Maryland

Annual Grant Application

Federal Fiscal Year 2026

Updated: 7/30/2025

Contents

Executive Summary

I am pleased to present Maryland's Annual Grant Application (AGA) for Federal Fiscal Year (FFY) 2026. This plan outlines the upcoming strategies, activities, and priority areas for the Maryland Highway Safety Office (MHSO), which is housed within the Maryland Department of Transportation's Motor Vehicle Administration (MVA). The MVA Administrator, Ms. Christine Nizer, also serves as Maryland's Governor's Representative for Highway Safety.

In 2024, 577 people died in traffic-related crashes on Maryland's roads. While this number remained unacceptably high, it marked a 7 percent decrease from the 621 fatalities in 2023. The risky driving behaviors of speed, impairment, distracted driving, and failure to use seat belts continue to be major contributors to motor vehicle fatalities. Pedestrian and bicycle fatalities continue to comprise nearly one quarter of the state's roadway deaths, and much work remains to accomplish our ultimate goal of zero highway fatalities.

The state's highway safety programs continue to follow the strategies and action steps laid out in Maryland's Strategic Highway Safety Plan (SHSP) while also adhering to the tenets of the Safe System Approach. The MHSO continued its focus on core emphasis areas such as impaired driving, speeding, occupant protection, distracted driving, and pedestrian and bicycle safety as well as on additional areas of interest such as autonomous vehicles, roadside safety, and work zone safety. MHSO supported the development and updates of more than 16 local highway safety plans, the state's seatbelt use rate remains around 93 percent, and outreach activities expanded in schools and local communities. Maryland's SHSP, while under revision for the 2026-2030 timeframe, continues to support the collaborative efforts between MDOT business units and allied agencies and its strategies reinforce the Maryland Department of Transportation's *Serious About Safety* initiative – an enhanced, department-wide strategy to drive safety goals and save lives. The SHSP continues to use a data-driven approach to set safety targets, to guide our investments, and to maximize the use of our resources to improve highway safety in the state.

The triennial Highway Safety Plan (3HSP) serves as a guiding document for this AGA. Both documents have been formulated through a close analysis of data along with the collaboration of diverse partners across the state. Strategies and projects outlined in this document have been selected for their ability to make the biggest impact toward accomplishing the goals outlined in the 3HSP and the SHSP.

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

 Sincerely,
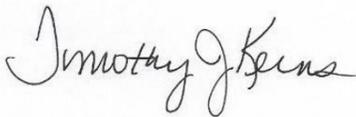
Timothy J. Kerns, PhD

Director, Maryland MVA Highway Safety Office

Triennial Highway Safety Plan Updates

3HSP Page Number	Change	Reasoning
Page 6	Update organizational chart.	Employees have changed.
Page 7	Update highway safety planning process.	Additional training.
Page 19	Add current work on the 2026-2030 SHSP.	Section only addresses our current plan.

Highway Safety Strategies and Projects

The MHSO awards grants to projects that address priority areas in Maryland's SHSP, along with target groups identified within those areas. This year, projects focusing on community-driven, data-informed traffic safety programs that prioritize high-risk behaviors like speeding, impaired driving, distraction, and seat belt use were prioritized. These projects must demonstrate the greatest potential to succeed and ultimately help Maryland eliminate crash-related deaths and injuries. Grants must be compatible with the MHSO's mission, program directives, and eligibility criteria. Final awardees reflect agencies deemed most capable of addressing the strategies and projects that aid Maryland in achieving its targets and objectives.

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

- detailed and program-specific problem identification,
- a tie-in of the program's objectives and their relation to the Maryland SHSP,
- identified countermeasures,
- enforcement data (where applicable),
- details on national mobilizations and High Visibility Enforcement (HVE) campaigns (where applicable),
- details concerning program area grants (where applicable), and
- other relevant program area information.

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

- NHTSA's Uniform Guidelines for State Highway Safety Programs
- U.S. DOT, NHTSA (2023). Countermeasures that Work, 11th Edition, DOT HS 813 490 (referred to in the HSP as Countermeasures that Work) (rated three Stars and above)
- Published evidence-based research that substantiates the proposed project or intervention
- Recommendations from NHTSA program assessments conducted in Maryland

Maryland's Evidence-Based Traffic Enforcement Program

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

IIJA requires that Maryland participate in at least three HVE campaigns that support national priorities.

Although the MHSO implements more than three HVE campaigns, those that are officially a part of national priority areas are the Click it or Ticket mobilization in the month of May, the impaired driving prevention mobilization in the month of August, and a dual effort that supports a second Click it or Ticket wave and impaired driving prevention in the month of November.

Data-Driven Problem Identification

The data-driven, HVE methodology includes enforcement of traffic laws pertaining to impairment, speeding, occupant restraint usage, and other safety issues, coupled with enforcement patrols that saturate specific areas, which are well-documented in local media and describe the effort as an impaired-driving or other appropriate campaign.

The MHSO uses several sources of data to determine funding allocations. The state's 24 jurisdictions (23 counties and Baltimore City) are divided into three groups based on average population over the most recent three-year period for which data is available. The most populous jurisdictions make up the top group and the least populated make up the third group. Within each group, crashes (serious injury and fatal) and citations (DUI, speed and unbelted) per vehicle miles traveled are calculated by jurisdiction.

Average ranks per jurisdiction are computed across crash and citation fields and applied to the previous year's funding allocations to determine revised funding proportions. Crash and enforcement data are used initially to determine the proper percentage of funding to be disbursed to jurisdictions within the groups. Subjective measures such as demographics, enforcement and outreach capacity, geographical considerations, seasonal fluctuations in traffic, and past performance are then used to refine the figures. From that process, each jurisdiction receives a total allocation of funding to be used in the next fiscal year.

The MHSO continues to work with its data consultants to ensure that funding allocations are based on the most recent data available and that formulas are accurate, reasonable, and achievable. This methodology ensures that enforcement funding is allocated to the areas in greatest need and to the agencies that are most capable of implementing the appropriate countermeasures. The MHSO uses both quantitative and qualitative criteria to measure the desired outcomes of the MHSO's law enforcement grant programs that utilize overtime enforcement funds, including those in the aggressive driving, distracted driving, impaired driving, occupant protection, preventing roadside deaths, and pedestrian safety program areas.

The MHSO employs a monitoring system for law enforcement reporting data that engages law enforcement partners, grant managers and MHSO team members. In addition to the productivity of officers working overtime enforcement grants, an analysis of crashes, crash fatalities, and serious injuries is utilized by MHSO staff throughout the grant monitoring process. The MHSO's four Law Enforcement Liaisons (LELs) provide more direct contact with individual agencies across the state. By developing relationships with law enforcement managers and traffic supervisors, the LELs monitor project success closely and efficiently provide information, training, and outreach materials.

Implementation of Evidence-Based Strategies

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

Such an effort typically includes uniformed law enforcement officers saturating a high-risk crash or incidence area and engaging the driving public by stopping as many violators as possible to serve as a deterrent to improper and dangerous driving. This highly visible approach provides a public perception of risk that driving without following the law can and will result in a traffic stop, resulting in a citation or an arrest in the case of impaired driving. This comprehensive statistical and partner-based approach, often in concurrence with associated national crackdowns or campaigns and mobilizations, helps Maryland provide continuous Specific and General Deterrence of improper and unsafe driving from the causal factors outlined above.

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

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

Continuous Monitoring

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

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

Non-Federal Funding Sources

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

Agency	Funding Source	Activities Funded
AAA	Private funds	Provides School Safety Patrol and traffic safety programs; advocates for highway safety legislation.
AARP	Private, non-profit	AARP Smart Driver Training and other mature driver training programs.
Baltimore Metropolitan Council	Jurisdiction, local, state, federal and municipal funds	Municipal safety planning, education and outreach.
BYKE Collective	Local funds	Youth bicycle safety activities and outreach.
Department of Health, Alcohol and Drug Abuse Administration (ADAA)	State funds and other solicited /awarded federal funding sources	Supports the Maryland Strategic Prevention Framework and maintains treatment and pharmacy data through the Statewide Automated Record Tracking system, Prescription Drug Monitoring Program, and Controlled Dangerous Substance Integration Unit.
Department of Public Safety and Correctional Services (DPSCS)	State funds	Manages Maryland's Criminal Justice Information System (CJIS), providing official arrest and conviction records to courts, law enforcement, and correctional agencies. Oversees Maryland Police and Correctional Training Commissions (MPCTC), responsible for certifying enforcement officers statewide.
District Court of Maryland (DCM) and Judicial Information Systems (JIS)	State funds	Responsible for formatting and printing Maryland Uniform Complaint and Citation forms, setting pre-payable fine amounts, adjudicating traffic cases, and maintaining disposition data.
Governor's Office of Crime Prevention and Policy	State and federal funds	Improves public safety and justice by addressing crime, violence, delinquency, and substance abuse. Supports this mission through legislation, policy, grants, and community programs. Publishes annual race-based traffic stop data and maintains a public dashboard.
Governors Highway Safety Association	Non-profit	Supports highway safety initiatives through grant opportunities and training throughout the year.
Health Services Cost Review Commission	State funds	Regulates hospital rates and oversees the statewide integration system for all hospitals in Maryland.
Local and municipal DPW&T Departments	Jurisdiction-specific, local and municipal funds	Support and maintenance of the collection of roadway data such as roadway maintenance, design, and other infrastructure information.
Maryland Cannabis Administration	State funds	Regulates cultivation, production, testing, and distribution of medical and adult-use cannabis in Maryland. Educates the public on cannabis-impaired driving through campaigns and point-of-sale materials.
Maryland Chiefs of Police Association (MCPA)	Member dues, fees	Provides training and promotes professional standards for local enforcement officials. Its membership includes law enforcement leaders, prosecutors, legal advisers, training commission members, private security directors, and engaged citizens.

