Be the Driver messaging on their respective pages. Toolkits were available for download from the ZeroDeathsMD.gov website under Digital Resources and contained at least 40 social media posts, including copy and graphics formatted for Facebook, X, and Instagram. The topics for each toolkit mirrored paid media in market from the MHSO, as well as popular holidays and season-specific messages. Throughout the Fiscal Year, the toolkits were downloaded more than 1,500 times.

### ZeroDeathsMD.gov

Since the redevelopment of ZeroDeathsMD.gov, the website has become a one-stop shop for grantees, law enforcement partners, and the public. Throughout the Fiscal Year, updates and improvements were made to the website. During FFY 2024, almost 359,000 visitors accessed the MHSO website. The top-five most-visited pages, excluding the homepage, were MD MOTORS, Child Passenger Safety, Work Zone Safety, Impaired Driving, and Crash Data.

# Maryland Highway Safety Office Initiatives

## Annual Events

### Maryland Remembers

On November 21, 2023, the Maryland Highway Safety Office, in partnership with WRAP, hosted the 20<sup>th</sup> annual Maryland Remembers event. Previously, the event was held specifically for families who lost a loved one in an impaired driving crash. However, due to the continued epidemic of crashes on Maryland roadways, the event was opened to families of victims of all motor vehicle crashes. Governor Moore and Lt. Governor Miller were joined by MDOT Secretary Paul J. Wiedefeld, Motor Vehicle Administrator Chrissy Nizer, and Maryland State Police Superintendent Col. Roland L. Butler, Jr., at the event, along with almost 100 family members. During the ceremony, Administrator Nizer presented Sgt. Thomas J. Morehouse of Baltimore County Police Department the Kevin Quinlan Award in recognition of his leadership in impaired driving enforcement and promotion of roadway safety.

### Highway Safety Summit

In May 2024, the Maryland Highway Safety Office, in partnership with DRIVE SMART Virginia, hosted the annual Maryland Highway Safety Summit. The Summit is a meeting of safety leaders and stakeholders in Maryland who are working together to reach the goal of eliminating traffic fatalities and serious injuries by 2030. The event highlighted Maryland's collaborative approach to bringing together federal, State, and local partners, and featured keynote speakers, panel discussions, an exhibitor showcase, and breakout sessions that addressed key traffic safety concerns. Approximately 250 participants attended the Summit.

## Community Engagement

In FFY 2024, the MHSO's Community Engagement Team (CET) participated in more than 160 outreach events across the State. In addition to tabled events at health fairs, schools, and employers, CET staff gave in-person presentations and accommodated virtual meetings and presentations as requested. The MHSO's Impaired Driving Prevention Program Manager and Occupant Protection/Distracted Driving Prevention Program Manager also completed two "Lunch and Learn" sessions for MVA employees.

The MHSO partnered with the Maryland Institute for Emergency Medical Services Systems to use an outdoor stand-up temperature display to promote awareness of the danger of heat stroke for young children left alone in vehicles. Complementing the events coordinated by MIEMSS, the MHSO utilized this display at events at MDOT and MVA headquarters. The display received considerable attention by employees and staff and effectively demonstrated the greatly increased temperature inside a vehicle and the danger presented to occupants.

Maryland purchased a seat belt rollover display several years ago and has utilized the machine to demonstrate the effectiveness of seat belt use in rollover crashes. Mounted on a flatbed trailer, the rollover display consists of a pickup truck cab that can freely rotate using an electronic control. A mannequin is placed behind the wheel and the rollover is conducted with the dummy properly using a seat belt and then again without the seat belt. As expected, the differences in the danger to an unbelted occupant become obvious as the mannequin is tossed throughout the cab while unbelted and often ends up outside of the display itself. In FFY 2024, the rollover was utilized in approximately 20 different events, including demonstrations to schools, employers, universities, and partnerships with organizations such as Mothers Against Drunk Driving and State Farm Insurance.