Maryland Department of Health–Kids in Safety Seats (KISS)	State funds	Provides administrative, technical, and programmatic support for the KISS program, promoting proper seat belt and child safety seat use. Supports training and certification of CPS technicians and instructors, and promotes child safety seat fitting stations.
Maryland Department of Health, Office of the Chief Medical Examiner	State funds	Support and continued maintenance of the collection of data on drivers involved in fatal crashes, and data provision to the Maryland State Police.
Maryland Department of Information and Technology (DoIT)	State funds	The designated state entity responsible for information technology across state agencies. Provides coordination for the purchase and management of all telecommunications devices and systems utilized by state agencies.
Maryland Department of Transportation Motor Vehicle Administration's Maryland Highway Safety Office (General Funds)	State funds	State funds pay salary and benefits for the following MHSO positions: Director, Deputy Director, Finance Section Manager, two finance managers, and the Data Processing and Quality Assurance Specialist.
Maryland Department of Transportation Motor Vehicle Administration (MDOT MVA)	State funds	MDOT MVA manages the State Ignition Interlock Program; monitors Maryland graduated drivers licensing laws; manages Medical Advisory Board and Motorcycle Safety Program; and supports systems for driver records, vehicle registrations and violations.
Maryland State Police, Maryland Transportation Authority Police, local jurisdiction, and municipal law enforcement agencies – Enforcement Mobilization Projects	State, local and municipal funds	Maryland State Police, Maryland Transportation Authority Police, local jurisdictions, and municipal funding for regular duty pay/benefits, office space, supplies and equipment, court overtime, vehicles, and vehicle use on state, local and municipal roadways. In addition, these partners provide support to Child Passenger Safety fitting stations throughout the state by training and certifying CPS Technicians and by conducting child safety seat inspections. They also support and maintain systems tracking traffic citations and arrests, used in project evaluation and analysis.
Maryland State's Attorneys' Association	Member dues, fees	Coordination of statewide efforts to improve the prosecution and adjudication of DUI cases.
MDOT Maryland Transit Administration (MDOT MTA)	State and federal funds	Provides and supports accessible statewide public transportation networks and services that are customer-focused, safe, appealing, reliable, and efficient. Provides security and law-enforcement services, is a key provider of traffic safety information, and uses traffic records to determine day of week and hour of day for best customer service and safety enforcement opportunities. Engages in research, development, and implementation of roadside data-capture technology to expedite the flow and safety of mass transit customers.

Metropolitan Council of Governments	Jurisdiction, local, federal and municipal funds	Municipal planning organization, safety education and outreach.
Mothers Against Drunk Driving (MADD)	Private, non-profit	School and community-based traffic safety information programs.
Neighborhood Design Center	State, federal funds, grants, sponsorships and in-kind donations	Design, planning services and outreach.
Office of Administrative Hearings (OAH) and courts in local jurisdictions	Jurisdiction, local and municipal funds	Support and maintenance of hearings for the opt-in option under a points assignment associated with mandates for repeat offenders.
Regional Integrated Transportation Information System, Center for Advanced Transportation Technology Laboratory, University of Maryland	State and federal funding	Support and maintenance of automated data sharing, dissemination, and archiving system to communicate information among agencies and to the public.
State of Maryland Problem Solving Courts	State funding	Offers specialty courts focused on a collaborative, non-adversarial approach to judicial supervision of eligible DUI/DWI offenders.
University of Maryland School of Pharmacy	State funds and other solicited/ awarded federal funding sources such as Substance Abuse and Mental Health Services Administration	Support and continued maintenance of Maryland Statewide Epidemiologic Outcomes Workgroup (SEOW) and the Maryland Strategic Prevention Framework (MSPF) in 24 jurisdictions across the State.
Washington Area Bicyclist Association	Grants, donations, local, and state funds	Planning, administration, bicycle safety outreach and education.
Washington College	Private institution funds; other solicited/awarded federal funding sources	Direct support to highway safety programs incorporating geo-located traffic safety data.
Washington Regional Alcohol Program (WRAP)	Private, non-profit	School and community-based traffic safety information programs.

Public Participation and Engagement Efforts
Identifying Persistent Safety Exposure Communities

Persistent Safety Exposure Index

Beginning in 2023, the Maryland Highway Safety Office (MHSO) worked with analysts and researchers from the Washington College Geospatial Innovation Program (WCGIP) and the University of Maryland, Baltimore National Study Center (NSC) to create a model to support Public Participation and Engagement (PPE) efforts. PPE efforts, starting with the FFY2024-FFY2026 Highway Safety Plan, used the following methodology to identify persistent safety exposure communities and will continue through FFY 2026 planning. The methodology was refined in 2025 to meet current needs, a reflection of the iterative process of working with communities, first by identifying persistent safety exposure areas, and then adjusting the approach with feedback from community engagement. The description of the model below is an update from the methodology described in the 3HSP and previous AGAs.

First, the model should be as simple as possible and based on a small number of components that represent different sides of the problem and are not highly correlated. Second, it should be very intuitive, transparent, and easy to understand for diverse audiences. Third, the model components should be readily available now and in the future. Fourth, it should be specific and sensitive enough for practical purposes.

Persistent public safety exposure characteristics like poverty, housing and transportation affordability, and liquor license density are very important on their own, but to address the MHSO's priorities, persistent transportation-related components must be included. This index has two parts: public safety and traffic safety exposure. They are intended to be combined for the overall safety exposure index score, but they 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. It can be tied in with Census Zip Code Tabulation Area (ZCTA) information and linked to the problem identification methodology that prioritizes persistent safety exposure locations and populations by an understandable geographic area. The appropriate data for the index components at the zip code level is also readily available.

The components are as follows: The first part of the index is the *Persistent Public Safety Exposure Subindex (PPSES),* which has three components: poverty, housing and transportation affordability, and alcohol availability. Poverty is evaluated using the US Department of Health and Human Services (HHS) federal poverty guidelines for the percentage of the population with income less than 200% of the federal poverty guidelines.

The second component is the housing and transportation affordability calculated based on The Center for Neighborhood Technology's Housing + Transportation Affordability Index. The H+T Index was constructed using the measured housing cost and modeled transportation cost. The housing costs are obtained from the American Community Survey 5-year Estimate (2019 ACS) using the selected monthly ownership cost and the gross rent, and combine each using the relative number of owner-occupied households and renting households. The transportation model estimates three dependent variables (auto ownership, auto use, and transit use) as functions of 16 independent variables: median household income, average household size, average commuters per household, gross household density, household intensity, fraction of single family detached housing, single family detached housing intensity, fraction of rental housing units, rental housing intensity, employment intensity, employment mix index, block size, bus transit connectivity index, other (non-bus) transit connectivity index, total available transit trips per week at peak times, area of transit access shed, and jobs within the transit access shed.

The third component of the subindex is a measure of alcohol density equal to the number of liquor licenses per 10,000 population. Research on this and related measures (e.g., Foster et al., 2017) points to an increased public health concern in areas with dense alcohol availability, such as bars, restaurants, etc., particularly increased exposure to crime and drunk driving.

The *Persistent Traffic Safety Exposure Subindex (PTSES)* has three components. The first 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 and seat belt violations divided by population. The component will use 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 unsafe behavior. The third component is related to younger and mature drivers as distinct populations 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, as research indicates these demographics have higher crash rates.

A final *Persistent Safety Exposure Index (PSEI)* score is calculated using the 65th percentile threshold.

The **Observing Recurring Indicators and Outcomes in Locations for Evaluation (ORIOLE)** is an application that visualizes the Maryland Persistent Safety Exposure Index, with functionality that allows the management team to adjust variables to identify and prioritize safety exposure 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, for PPE strategies.

PPE Efforts Based on Annual Report

The Maryland Highway Safety Office is committed to meaningful public participation and engagement as a cornerstone of its highway safety initiatives. Our outreach strategy prioritizes access to information and decision-making processes for all Maryland residents, including those from affected communities, particularly those most significantly impacted by traffic crashes resulting in injuries and fatalities. Guided by federal executive orders and state-level directives, our efforts seek to ensure that all voices are heard and considered in the development and implementation of traffic safety programs.

MHSO leverages various engagement methods to reach diverse communities, including town hall-style meetings, culturally responsive media campaigns, and partnerships with local organizations and advocates. We also utilize surveys and digital platforms to gather input from residents in urban and rural areas. Materials are provided in multiple languages and formats.

Affected Community and Data:
Indian Head Villages, located at census tract 8501.01, was identified as a persistent safety exposure area. Located in Charles County, MD, Indian Head Villages is a HUD income-restricted property that participates in the USDA Section 515 rural rental housing program. Residents earn 80% or less than the area median income. The community houses several liquor stores, all within a two-block radius. There is a park and bus stop within the community. The park is littered with beer cans and bottles, as well as blunt wrappers.

Steps Taken to Produce Meaningful Engagement with Affected Community:
MHSO has engaged with those who reside, work, visit, or have an interest in Indian Head Villages. This includes traditional transportation stakeholders, individuals, and organized community member groups.

Issues Covered and Feedback:
In addition to continually visiting the community and talking to residents where they socialize and work, MHSO has solicited feedback on marketing campaigns and collateral. The legalization of cannabis has been a consistent concern for this community, along with alcohol impaired driving.

Accessibility Measures:
Accessible locations and time of day are important for engaging with this community which means visiting on weekends and evenings. Most locations of meetings are Americans with Disabilities Act of 1990 (ADA)-compliant facilities, but many times, engagement takes place outside.

Outcomes and How the Affected Communities' Comments and Views Have Been or Will Be Incorporated into Countermeasures:

The relationship with this community is being built slowly to build trust. As staff attend more community events and build contacts, there will be more opportunity to collect larger amounts of feedback and possibly host community informational nights.

Based on feedback concerning impaired driving, MHSO ran a ride-share campaign, with funding from GHSA, January 1 to March 15 in Prince George's County, MD. These are areas frequented by the population at the Villages. Resident feedback on the messaging—and whether it would deter cannabis-impaired driving—was gathered and considered when developing future materials. Liquor stores were provided with free large brown bags with a sober driving message. Owners and managers felt the message/graphic on the bag would boost behavioral change among their clientele.

Future efforts include back-to-school nights where MHSO will have the opportunity to talk with parents and children. A behavioral driving survey will be utilized for these events to gather formal feedback from the community.

Partnership Development and Ongoing Planning for Engagement

MHSO has taken the following steps to build relationships within persistent safety exposure communities—the first step in meaningful public engagement. Over the next year, additional feedback will be received and documented from these communities. This feedback will help contribute to the development of the State's countermeasure strategies for programming funds.

Bowie State University (BSU) is located within Prince George's County, Maryland. This county is overrepresented and persistently exposed to safety outcome concerns in total crashes, injury crashes and fatalities. The Highway Safety Office has expanded its outreach efforts through a new partnership with BSU and MADD Sports, an organization that collaborates with the NCAA, collegiate conferences, and professional sports teams. This initiative aims to engage collegiate and professional athletes in promoting mental health awareness and encouraging safe, responsible decision-making. Through mentorship opportunities, prevention programming, and special events, this partnership will address key issues such as substance use disorder and impaired driving. Notably, this initiative marks the first implementation of its kind at a Historically Black College and University (HBCU).

The Highway Safety Office and MVA have partnered with H.O.P.E. (Help Outreach Point of Entry Organization) in Salisbury, Maryland, to support individuals participating in H.O.P.E.'s re-entry program. This collaboration will focus on providing critical driver licensing support and traffic safety education to clients who are transitioning back into the community, beginning employment, or working to resolve issues related to their driving records. Through this partnership, the Highway Safety Office offers assistance with pedestrian and bicycle education and driving safety resources; the MVA assists with driver's license recovery, state-issued identification support. This initiative addresses one of the key barriers many returning citizens face: safe and legal access to transportation. By empowering individuals with knowledge and support, the program aims to reduce traffic-related risks, promote public safety, and improve overall quality of life for participants as they reintegrate into society.

Public engagement practices are continuously evaluated as community feedback is integrated into program planning and delivery. Our goal is to build safer roadways for everyone in Maryland through collaborative and data-informed public involvement. Investing in a proactive approach to a healthy existence will yield the greatest return on longevity.

Maryland Safety Program Areas – Action Plan

Impaired Driving Program
The impaired driving Emphasis Area Team (EAT), which serves as the State's task force through the Strategic Highway Safety Plan, is combating impaired driving in Maryland. Members of the EAT are dedicated individuals who each bring a unique viewpoint to the issue. The impaired driving strategic plan can be found in Appendix H, which includes a list of all team members, as well as the Problem Identification and strategies to accomplish the stated goals in the plan.

Problem ID

Driving while under the influence of drugs or alcohol is one of the deadliest behaviors on our roadways. Historically, a third of the state's traffic-related deaths have been due to impaired driving. Impaired driving is defined as "at least one driver in a crash reported to be driving while under the influence of alcohol, while impaired by alcohol, while impaired by any drug, any combination of drugs, or a combination of one or more drugs and alcohol or while impaired by a controlled dangerous substance." Impairment is determined through the driver condition, blood alcohol content, substance use detected, and contributing factor fields on the Maryland crash report (MSP ACRS). Between 2018 and 2022, nearly 800 people were killed, and more than 13,000 more people were injured in a crash where drugs and/or alcohol were involved.

Looking at Maryland state data, the number of impaired driving crashes in 2023 decreased by approximately 6 percent from 2022, and the number of injuries decreased by 3 percent. Due to gaps and delays in reporting BAC and toxicology information, especially for surviving drivers, the Maryland data and the subsequent trends must be viewed cautiously, as the data are subject to fluctuations in law enforcement reporting. Maryland also relies on alcohol-impairment fatality data from the Fatality Analysis Reporting System (FARS), which applies imputation to account for missing or incomplete data related to driver impairment. The NHTSA FARS data only counts alcohol-impaired crashes with a BAC of .08 or higher. Alcohol-impaired driving fatalities (BAC = .08 or higher) in 2023 were 13 percent lower than in 2023. Maryland State data for alcohol and/or drug impairment showed a 10 percent reduction compared to 2022.

While one in 132 crashes involving driver impairment resulted in a fatality in 2023, 20 percent of all fatal crashes in the state involved alcohol and/or drugs. FARS data indicates that 2023 alcohol-impaired fatalities were 28 percent of the total fatalities. Historically, impairment has been consistently a contributing factor in fatal crashes at or nearly one-third of all incidents. Although every impaired driving crash does not result in a fatality, impairment is often a factor when a fatality does occur. This relatively high rate of occurrence and correlation between impaired driving and fatal crashes and fatalities on Maryland roadways has made impaired driving a crucial focus point for traffic safety and law enforcement professionals throughout the state.

Figure 1: Maryland Impaired Driving Fatalities (2018-2023)
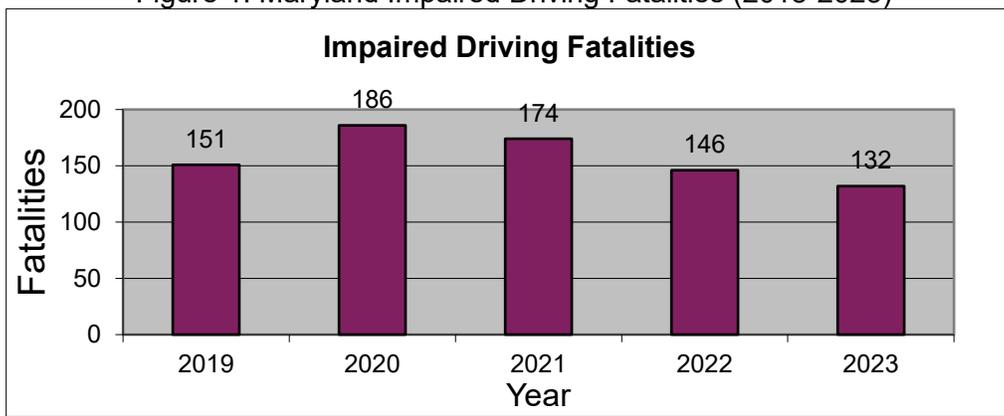
Fifty-eight percent of impaired drivers were 20–39 years old. In addition, impaired drivers in their twenties and thirties comprised 58 percent of injured and 58 percent of fatal impaired drivers. Forty-five percent of impaired drivers and 48 percent of passengers killed in impaired crashes were not wearing a seat belt. In comparison, in all crashes across the state, 32 percent of drivers killed (and 39 percent of passengers) were not wearing their seat belts, indicating that impaired drivers are less inclined to buckle up.

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

Figure 2: Maryland Impaired Driving Injuries (2018-2023)

Impaired Driving Injuries
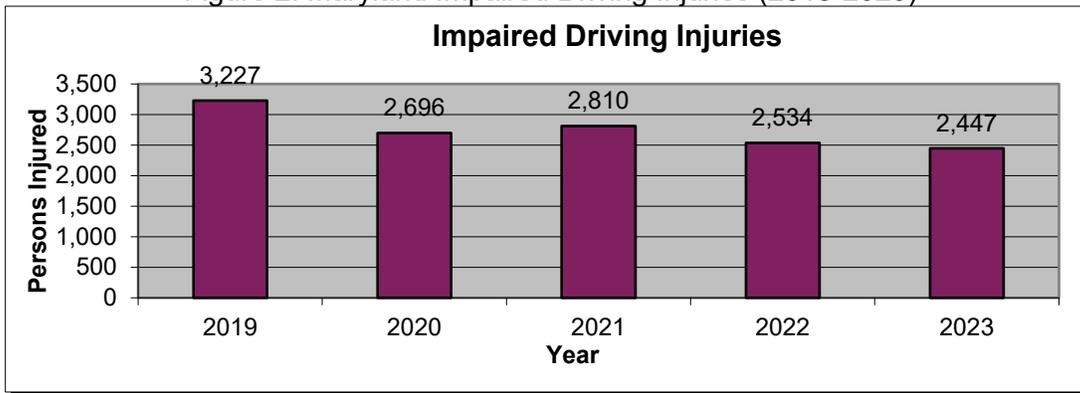
Together, these profiles help define the most effective target focus of statewide education and media campaigns and enhance enforcement efforts for both impaired driving and non-use of seat belts. The most frequently noted driver demographic information and locations were male drivers, ages 20–39, driving between 8 p.m. and 4 a.m. in nine counties, plus Baltimore City, mainly on state and county roadways.

Figure 3: Maryland Impaired Driving Crashes (2018-2023)

Total Impaired Driving Crashes
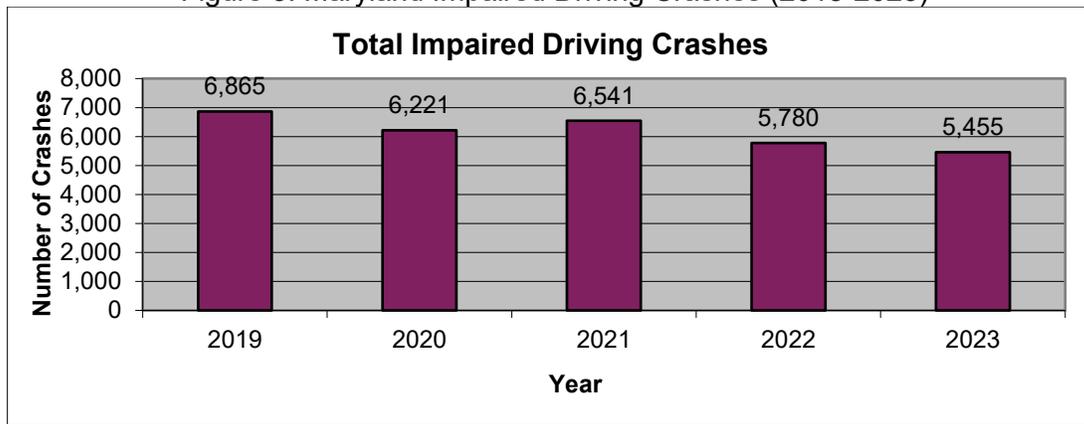
Action Plan

The impaired driving projects funded for FFY 2025 are representative of evidence-based countermeasures and address the impaired driving issue using a multifaceted approach.

Project Agency: Calvert Alliance Against Substance Abuse, Inc.	
Project Name: CAASA Impaired Driving Activities	
Agency Type: Non-profit	**Agency Location/Affected Community:** Local
Program Area: Impaired Driving	**Project Number:** GN 26-217
Project Funds / Type: $5,819.00 / SIIJA 402	**Eligible Use of Funds:** AL
Will the project be used to meet the requirements of § 1300.41(b)? No	
Countermeasures: Highway Safety Program Guideline No. 8 Impaired Driving	
Performance Target: C-5 (Appendix C)	
Project Description: CAASA will lead a countywide DUI awareness campaign during Designated Driver Month through partnerships with law enforcement, schools, and local businesses. Activities include a public recognition event for top DUI enforcement officers, distribution of 3,000 awareness bags to liquor stores, and educational outreach to students on impaired driving risks. High school programming will feature DUI simulator demonstrations, impaired driving goggle lessons, and prevention messaging around prom and graduation events.	