Staff from the MHSO participated in numerous events for Read Across America Week in March 2024. These events featured a reading of a book entitled "Cheswick the Crab and The Smart Summer." Christopher Cheswick wrote the book after the unfortunate death of his son, Matthew, who was killed by an impaired driver while walking in Ocean City in 2012. Cheswick the Crab has since become the mascot for a multi-jurisdictional traffic safety campaign in Ocean City promoting safe walking and driving. The story of Cheswick was read to students and other attendees at schools, libraries, as well as a Nepalese American group.

Car seat distribution normally occurs through partners such as MIEMSS and Kids in Safety Seats (KISS). However, in FFY 2024, the MHSO was approached by a representative for the Veteran's Affairs Office in Baltimore regarding a special need for a car seat being experienced by one of the agency's clients. The MHSO had a car seat available and provided it to the VA free of charge for the client and organized a new outlet for a Car Seat Assistance Program (CSAP) to the VA through MIEMSS. It is expected that this new outlet will result in the distribution of up to 20 seats per year to people in need.

In addition to distributing car seats throughout the State, the MHSO and its partners are responsible for maintaining an adequate number of car seat technicians and instructors. In FY 2024, 338 technicians were qualified to coordinate car seat checks, and 19 people were qualified as instructors to those technicians. The continued recruitment of technicians and instructors is vital to meeting the car seat check needs throughout the State.

The MHSO works with organizations across the State in presentations to children in grades Pre-K through second with a special tool called Cruz the Safety Car. Cruz is a three-foot-tall, remote-controlled, talking robotic car. Operated by MHSO staff, Cruz addresses car seat and seat belt use, pedestrian and bicyclist safety, and safe school bus behaviors in a fun and engaging way. In FFY 2024, the MHSO utilized Cruz at 11 events in Maryland's childcare centers, schools, and libraries.

Older driver safety has been a key component of MHSO activities throughout this past grant year, specifically through the CarFit program. CarFit was developed by AAA, AARP, and the American Occupational Therapy Association, and it offers older drivers a chance to check the "fit" of their personal vehicles. CarFit technicians provide guidance to older drivers on proper seating positions and understanding how senior drivers can most effectively use the latest driver technologies. Approximately 15 CarFit events were led by staff from the MHSO's CET and program sections, with 12 presentations also completed to senior drivers. Throughout the grant year, the MHSO's CET staff organized and held five events to train new CarFit technicians and held one class to train future instructors.

The MHSO uses a special tabletop simulator to demonstrate the dangers of distracted driving. Users of this unique device safely experience the threat and consequences of distracted driving in a safe environment. Demonstrations were provided at 20 tabled events throughout the year, and a special event was coordinated at the Cintas Employee Safety Fair. Cintas is a major employer in Maryland, with a fleet of vehicles serving hundreds of businesses across the State.

A "pedal cart" is used at various events to demonstrate the effects of impaired driving. The vehicle is a simple and effective tool designed to be used with Fatal Vision Goggles and clearly shows riders that their ability to drive is greatly impacted by alcohol impairment. The pedal cart was used at least five times at high schools and community safety days.

Finally, the MHSO utilized a device known as a Spin Art Bike in at least 10 events during this past year. The Spin Art Bike is especially useful for young children as it allows them to create a piece of original art while also learning about bicycle safety. The Spin Art Bike has been used at fairs and community events and was featured on Fox Morning News the day before the B'More Healthy Expo, a major event in Baltimore that promotes health and safety.

## Law Enforcement

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

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

The LELs work with these agencies on training and organizing enforcement efforts. In addition, the entire section works closely with the Maryland Chiefs of Police Association (MCPA), the Maryland Sheriffs' Association (MSA), and the Maryland Crash Reconstruction Committee (MCRC).

The MHSO plans and coordinates several training events and conferences for law enforcement across the State. The MHSO continued to implement Leading Effective Traffic Enforcement Programs (LETEP). LETEP focuses on providing law enforcement supervisors with advanced training regarding the use of data and countermeasures from multiple disciplines of highway safety. It allows supervisors to provide law enforcement officers with the tools necessary to make quality traffic stops and arrests. A LETEP class was held virtually in March 2024 with 24 police officers across Maryland in attendance.