Project Agency: Chesapeake Region Safety Council	
Project Name: Impairment Education and Technology Resources for Employers	
Agency Type: Non-profit	**Agency Location/Affected Community:** Statewide
Program Area: Impaired Driving	**Project Number:** GN 26-274
Project Funds / Type: $3,766.25 / IIJA 405d Mid (Note: Total includes Indirect Cost)	**Eligible Use of Funds:** M5OT, M5TR
Will the project be used to meet the requirements of § 1300.41(b)? No	
Countermeasures: Highway Safety Program Guideline No. 8 Impaired Driving	
Performance Target: C-5 (Appendix C)	
Project Description: The Chesapeake Region Safety Council will offer impairment education sessions tailored to employers of high-risk populations, including supervisors of commercial motor vehicle operators and fleet managers. The training will cover chemical, psychosocial, and physical indicators of impairment, and introduce emerging technologies that help detect and prevent substance-related risks in the workplace. Technology partners will be invited to demonstrate tools that support safer workforce practices. This program equips organizations with proactive strategies to recognize and respond to impairment, strengthening workplace and roadway safety.	

Project Agency: Garrett County Liquor Control Board	
Project Name: Garrett County Training & Compliance Recognition	
Agency Type: Local Government	**Agency Location/Affected Community:** Local
Program Area: Impaired Driving	**Project Number:** GN 26-243
Project Funds / Type: $15,630.00 / IIJA 402	**Eligible Use of Funds:** AL
Will the project be used to meet the requirements of § 1300.41(b)? No	
Countermeasures: Countermeasures That Work 11th Edition - Alcohol Compliance Vendor Checks – three stars	
Performance Target: C-5 (Appendix C)	
Project Description: This project will allow the Garrett County Liquor Control Board to conduct TIPS for Concessions training opportunities for alcohol licensed non-profit organizations and volunteers throughout the year. It will also fund alcohol compliance checks of local businesses, education for licensees and staff on updated compliance and alcohol laws intended to reduce impaired driving and eliminate underage alcohol sales.	

Project Agency: Gweedo Memorial Foundation	
Project Name: 2025/2026 GMF Outreach	
Agency Type: Non-profit	**Agency Location/Affected Community:** Local
Program Area: Distracted Driving	**Project Number:** GN 26-166
Project Funds / Type: $12,500.00 / IIJA 402	**Eligible Use of Funds:** AL
Will the project be used to meet the requirements of § 1300.41(b)? No	
Countermeasures: Countermeasures: Highway Safety Program Guideline No. 4 Driver Education	
Performance Target: C-5 (Appendix C)	
Project Description: This initiative will deliver distracted and dangerous driving prevention programming to Maryland students through school outreach and parental engagement. Targeting high-risk counties and state-identified danger zones, the effort will encourage teens and communities to recognize and report unsafe driving behaviors. Through partnerships with We Save Lives and the use of the anonymous reporting platform IfYouSeeSomethingSaySomething.org, the program promotes accountability and empowers passengers to speak up. Broader messaging will also cover impaired driving, vulnerable road users, and GDL laws, working to shift Maryland's driving culture toward prevention and safety. This initiative will deliver distracted and dangerous driving prevention programming to Maryland students through school outreach and parental engagement. Targeting high-risk counties and state-identified danger zones, the effort will encourage teens and communities to recognize and report unsafe driving behaviors. Through partnerships with We Save Lives and the use of the anonymous reporting platform IfYouSeeSomethingSaySomething.org, the program promotes accountability and empowers passengers to speak up. Broader messaging will also cover impaired driving, vulnerable road users, and GDL laws, working to shift Maryland's driving culture toward prevention and safety.	

Project Agency: Mothers Against Drunk Driving	
Project Name: Underage Drinking and other Drug Use Prevention	
Agency Type: Non-profit	**Agency Location/Affected Community:** Statewide
Program Area: Impaired Driving	**Project Number:** GN 26-075
Project Funds / Type: $70,735.62 / IIJA 405d Mid (Note: Total includes Indirect Cost)	**Eligible Use of Funds:** M5BAC, M5OT

Will the project be used to meet the requirements of Â§ 1300.41(b)? No

Countermeasures: Uniform Guideline: Highway Safety Program Guideline No. 8 Impaired Driving

Performance Target: C-5 (Appendix C)

Project Description: MADD Maryland will deliver its Power of You(th) and Promposal programs to middle and high schools across the state, empowering teens to make safe, substance-free choices. Through interactive presentations, real-life stories, and educational materials, students will learn about the risks of underage alcohol and drug use and how to resist peer pressure. Promposal events will challenge misperceptions about teen drinking around prom and encourage students to commit to a safe, sober celebration. Together, these programs help reduce impaired driving, prevent underage substance use, and build a culture of safety among Maryland's youth.

Project Agency: Maryland Chiefs of Police	
Project Name: MCPA DUI Conference & DUI Institute	
Agency Type: Non-profit	**Agency Location/Affected Community:** Statewide
Program Area: Impaired Driving	**Project Number:** GN 26-048
Project Funds / Type: $96,600.00 / IIJA 405d Mid; $58,650.00 / SIIJA 402 (Note: Total includes Indirect Cost)	**Eligible Use of Funds:** AL, M5TR

Will the project be used to meet the requirements of Â§ 1300.41(b)? No

Countermeasures: Highway Safety Program Guideline No. 15 Traffic Enforcement Services

Performance Target: C-5 (Appendix C)

Project Description: The Maryland Chiefs of Police Annual Training Conference held in September 2025, is the start of bridging the gap of training needs. The top-level executives are offered a verity of educational sessions, including information on the state's Vision Zero goal. Training sessions are planned to help educate the executives on traffic safety issues, new and emerging trends, countermeasures, and the goals of the SHSP. Leading Effective Traffic Enforcement Programs (LETEP) training is also scheduled to take place in November 2024 and March 2025. This grant also supports Maryland's Traffic Safety Specialist Program, Annual Governor's Highway Safety Association Conference attendance, Highway Safety Training for Patrol Supervisors, the annual DUI Conference, and DRE Conference.

Project Agency: Maryland Sheriffs' Association, Inc.	
Project Name: MSA DUI Institute & Executive Leadership	
Agency Type: Non-profit	**Agency Location/Affected Community:** Statewide
Program Area: Impaired Driving	**Project Number:** GN 26-046
Project Funds / Type: $28,175.00 / SIIJA 405d Mid (Note: Total includes Indirect Cost)	**Eligible Use of Funds:** M5TR

Will the project be used to meet the requirements of Â§ 1300.41(b)? No

Countermeasures: Highway Safety Program Guideline No. 15 Traffic Enforcement Services

Performance Target: C-5 (Appendix C)

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

Project Agency: Maryland Highway Safety Office	
Project Name: MHSO Internal Impaired Media and Educational Materials	
Agency Type: State Government	**Agency Location/Affected Community:** Statewide
Program Area: Communications (DUI)	**Project Number:** GN 26-020
Project Funds / Type: $91,127.74 / IIJA 405d AL / FDLPEM, $708,872.26 / IIJA 405d Mid / M5PEM, $56,500.00 / IIJA 402 / PM, $175,000.00 / IIJA 402; $38,500.00 / IIJA 405f MC; $5,000.00 / SIIJA 405f MC	**Eligible Use of Funds:** FDLPEM, M5PEM, PM, M11MA, MC
Will the project be used to meet the requirements of § 1300.41(b)? No	
Countermeasures: Highway Safety Program Guideline No. 8 Impaired Driving	
Performance Target: C-5 (Appendix C)	
Project Description: This grant will support and facilitate projects within the Maryland Highway Safety Office's Communications Section to support new and on-going campaigns including the following: - Impaired driving campaign (alcohol and cannabis) - Impaired riding campaign - MD MOTORS	

Project Agency: Montgomery County Circuit Court	
Project Name: Problem Solving Courts	
Agency Type: County Government	**Agency Location/Affected Community:** Local
Program Area: Impaired Driving	**Project Number:** GN 26-186
Project Funds / Type: $136,055.00 / IIJA 402	**Eligible Use of Funds:** AL
Will the project be used to meet the requirements of § 1300.41(b)? No	
Countermeasures: Countermeasures that Work 11th Edition - DWI Courts - 4 Stars	
Performance Target: C-5 (Appendix C)	
Project Description: This project supports the expansion of DUI Court to meet national best practice standards and serve a growing, more diverse participant population. Funding will enable the addition of a part-time case manager to maintain manageable caseloads, including a bilingual caseload dedicated to Spanish-speaking participants. It will also support enhanced alcohol monitoring through SCRAM devices and twice-weekly ETG testing, as well as a dedicated public defender to help enroll eligible individuals within 50 days of arrest. Attendance at the All Rise conference will help court team members stay current with evidence-based practices that improve program outcomes and participant success.	

Project Agency: Maryland State Police	
Project Name: Forensic Sciences Division (FSD)	
Agency Type: State Government	**Agency Location/Affected Community:** Statewide
Program Area: Impaired Driving	**Project Number:** GN 26-129
Project Funds / Type: $314,350.40 / IIJA 405d Mid	**Eligible Use of Funds:** M5BAC, M5OT
Will the project be used to meet the requirements of § 1300.41(b)? No	
Countermeasures: Highway Safety Program Guideline No. 15 Traffic Enforcement Services	
Performance Target: C-5 (Appendix C)	
Project Description: As the only laboratory in Maryland approved for analyzing DUI/D-related blood samples, the MSP Toxicology Unit requires continued operational support to ensure accuracy and reliability in impaired driving investigations. Funding will be used to purchase essential equipment and consumables, validate new instruments, and maintain compliance with forensic standards. Laboratory scientists will attend high-level training events—including the American Academy of Forensic Science, the Society of Forensic Toxicologists, the International Association for Chemical Testing, and the Borkenstein and Drug Effects courses—to stay current on national best practices, emerging trends, and accreditation requirements. These investments will strengthen the unit's capacity to support DUI/D cases and enhance Maryland's overall impaired driving enforcement efforts.	

Project Agency: Maryland State Police - DRE	
Project Name: DRE Training	
Agency Type: State Government	**Agency Location/Affected Community:** Statewide
Program Area: Impaired Driving	**Project Number:** GN 26-084
Project Funds / Type: $98,300.00 / IIJA 405d AL; $70,000.00 / IIJA 405d Mid; $41,500.00 / SIIJA 405d Mid	**Eligible Use of Funds:** FDLTR,M5OT,M5TR
Will the project be used to meet the requirements of Â§ 1300.41(b)? No	
Countermeasures: Highway Safety Program Guideline No. 8 Impaired Driving	
Performance Target: C-5 (Appendix C)	
Project Description: This grant will fund the statewide DRE Coordinator and the statewide efforts to train, retrain, and certify drug recognition experts and drug recognition expert instructors. Three DRE classes will be conducted in order to train new DREs at a rate faster than current DREs exit the program. The funds will also help recertify drug recognition experts and drug recognition expert instructors every two years. ARIDE and DRE manuals will be funded as well as items needed for DREs to conduct roadside evaluations.	

Project Agency: Restaurant Association of Maryland	
Project Name: Restaurants Against Impaired Driving (RAID)	
Agency Type: Non-profit	**Agency Location/Affected Community:** Statewide
Program Area: Impaired Driving	**Project Number:** GN 26-218
Project Funds / Type: $26,791.10 / IIJA 405d Mid (Note: Total includes Indirect Cost)	**Eligible Use of Funds:** M5OT
Will the project be used to meet the requirements of Â§ 1300.41(b)? No	
Countermeasures: Uniform Guideline: Highway Safety Program Guideline No. 8 Impaired Driving	
Performance Target: C-5 (Appendix C)	
Project Description: The Restaurant Association of Maryland will provide six free, Spanish-language responsible alcohol service certification classes in Montgomery and Prince George's counties to better educate Latino restaurant and bar employees. These classes aim to train at least 150 employees by September 30, 2026, with feedback collected from the majority of participants. The initiative will be promoted through grassroots and social media outreach in Latino communities, targeting areas with high concentrations of food and beverage establishments. By increasing the number of certified staff, the program seeks to reduce over-service of alcohol and impaired driving incidents while enhancing professional development in the hospitality industry.	

Project Agency: St. Mary's County Health Department	
Project Name: Student Education to Reduce Impaired Driving	
Agency Type: State Government	**Agency Location/Affected Community:** Local
Program Area: Impaired Driving	**Project Number:** GN 26-219
Project Funds / Type: $17,356.95 / SIIJA 402 (Note: Total includes Indirect Cost)	**Eligible Use of Funds:** AL
Will the project be used to meet the requirements of Â§ 1300.41(b)? No	
Countermeasures: Highway Safety Program Guideline No. 8 Impaired Driving	
Performance Target: C-5 (Appendix C)	
Project Description: To reduce alcohol- and drug-impaired driving among youth and young adults, the St. Mary's County Health Department will continue its Project Graduation and college outreach events with the use of realistic drunk driving simulators and social media education. The project includes four high school Project Graduation events and two campus-based events at St. Mary's College, offering engaging, sober activities as alternatives to alcohol-related celebrations. Pre- and post-event surveys will collect data on alcohol and cannabis use, and participants' experiences with the simulators, to guide future education and prevention strategies. With support from MDOT and partners like local law enforcement and schools, this initiative will reach hundreds of youth across the county and maintain its longstanding record of zero graduation night crashes.	

Project Agency: University of Baltimore Center for Advancing Prevention Excellence	
Project Name: SJOL/TSRP Maryland	
Agency Type: Higher Education	**Agency Location/Affected Community:** Statewide
Program Area: Impaired Driving	**Project Number:** GN 26-275
Project Funds / Type: $123,078.55 / IIJA 405d Mid (Note: Total includes Indirect Cost)	**Eligible Use of Funds:** M5CS, M5OT, M5TR
Will the project be used to meet the requirements of Â§ 1300.41(b)? No	
Assessment Recommendation: Task the State Judicial Outreach Liaison to design and deliver a judicial education program with learning objectives and measurable outcomes on the legal and scientific issues encountered in driving while impaired cases.	
Performance Target: C-5 (Appendix C)	
Project Description: Judges are responsible for sentencing impaired drivers, and therefore, are in a unique position to have an impact on offenders who are arrested for impaired driving and other illegal driving practices. This project will fund a State Judicial Outreach Liaison (SJOL) position to bring the latest research to judges on the front line. This position will also function as teacher, writer, and consultant, to share the latest research and best practices on addressing impaired driving offenders with the judges in Maryland. The SJOL will, upon request, also provide important insight to policymakers attempting to improve impaired driving traffic safety.	

Project Agency: Worcester County Health Department	
Project Name: Worcester County Alcohol Compliance Checks	
Agency Type: State Government	**Agency Location/Affected Community:** Local
Program Area: Impaired Driving	**Project Number:** GN 26-080
Project Funds / Type: $21,115.61 / IIJA 402 (Note: Total includes Indirect Cost)	**Eligible Use of Funds:** AL
Will the project be used to meet the requirements of Â§ 1300.41(b)? No	
Countermeasures: Countermeasures that Work 11th Edition - Alcohol Compliance Vendor Checks – three stars	
Performance Target: C-5 (Appendix C)	
Project Description: This project supports a minimum of 100 compliance checks that are conducted by the Worcester County Sheriff's Office and Ocean City Police Department, many of them in the Ocean City resort area. Funding also supports the partial payment of a part-time coordinator who works with the police departments conducting the checks, handles all grant functions, and coordinates a recognition event for totally compliant alcohol licensees.	

Project Agency: Washington Regional Alcohol Program	
Project Name: FY 2026 Public Information & Education and Youth Outreach	
Agency Type: Non-profit	**Agency Location/Affected Community:** Statewide
Program Area: Impaired Driving	**Project Number:** GN 26-073
Project Funds / Type: $269,133.36 / IIJA 405d Mid; $748.02 / SIIJA 405d Mid (Note: Total includes Indirect Cost)	**Eligible Use of Funds:** M5OT,M5TR
Will the project be used to meet the requirements of Â§ 1300.41(b)? No	
Countermeasures: Countermeasures that Work 11th Edition - Alternative Transportation – three stars	
Performance Target: C-5 (Appendix C)	
Project Description: WRAP's individual programs include youth, parental, and adult outreach as well as law enforcement recognition, the SoberRide campaign, and the "Maryland Remembers" memorial event. WRAP is an active member of Maryland's SHSP Team. Additionally, WRAP's President co-chairs the SHSP Impaired Driving EAT.	

Mid-range State means a State that has an average impaired driving fatality rate that is higher than 0.30 and lower than 0.60. Maryland's 2021-2023 impaired driving fatality rate is .33.

Year		Alcohol-Impaired Driving Fatalities (BAC = .08+)			
		Total Fatalities in all Crashes	Number	Percent	Per 100 Million VMT
2021	Maryland	563	194	34	.34
2022	Maryland	566	199	35	.35
2023	Maryland	621	173	28	.30
				Five-year Average	.33

Source: FARS 2023 ARF. Subject to change.

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

Project Agency: Various (see below)	
Project Name: Various (see below)	
Agency Type: State and Local Law Enforcement Agencies	**Agency Location/Affected Community:** Statewide
Program Area: Impaired Driving	**Project Number:** Various (see below)
Project Funds / Type: See below	**Eligible Use of Funds:** See below
Will the project be used to meet the requirements of § 1300.41(b)? No	
Countermeasures: Highway Safety Program Guideline No. 15 Traffic Enforcement Service	
Performance Target: C-5 (Appendix C)	
Project Description: HVE for impaired driving prevention.	

Agency	Grant Number	Program Area	Obligated Amount	Funding Code	Eligible Use
Hampstead Police Department	LE 26-004	Impaired Driving	$1,500.00	IIJA 402	AL
Aberdeen Police Department	LE 26-009	Impaired Driving	$798.00	IIJA 402	AL
Washington County Sheriff's Office	LE 26-014	Impaired Driving	$14,698.00	IIJA 402	AL
Denton Police Department	LE 26-026	Impaired Driving	$1,440.00	IIJA 402	AL
Sykesville Police Department	LE 26-029	Impaired Driving	$2,000.00	IIJA 402	AL
Frederick County Sheriff's Office	LE 26-034	Impaired Driving	$16,000.00	IIJA 402	AL
Fruitland Police Department	LE 26-037	Impaired Driving	$5,000.00	IIJA 402	AL
Kent County Sheriff's Office	LE 26-042	Impaired Driving	$1,000.00	IIJA 402	AL
Carroll County Sheriff's Office	LE 26-044	Impaired Driving	$20,000.00	IIJA 402	AL
Frederick Police Department	LE 26-052	Impaired Driving	$14,000.00	IIJA 402	AL
Berlin Police Department	LE 26-056	Impaired Driving	$4,000.00	IIJA 402	AL
Havre de Grace Police Department	LE 26-058	Impaired Driving	$1,000.00	IIJA 402	AL