In FFY 2024, the MHSO continued to promote and make improvements to its Traffic Safety Specialist (TSS) Program to meet the increased demands made of law enforcement. The TSS designation is a statewide, uniform, and consistent recognition of police officers who have attained notable levels of experience in highway safety and traffic enforcement methods and procedures. Awarded by the MHSO, the program is open to all certified police officers, deputy sheriffs, and state troopers from Maryland law enforcement agencies. Federal law enforcement agencies that have jurisdiction in Maryland also are eligible to participate. There are three designations within the TSS Program, and each successive designation requires an increased level of experience, training, and skills proficiency as a traffic enforcement officer. There were 70 newly designated TSS I members, 7 TSS II members, and 1 TSS III member in FFY 2024.

The MHSO provided funding to the MCRC for crash-related educational materials for various classes held throughout the year. The MHSO provides the MCRC the ability to further an officer's education in crash investigation from the beginning to advanced coursework. Almost 250 law enforcement officers attended the training.

The Maryland Chiefs Association and the Maryland Sheriffs' Association Annual Professional Development Conference Training was held in September 2024, during which the Law Enforcement Liaison from NHTSA, Region 3, Frank Enko, addressed 35 law enforcement officers on the importance of leadership concerning highway safety initiatives.

The MHSO presents a Traffic Safety Conference for Patrol Supervisors each year. The conference is held in Ocean City, Maryland, and provides patrol supervisors with a better understanding of the larger science behind highway safety and how they can impact change. The core of the curriculum is encouraging law enforcement to go beyond traditional police work by asking the why, the how, and the if, of whether their work is having an

impact on reducing serious crashes. The conference is offered to current patrol supervisors who are at the rank of sergeant or lieutenant, and others who meet the specific training criteria.

The MHSO, with the support of the Maryland Chiefs of Police Association, held its FY 2024 Maryland Impaired Driving Conference for Law Enforcement from October 29 – November 1, 2023. The conference, held in Ocean City, Maryland, provided the most up-to-date trends and countermeasures for patrol and training officers engaged in impaired driving enforcement. The MHSO's Law Enforcement Section encouraged patrol officers with one to five of experience and Assistant States Attorneys from across the State to participate in the conference. Registration fees, breakfast, lunch, and lodging are provided at no cost to every participant.

Finally, the MHSO holds a DUI Institute annually at the University of Maryland. The DUI Institute trains officers to arrest alcohol-impaired drivers, resulting in a higher probability of conviction. The 40-hour course is taught at a college level by University faculty and national experts. It covers social concerns and management perspectives related to DUI enforcement, emerging enforcement strategies, effective courtroom presentations, and advanced Standardized Field Sobriety Testing (SFST) training. This year, 26 officers from 18 law enforcement agencies graduated the program held in June 2024. Since its inception, more than 500 officers have graduated from the program.

Each of these highlighted law enforcement activities are funded through grants listed in the FFY 2024 Activities Contributing to Performance Targets section.

# Traffic Records

## ORIOLE

In 2023, the Maryland Highway Safety Office, working with the University of Maryland Baltimore National Study Center and the Washington College Geospatial Innovation Program, developed a traffic safety equity composite index to address the needs of transportation disadvantaged populations in the Highway Safety Plan FFY2024-2026 submitted to the National Highway Traffic Safety Administration (NHTSA).

Socio-economic characteristics like poverty and race are important on their own but must include transportation-related components to address the priorities of the MHSO. The index has two parts: socio-economic disadvantage and transportation safety disadvantage, intended to be combined for the overall transportation disadvantaged index score, but can be separated as needed, depending on program scope and needs.