Agency	Grant Number	Program Area	Obligated Amount	Funding Code	Eligible Use
Wicomico County Sheriff's Office	LE 26-061	Impaired Driving	$3,960.00	IIJA 402	AL
Chestertown Police Department	LE 26-064	Impaired Driving	$990.00	IIJA 402	AL
City of Bowie	LE 26-069	Impaired Driving	$3,500.00	IIJA 402	AL
Baltimore County Police Department	LE 26-071	Impaired Driving	$135,000.00	IIJA 402	AL
Maryland State Police - Mobile Unit	LE 26-085	Impaired Driving	$72,200.00	SIIJA 405d Mid	AL
Town of La Plata Police Department	LE 26-087	Impaired Driving	$4,979.00	IIJA 402	AL
Salisbury Police Department	LE 26-092	Impaired Driving	$3,000.00	IIJA 402	AL
Maryland Transportation Authority Police	LE 26-097	Impaired Driving	$26,000.00	SIIJA 405d Mid	AL
Anne Arundel County Police Department	LE 26-098	Impaired Driving	$13,000.00	IIJA 402	AL
Charles County Sheriff's Office	LE 26-101	Impaired Driving	$20,000.00	IIJA 402	AL
Manchester Police Department	LE 26-108	Impaired Driving	$2,500.00	IIJA 402	AL
Talbot County Sheriff's Office	LE 26-113	Impaired Driving	$4,000.00	IIJA 402	AL
Harford County Sheriff's Office	LE 26-118	Impaired Driving	$45,000.00	IIJA 402	AL
Frostburg City Police Department	LE 26-122	Impaired Driving	$1,000.00	IIJA 402	AL
Bel Air Police Department	LE 26-125	Impaired Driving	$2,457.78	IIJA 402	AL
Howard County Department of Police	LE 26-131	Impaired Driving	$35,000.00	IIJA 402	AL
St. Mary's County Sheriff's Office	LE 26-135	Impaired Driving	$12,000.00	IIJA 402	AL
Rockville Police Department	LE 26-143	Impaired Driving	$2,000.00	IIJA 402	AL
Greenbelt Police Department	LE 26-149	Impaired Driving	$3,000.00	IIJA 402	AL
Queen Anne's County Sheriff's Office	LE 26-157	Impaired Driving	$20,060.00	IIJA 402	AL
Montgomery County Sheriff's Office	LE 26-168	Impaired Driving	$1,995.00	IIJA 402	AL
Mount Airy Police Department	LE 26-169	Impaired Driving	$3,000.00	IIJA 402	AL
Montgomery County Maryland	LE 26-178	Impaired Driving	$70,500.00	IIJA 402	AL
Somerset County Sheriff's Office	LE 26-185	Impaired Driving	$3,000.00	IIJA 402	AL
Allegany County Sheriff's Office	LE 26-192	Impaired Driving	$3,000.00	IIJA 402	AL
Gaithersburg Police Department	LE 26-193	Impaired Driving	$11,960.00	IIJA 402	AL
Riverdale Park Police Department	LE 26-198	Impaired Driving	$2,000.00	IIJA 402	AL
Princess Anne Police Department	LE 26-200	Impaired Driving	$2,977.07	IIJA 402	AL
University of Maryland Department of Public Safety	LE 26-213	Impaired Driving	$7,000.00	IIJA 402	AL
Perryville Police Department	LE 26-214	Impaired Driving	$750.00	IIJA 402	AL
Elkton Police Department	LE 26-215	Impaired Driving	$2,500.00	IIJA 402	AL
Calvert County Sheriff's Office	LE 26-222	Impaired Driving	$16,000.00	IIJA 402	AL
Ocean Pines Police Department	LE 26-224	Impaired Driving	$1,035.00	IIJA 402	AL
Prince George's County Police Department	LE 26-234	Impaired Driving	$60,000.00	IIJA 402	AL
Easton Police Department	LE 26-238	Impaired Driving	$3,900.00	IIJA 402	AL
Maryland State Police - SPIDRE	LE 26-249	Impaired Driving	$295,000.00	IIJA 402	AL
Maryland State Police - Statewide	LE 26-250	Impaired Driving	$184,500.00	SIIJA 405d Mid	AL
Baltimore City Police Department	LE 26-255	Impaired Driving	$3,000.00	IIJA 402	AL
Ocean City Police Department	LE 26-263	Impaired Driving	$24,999.60	IIJA 402	AL
Worcester County Sheriff's Office	LE 26-272	Impaired Driving	$2,000.00	IIJA 402	AL
Cambridge Police Department	LE 26-279	Impaired Driving	$999.74	IIJA 402	AL
Dept. of Natural Resources Police	LE 26-287	Impaired Driving	$16,000.00	IIJA 402	AL

Occupant Protection Program

Occupant Protection Plan

Problem Identification

In Maryland during 2023, over 2,300 unbelted occupants of passenger vehicles or light trucks were injured, and 115 were killed in crashes. Despite relative stability in observed belt use rates in Maryland and across the nation, 36 percent of all Marylanders who died in motor vehicle crashes were not wearing seat belts. The number of unknown restraint use attributes in crash reports indicates there is an undercounting of unbelted occupants – the number is most likely half of all occupant fatalities were unbelted. When used properly, research has shown that seat belts reduce the risk of fatal injury to front-seat passengers by 45 percent and reduce the risk of moderate to critical injury by 50 percent.

In 2023, Maryland law enforcement agencies issued 9,974 citations for seat belt use violations (including 2,194 child safety seat and 686 rear seat violations), a 2.3 percent increase compared to 2022 and an 83 percent reduction since 2014. The MHSO will continue to analyze these data trends and work with its law enforcement partners to understand the changes in law enforcement interventions for traffic violations.

Frequency of Unrestrained Occupant Crashes

In 2023, there were 115 unrestrained occupants killed in crashes, 2,323 overall unrestrained injuries, and 376 unrestrained seriously injured occupants. These unbelted motor vehicle occupants represented 33 percent of all vehicle occupants fatally injured in crashes statewide and 19 percent of all statewide traffic fatalities. (Not counting unknowns, unbelted occupants represented 41 percent of all occupant fatalities.) The seriously injured unbelted motor vehicle occupants represented 18 percent of all vehicle occupants seriously injured in crashes statewide and 12 percent of all seriously injured in the State in a traffic-related crash. (Not counting unknowns, unbelted occupants represented 22 percent of all occupant serious injuries.)

Maryland crashes involving unrestrained occupants have occurred rather consistently throughout the year. Over 55 percent of all crashes involving unrestrained occupants occurred in the six-month period from April through September, corresponding to typically warm weather driving periods.

Crashes with unrestrained occupants occurred consistently throughout the week but were more frequent on Friday and Saturday (one out of three). Thirty-nine percent of all fatal crashes with at least one unrestrained occupant occurred on Saturday or Sunday. Two-thirds of all unrestrained injury crashes happened between noon and midnight. Although one-third of all crashes with unrestrained occupants occurred between 7 p.m. and 6 a.m., over half of all fatal crashes involving unrestrained occupants occurred during that time, which indicates that serious crashes involving unrestrained occupants are more likely to occur at nighttime.

Most crashes involving unrestrained occupants (total, injury, and fatal) occurred in nine jurisdictions: Anne Arundel, Baltimore, Cecil, Charles, Harford, Howard, Montgomery, Prince George's counties, and Baltimore City.

Typical Profile of Unrestrained Occupants

On average, more than half of all unrestrained occupants were male, including those injured, seriously injured, and those who were killed. The mean age for injured occupants was 27, and it was 39 for fatally injured occupants. Among all unrestrained drivers, 67 percent were male, and the mean age was 37. Among all unrestrained passengers, 51 percent were male, and the mean age was 14.

Child Passenger Safety Results

Analysis of child passenger safety results for motor vehicle occupants ages nine and under indicated that, in 2023 in Maryland, nearly 11,000 children were involved in crashes, 21 percent were documented by law enforcement as either not using a child passenger safety seat (12 percent) or unknown if child passenger

safety seat was used (9 percent). Children who are reported as using any restraint other than an appropriate child safety seat are considered improperly restrained or unrestrained. Of those children who were injured, 39 percent were either unrestrained (6 percent) or were restrained but not by a child safety seat (33 percent).

Safety initiatives that have been effective in the past for other age groups, including education/awareness/training and enforcement efforts, are necessary for child passengers and should be considered for enhancement.

Observational Occupant Protection Survey Results

NHTSA Sites

The overall observed seat belt usage rate for drivers and right front seat passengers observed in the State of Maryland in June 2024, after weighting by probability of roadway selection and jurisdictional roadway-specific VMT, was 90.6 percent. The 2024 usage rate represented a 1.5 percentage point decrease from the previous year. The Statewide standard error of 0.9 percent was well below the NHTSA threshold of 2.5 percent, yielding a 95 percent confidence interval of 88.8 percent to 92.4 percent for the combined usage rate. These rates were based on observation of 29,850 vehicles and 35,908 occupants, representing increases of 3.6 percent and 1.5 percent in the number of vehicles and occupants observed, respectively, in the 2024 survey.

Belt use was highest among passenger cars and SUVs relative to pick-up trucks (91.7 percent vs. 82.6 percent, respectively). Seat belt usage was also highest among all front seat occupants traveling on Primary roads relative to Secondary and Local roads (91.3 percent vs. 90.8 percent and 85.2 percent).

The most significant single decrease in the seat belt usage rate in 2024 was for pick-up trucks with 6.4 percentage points decrease compared to 2023 rate and 5.4 percentage points decrease compared to 2022 rate. This is a persistent problem, and further investigation is recommended.

Cecil (98.0 percent) had the highest usage rate among Maryland's 14 NHTSA jurisdictions, followed by Harford (97.0 percent), and Washington (94.8 percent) counties. There were nine jurisdictions with combined rates of at least 90 percent; St. Mary's (87.3 percent), Anne Arundel (86.9 percent), and Baltimore County (86.7 percent) experienced the lowest rates. Overall, six of the 14 jurisdictions experienced an increase in combined usage rates over the past year. For occupants of passenger cars or SUVs, eleven jurisdictions had usage rates of at least 90 percent. Among occupants of pick-up trucks, five jurisdictions had a usage rate above 90 percent, and five jurisdictions experienced rates below 80 percent. Unweighted analysis indicated that drivers had a slightly higher Statewide usage rate (92.3 percent) than front seat passengers (91.7 percent).

Seat belt usage could not be ascertained for 9.2 percent of all drivers and passengers. Unknown belt use was more prevalent in pick-up trucks (15.0 percent) than in passenger cars (8.3 percent), higher for drivers (9.7 percent) than for passengers (7.1 percent), and lower on Secondary roads (8.4 percent) compared to Primary roads (10.0 percent) and Local roads (12.2 percent).

Examination of individual record-level data, for instance, in which both a driver and passenger were observed in the front seat, indicated that 94.8 percent of passengers were belted when the driver was belted. However, if the driver was unbelted, only 42.3 percent of passengers were observed to wear their belts. This significant difference in passenger belt use occurred in cars and SUVs (95.3 percent for belted drivers vs. 48.7 percent for unbelted drivers) and in trucks (91.7 percent for belted drivers vs. 28.6 percent for unbelted drivers). There was also an association with roadway classification, with the Secondary or Local roadways corresponding to a larger difference in passenger belt use between belted and unbelted drivers than the discrepancy seen on Primary roads.