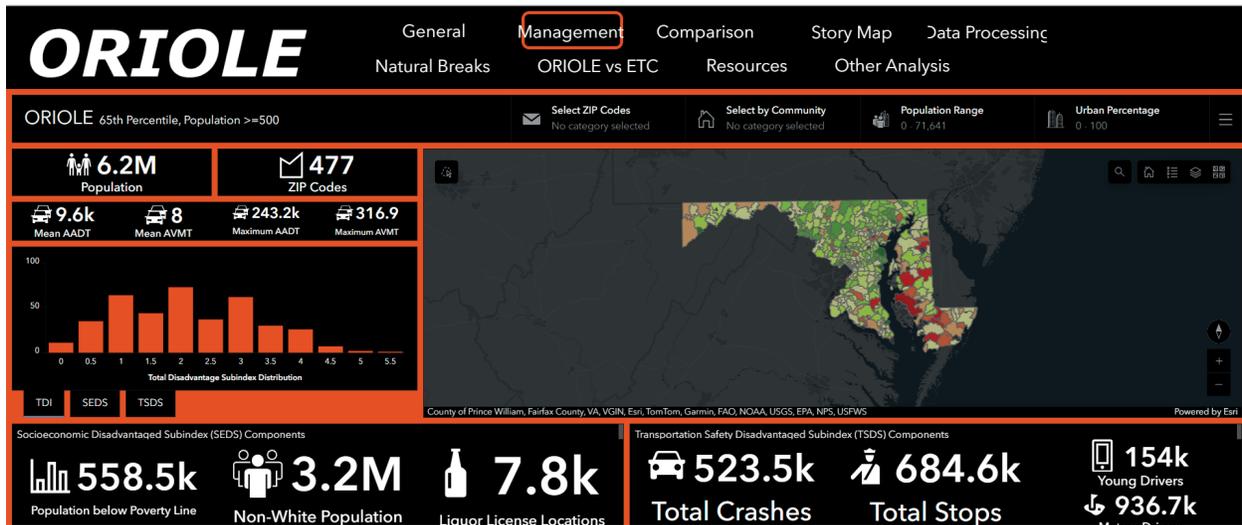
ZIP code was selected as the unit of observation because it is an easily defined and readily available dimension for analysis and GIS mapping, can be tied in with Census ZIP Code Tabulation Area (ZCTA) information, and can be linked to the problem identification methodology that prioritizes at-risk locations and populations by ZIP code.

The Socio-Economic Disadvantage Subindex (SEDS) has three components: poverty, race, and risk. Poverty is defined using the U.S. Department of Health and Human Services (HHS) for percent of population with income less than 200% of federal poverty guidelines. The race component is measured by percent of non-white population in a ZIP code. The third component of the subindex is a risk measure, or alcohol density equal to the number of liquor licenses per 10,000 population. The research on this and related measures (e.g., Foster et al., 2017) points to an increased risk in the area with accessible alcohol, like bars, restaurants, etc., particularly increased risk of crime and drunk driving.

The Transportation Safety Disadvantage Subindex (TSDS) has three components. The first one is the annual number of injury crashes (KABCO 2 through 5), derived from the Maryland State Police Automated Crash Reporting System (ACRS). The second component is the annual number of traffic stops with moving violations divided by population, derived from the Maryland State Police ETIX system. This component uses the offender's ZIP code – where they live as opposed to where the offense occurs. The reason is to identify the areas where MHSO can implement educational and engagement countermeasures regarding risky behavior. The third component is related to younger and mature drivers as distinct demographics amongst licensed Maryland drivers. The measure includes the number of drivers under 21 and separately the number of drivers 65 or older. The two groups of drivers present potential traffic safety concerns among higher risk roadway users that need to be addressed.

A final Transportation Disadvantaged Index (TDI) score is calculated using the 65th percentile threshold. Observing Risk Indicators in Overburdened Locations for Equity (ORIOLE) is an application that visualizes the Maryland Traffic Safety Equity Composite Index, with functionality that allows the MHSO management team to adjust variables to identify and prioritize disadvantaged ZCTAs to guide program planning and problem identification for grant-funded activities.

ORIOLE is available in a streamlined version that consists of a user-friendly mapping feature for program managers who need to know which ZCTAs should be prioritized, with additional layers of information to identify community groups and locations, such as schools and libraries and additional demographic information, for Public Participation and Engagement (PPE) strategies.



## Traffic Records Assessment

Kicking off in early June and concluding in early September, MHSO and the TRCC worked with NHTSA to complete a Traffic Records Assessment, an update to the last Assessment completed in 2019.

Maryland continues to demonstrate strength and progress in the development, maintenance, and improvement of its six core traffic records data systems. The Maryland Traffic Records Coordinating Committee (TRCC) demonstrates a robust and effective structure for managing and improving traffic records systems across the State. The TRCC includes diverse membership from all six core data systems and benefits from active participation by top executives and technical staff from each core data system.

The Traffic Records Strategic Plan (TRSP) identifies all 11 recommended data systems areas of improvement from the 2019 Traffic Records Assessment and demonstrates significant progress in 10 areas, with some progress in the last one. It includes strategies identified by the TRCC, such as reviewing MMUCC 5 and recommending updates to the Maryland State Police's crash report system. Maryland's crash reports are collected electronically through their Automated Crash Reporting System (ACRS). All law enforcement agencies use this system, and crashes are maintained in a single database. Maryland has a well-developed crash system and has made considerable progress in improving the entire system since the last assessment.

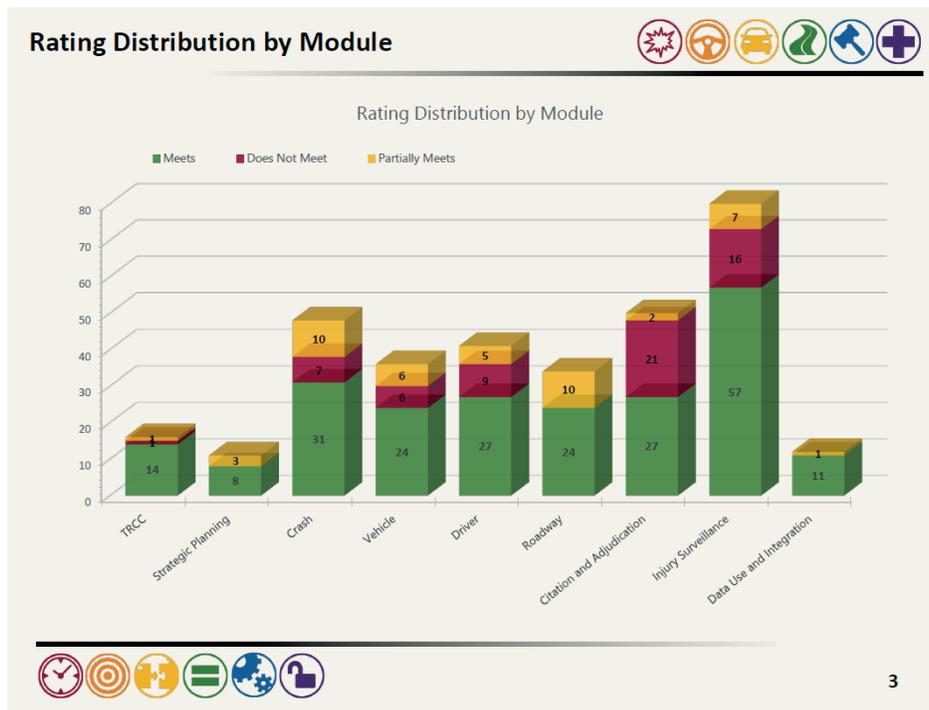
Maryland has implemented new driver and vehicle data systems since the last assessment. The modernized systems are called Customer Connect. They include increased edit checks and validation rules, thereby increasing the accuracy and completeness of the data collected.

The Maryland Department of Transportation (MDOT) has built an excellent enterprise roadway data information system. MDOT collects more than 140 elements related to roadway data according to a set of standards developed by the Highway Performance Monitoring System (HPMS).

Maryland has a very comprehensive citation and adjudication system including processes utilizing citation and adjudication data for the prosecution of offenders; adjudication of cases; traffic safety analysis to identify problem locations, problem drivers, and issues related to the issuance of citations.

Maryland has all the components of a comprehensive statewide injury surveillance system. The electronic Maryland EMS Data System (eMEDS) and the Maryland State Trauma Registry (MSTR) are collected by the Maryland Institute for Emergency Medical Services Systems (MIEMSS), emergency department and hospital discharge data collected by Health Services Cost Review Commission (HSCRC), and the vital records database maintained by the Maryland Department of Health.

Maryland has a long history of integrating multiple transportation safety-related datasets. Linking datasets and using the integrated data is a high priority for the State.



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