	2022	2023	2024	Change in Rate 2023-2024	Change in Rate 2022-2024
All Vehicles	92.7	92.1	90.6	-1.5	-2.1
Cars/SUVs	93.4	92.6	91.7	-0.9	-1.7
Trucks	88.0	89.0	82.6	-6.4	-5.4
Primary Roads	95.2	93.6	91.3	-2.3	-3.9
Secondary Roads	91.8	92.6	90.8	-1.8	-1.0
Local Roads	85.2	81.3	85.2	3.9	0

Jurisdiction	2022	2023	2024	Change in Rate 2023-2024	Change in Rate 2022-2024
All Jurisdictions	92.7	92.1	90.6	-1.5	-2.1
Anne Arundel	92.4	92.7	86.9	-5.8	-5.5
Baltimore City	85.3	91.7	90.6	-1.1	5.3
Baltimore Co	91.4	89.7	86.7	-3.0	-4.7
Caroline	89.9	76.1	89.1	13.0	-0.8
Carroll	94.8	90.2	92.9	2.7	-1.9
Cecil	87.7	92.4	98.0	5.6	10.3
Charles	80.6	88.6	94.1	5.5	13.5
Frederick	92.8	90.7	91.4	0.7	-1.4
Harford	93.6	97.8	97.0	-0.8	3.4
Howard	92.9	93.6	93.1	-0.5	0.2
Montgomery	96.3	94.9	93.9	-1.0	-2.4
Prince George's	98.1	93.8	88.0	-5.8	-10.1
St. Mary's	90.7	90.7	87.3	-3.4	-3.4
Washington	84.6	81.7	94.8	13.1	10.2

Non-NHTSA Sites

A total of 6,946 motor vehicles (passenger cars, SUVs, and pick-up trucks) with 8,460 front seat occupants were observed within the 10 non-NHTSA jurisdictions. Known seat belt use was ascertained for 7,363 (87.0 percent) of the occupants, of whom 6,065 (82.4 percent) were drivers and 1,298 (17.6 percent) were front seat passengers. Most (78.8 percent) were occupants of passenger cars or SUVs, and the remaining 21.2 percent were occupants of trucks. Because of the rural setting of the 10 remaining jurisdictions, only 543 (7.4 percent) of the observations were made on Primary roads, as opposed to 4,646 (63.1 percent) on Secondary roads and 2,174 (29.5 percent) on Local roads. The average number of occupants observed per jurisdiction with known seat belt usage was 736.

Approximately 88.7 percent of all drivers and passengers in the non-NHTSA jurisdictions were belted (Table 1), representing a significant decrease of 10.1 percentage points from the 2023 unweighted usage rate. Belt use did not differ significantly between drivers and passengers. However, belt use among front seat

occupants was more likely to occur in passenger cars or SUVs (90.7 percent) than in pick-up trucks (81.4 percent). Drivers and passengers in 2024 were more likely to be belted on Primary roads (96.7 percent) than on Secondary (87.8 percent) or Local roads (88.7 percent). This distribution according to roadway classification (Secondary, higher than Primary, higher than Local) was also found separately among front seat occupants in a car and a truck.

Jurisdiction	All Vehicles		Passenger Cars/SUVs		Pick-up Trucks
	Usage Rate (%)*				
10 Non-NHTSA Jurisdictions	88.7		90.7		81.4
Allegany	97.2		97.0		97.7
Talbot	96.4		96.9		93.7
Queen Anne's	93.2		95.9		83.1
Dorchester	92.3		94.3		83.2
Kent	90.4		93.3		82.3
Garrett	89.9		91.9		83.5
Calvert	85.8		87.9		79.0
Worcester	84.2		86.2		75.3
Wicomico	82.4		85.6		71.5
Somerset	79.6		81.2		75.7

* Jurisdictional usage rates are sorted in descending order for all vehicles combined.

Jurisdiction	2022	2023	2024	2023-2024	2023-2024
	Usage Rate (%)			Change in Rate (%)	
All 10 Jurisdictions	93.4	98.8	88.7	-10.1	-4.7
Allegany	94.7	98.9	97.2	-1.7	2.5
Calvert	95.4	98.2	85.8	-12.4	-9.6
Dorchester	93.8	99.9	92.3	-7.6	-1.5
Garrett	90.1	98.4	89.9	-8.5	-0.2
Kent	73.4	99.2	90.4	-8.8	17
Queen Anne's	86.8	97.2	93.2	-4	6.4
Somerset	98.9	98.5	79.6	-18.9	-19.3
Talbot	97.1	99.8	96.4	-3.4	-0.7
Wicomico	97.2	99.8	82.4	-17.4	-14.8
Worcester	98.8	97.0	84.2	-12.8	-14.6

The unweighted seat belt rates observed in the non-NHTSA jurisdictions tend to fluctuate yearly, perhaps due partly to the reduced sample sizes of yearly observations. The table below compares each jurisdiction's 2024 non-NHTSA usage rate versus its 4-year average rate (2021-2024).

We excluded the data for 2020 because it was a very unusual, pandemic year and an outlier. Nine out of ten jurisdictions had an average usage rate above 90 percent, except Kent County, with 87.7 percent. Talbot County has the highest average rate, 97.8 percent.

2023 Non-NHTSA Jurisdiction	2024	4-yr Average (2021-2024)
Allegany	97.2	96.9
Calvert	85.8	93.1
Dorchester	92.3	95.3
Garrett	89.9	92.8
Kent	90.4	87.7
Queen Anne's	93.2	92.4
Somerset	79.6	92.3
Talbot	96.4	97.8
Wicomico	82.4	93.1
Worcester	84.2	93.3

Approximately 88.7 percent of all drivers and right front-seat passengers traveling in the 10 non-NHTSA jurisdictions were belted, representing a 10.1 percentage point decrease over the past year (unweighted analysis). Belt use did not differ between drivers and passengers. In addition, higher usage rates were found in passenger cars or SUVs (90.7 percent) than in pick-up trucks (81.4 percent), and on Primary as opposed to Secondary or Local roadways. Four-year average jurisdictional rates ranged between 87.7 percent (Kent County) and 97.8 percent (Talbot County). Seat belt usage could not be ascertained for 13.0 percent of all front-seat occupants.

Solution

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

Chances of crash survival plummet when vehicle occupants are ejected during crashes, but chances of survival and injury reduction are greatly increased if restraints are used properly. Hence, Maryland will continue to vigorously support national and state policies on occupant protection, specifically the consistent use of proper restraints. The MHSO will continue to utilize the Be the Driver campaign, and occupant protection subtheme of Be the BUCKLED UP Driver to encourage motorists to buckle up, every seat, every ride. In addition to the general creative for the campaign, the MHSO will utilize the "Bad Excuse" creative to specifically debunk four common reasons heard by law enforcement partners for motorists not wearing seat belts: "I'm only driving a couple of miles," "I drive a truck. I'm protected," "It rubs my neck. It's uncomfortable," and "My vehicle has airbags. I'm protected." Characters in the Be the Driver campaign were developed to be representative of the State of Maryland's diversity. In FFY 2025, the MHSO will develop a new live-action Be the Driver video for the occupant protection program area.

Maryland solicits input on occupant protection and child passenger safety issues through the state's Occupant Protection EAT. This feedback then is used to develop and coordinate the state's enforcement and education activity. Data-driven projects are developed under SHSP strategies and include education and media activities such as Click It or Ticket and additional enforcement of Maryland's seat belt laws.

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

Outreach is coordinated with hospitals and other CPS partners that continue to promote child passenger safety (both best practices and Maryland law) to care providers of children from birth to age eight. Since October 1, 2022, Maryland law requires a person transporting a child under age two in a motor vehicle to secure the child in a rear-facing child safety seat that complies with applicable federal regulations until the child reaches the manufacturer's weight or height limit for the child safety seat. The MHSO will continue to educate Marylanders about the new law and best practices by engaging in conversation and responding to questions from across the state on social media and will continue promotion of finding the right seat for the children they are transporting.

Countermeasure Strategies

The below countermeasure strategies will be used in the upcoming FFYs to address Occupant Protection. The following countermeasures are pulled from *Countermeasures That Work: A highway safety countermeasures guide for State Highway Safety Offices, 11th edition, 2023*:

Legislation and Licensing

Countermeasure	Effectiveness
Primary Enforcement Seat Belt Use Laws	★★★★★
Strong Child Passenger Safety Laws	★★★★★
Increased Fines for Seat Belt Law Violations	★★★★

Enforcement

Countermeasure	Effectiveness
Short-Term, High-Visibility Seat Belt Law Enforcement	★★★★★

Countermeasure	Effectiveness
Short-Term, High-Visibility Child Passenger Safety Law Enforcement	★★★★★
Nighttime, High-Visibility Seat Belt Law Enforcement	★★★★
Sustained Seat Belt Enforcement	★★★

Other Strategies for Behavior Change

Countermeasure	Effectiveness
Communication Strategies for Low-Belt-Use Groups as Part of HVE	★★★★
Employer-based Programs	★★★
Programs for Older Children	★★★
Child Restraint Inspection Stations	★★★

Occupant Protection Emphasis Area Team Contact List

Please refer to Appendix F for the Occupant Protection Emphasis Area Team Contact List

Participation in Click-it-or-Ticket

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

In FFY 2025 the following agencies participated in CIOT enforcement and are expected to participate in FFY 2026.

- Allegany County Police Department
- Anne Arundel County Police Department
- Baltimore County Police Department
- Bel Air Police Department
- Berlin Police Department
- Bowie Police Department
- Calvert County Sheriff's Office
- Caroline County Sheriff's Office
- Carroll County Sheriff's Office
- Cecil County Sheriff's Office
- Charles County Sheriff's Office
- Chestertown Police Department
- Denton Police Department
- Easton Police Department
- Elkton Police Department
- Frederick Police Department
- Frostburg Police Department
- Hyattsville Police Department
- Kent County Sheriff's Office
- Maryland State Police
- Maryland Transportation Authority Police
- Montgomery County Police
- Mount Airy Police Department
- Ocean City Police Department
- Ocean Pines Police Department
- Prince George's County Police Department
- Princess Anne Police Department
- Queen Anne's County Sheriff's Office
- Riverdale Police Department
- Rockville Police Department
- Salisbury Police Department
- Salisbury University Police Department
- Somerset County Sheriff's Office
- St. Mary's County Sheriff's Office

- Fruitland Police Department
- Greenbelt Police Department
- Hampstead Police Department
- Harford County Sheriff's Office
- Howard County Police Department
- Sykesville Police Department
- Talbot County Sheriff's Office
- Washington County Sheriff's Office
- Wicomico County Sheriff's Office
- Worcester County Sheriff's Office

Maryland's plan to support CIOT annually is as follows:

Anticipated Dates	Activity
December – April	Campaign pre-planning for May CIOT effort
May 5– June 1	Paid and earned media efforts based on dates outlined in NHTSA's communication calendar
May 12– June 1	Enforcement period based on MHSO's annual HVE calendar
June	Seat belt observation survey conducted
September	Annual seat belt use rate announced
November	Secondary CIOT wave around Thanksgiving

Child Restraint Inspection Stations and Child Passenger Safety Technicians

IIJA continues the requirement that states have "an active network of child restraint inspection stations" throughout the state and requires that "the total number of inspection stations and/or inspection events service rural and urban areas and at-risk populations (e.g., low income, minority)." In FFY 2025, the MHSO will use a variety of data sources to determine the need for child restraint inspection stations including, but not limited to: the national census data (2020), Equitable Transportation Community, and Maryland crash data.

According to 2020 Census Data, more than five million people live in the Baltimore and Washington metropolitan regions of Maryland, representing more than 82 percent of Maryland's population. These metropolitan regions include:

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

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

Current public access information, locations, and hours of operation for these child passenger safety seat inspection stations can be found on the following websites:
- NHTSA – https://www.nhtsa.gov/equipment/car-seats-and-booster-seats#installation-help-inspection
- SAFE KIDS – http://www.safekids.org/in-your-area/coalitions/maryland-state.html
- Kids in Safety Seats (KISS) – KISS is taking appointments for virtual services and in person

appointments: https://phpa.health.maryland.gov/oehfp/kiss/Pages/Home.aspx

1. Total number of planned inspection stations and/or events in the State – 50

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

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

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

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

- Estimated total number of classes: 6
- Estimated total number of technicians: 60

Child Passenger Safety Classes

The IIJA continues to require the state to specify the number of CPS classes to be held, the location of those classes, and estimated number of students that will attend.

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

- Schedule or assist with six national child passenger safety certification courses throughout Maryland,
- Schedule one CEU training,
- Schedule one annual Renewal Course (dependent on interest from CPST),
- Schedule one statewide instructor update,
- Schedule one Special Needs Training,
- Schedule 100 video car seat assistance appointments throughout the state,
- Maintain technician re-certification, with a goal of retaining more than 50 percent among those eligible to re-certify, and
- Enable technicians to enter sign-offs/CEU information at events.

Action Plan

The occupant protection projects funded for FFY 2025 are representative of evidence-based countermeasures and address the occupant protection issue using a multifaceted approach.

Project Agency: Chesapeake Region Safety Council	
Project Name: Mock Crash Programs	
Agency Type: Non-profit	**Agency Location/Affected Community:** Local
Program Area: Occupant Protection	**Project Number:** GN 26-271
Project Funds / Type: $42,090.00 / IIJA 402 (Note: Total includes Indirect Cost)	**Eligible Use of Funds:** OP

Will the project be used to meet the requirements of Â§ 1300.41(b)? No

Countermeasures: Highway Safety Program Guideline No. 4 Driver Education

Performance Target: All performance targets

Project Description: Chesapeake Region Safety Council will plan and execute fully developed, realistic crash scenes, with first responder arrival, extrication, treatment, arrest, and victim removal for local high schools. Each scene will focus on a risk-taking behavior, with each crash having a different level of severity, agreed upon with school leadership. Immediately following the crash scene, a question-and-answer session between attendees and first responders will occur, with the option to include a court-related sentencing program later. Formal presentations from highway safety partners such as the insurance industry, Fire, EMS, Law Enforcement, at-fault drivers, and the victim community will follow each program.

Project Agency: Crash Center for Research and Education (CORE)	
Project Name: Crash Science Training for First Responders	
Agency Type: Non-profit	**Agency Location/Affected Community:** Statewide
Program Area: Occupant Protection	**Project Number:** GN 26-152
Project Funds / Type: $48,389.58 / IIJA 402 (Note: Total includes Indirect Cost)	**Eligible Use of Funds:** OP

Will the project be used to meet the requirements of Â§ 1300.41(b)? No

Countermeasures: Highway Safety Program Guideline No. 11 Emergency Medical Services

Performance Target: C-1, C-2, C-4 (Appendix C)

Project Description: Crash Core will execute this project by updating and delivering enhanced crash science training to EMS and law enforcement personnel across Maryland, in collaboration with MIEMSS and local agencies. They will use conferences, in-service events, and after-action meetings to present case studies, data analysis, and small group exercises tailored to real-world crashes. The training will focus on improving injury prediction, treatment planning, crash documentation, and understanding of occupant safety measures. Participation will be encouraged through continuing education credits and agency-specific incentives offered via MIEMSS.

Project Agency: Johns Hopkins Children's Center Pediatric Injury Prevention Program	
Project Name: Child Passenger Safety Demo Seat Resource	
Agency Type: Higher Education	**Agency Location/Affected Community:** Statewide
Program Area: Occupant Protection	**Project Number:** GN 26-127
Project Funds / Type: $2,331.94 / IIJA 402 (Note: Total includes Indirect Cost)	**Eligible Use of Funds:** OP

Will the project be used to meet the requirements of Â§ 1300.41(b)? No

Countermeasures: Highway Safety Program Guideline No. 20 Occupant Protection

Performance Target: C-1, C-2, C-4 (Appendix C)

Project Description: Johns Hopkins Children's Center will enhance its child passenger safety education program by purchasing an updated vehicle demo chair and "Step Trainer" to provide more accurate, hands-on instruction. The equipment will allow safety technicians to better demonstrate correct car seat installation and seat belt positioning, both in the hospital setting and at community events. Its portability will help expand outreach to families across Maryland, increasing access to this vital safety information. With these tools, the program aims to equip more caregivers with the skills needed to keep children safe in vehicles.

Project Agency: Maryland Institute for EMS Systems	
Project Name: CPS & OP Health Care Project	
Agency Type: State Government	**Agency Location/Affected Community:** Statewide
Program Area: Occupant Protection	**Project Number:** GN 26-063
Project Funds / Type: $44,839.00 / IIJA 402 / M1TR; $3,675.00 / IIJA 405b OP; $25,051.11 / SIIJA 402, $34,425.14 / IIJA 402 / UNATTD	**Eligible Use of Funds:** M1TR, OP, UNATTD
Will the project be used to meet the requirements of §1300.41(b)? No	
Countermeasures: Countermeasures that Work 11th Edition - Communication Strategies for Low Belt Use Groups as Part of HVE	
Performance Target: C-1, C-2, C-4 (Appendix C)	
Project Description: This project seeks to reduce the incidence of injuries and deaths in Maryland due to vehicle crashes through a variety of occupant protection (OP) interventions. This project will promote proper and consistent use of car safety seats among children, seatbelt use among youth and caregivers, and occupant protection measures taken by healthcare and EMS personnel to keep themselves and their patients as safe as possible. In addition, the project will disseminate up-to-date and culturally relevant OP and CPS information. Data and research on OP will inform the planning of interventions, and evaluation will refine the process. This project will utilize the heat temperature gauge thermometer at public events, conferences, and other high-traffic areas to educate the public on Unattended Passenger Awareness.	

Project Agency: Maryland Department of Health	
Project Name: Maryland Kids In Safety Seats	
Agency Type: State Government	**Agency Location/Affected Community:** Statewide
Program Area: Occupant Protection	**Project Number:** GN 26-104
Project Funds / Type: $92,806.26 / IIJA 402; $239,788.83 / IIJA 405b OP; $2,122.14 / SIIJA 402; $42,740.83 / SIIJA 405b OP (Note: Total includes Indirect Cost)	**Eligible Use of Funds:** B1CPS_US, M1CPS, OP, UNATTD
Will the project be used to meet the requirements of §1300.41(b)? No	
Countermeasures: Countermeasures that Work 11th Edition - Child Restraint Inspection Stations	
Performance Target: C-1, C-2, C-4 (Appendix C)	
Project Description: To address the plethora of needs across the state, Kids In Safety Seats proposes a multiprong approach to ensure the program works as effectively and efficiently as possible. This grant includes child safety seat outreach, training, certification of technicians and instructors, and a comprehensive program to educate parents and caregivers. Virtual seat events are also offered, enabling residents in every county of the state to receive car seat installation assistance. This project will utilize the heat temperature gauge thermometer at public events, conferences, and other high-traffic areas to educate the public on Unattended Passenger Awareness.	

Project Agency: University of Maryland Baltimore, NSC	
Project Name: Seat Belt Observation Project	
Agency Type: Non-profit	**Agency Location/Affected Community:** Statewide
Program Area: Occupant Protection	**Project Number:** GN 26-155
Project Funds / Type: $125,290.28 / IIJA 402; $3,476.10 / IIJA 405b OP Low	**Eligible Use of Funds:** M2PE, OP
Will the project be used to meet the requirements of §1300.41(b)? No	
Countermeasures: Countermeasures that Work 11th Edition – Primary Enforcement Seat Belt Use Laws	
Performance Target: Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions (Appendix C)	
Project Description: The NSC will conduct the entire front occupant seat belt observational survey for the State of Maryland including administration of the collection of observational survey, compiling, analyzing, and interpreting the observational seat belt survey data, and providing the final report to MHSO and NHTSA.	

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

Project Agency: Various (see below)	
Project Name: Various (see below)	
Agency Type: State and Local Law Enforcement Agencies	**Agency Location/Affected Community:** Statewide
Program Area: Occupant Protection	**Project Number:** Various (see below)
Project Funds / Type: See below	**Eligible Use of Funds:** See below
Will the project be used to meet the requirements of Â§ 1300.41(b)? No	
Countermeasures: Highway Safety Program Guideline No. 15 Traffic Enforcement Service	
Performance Target: C-4; B-1 (Appendix C)	
Project Description: HVE for Occupant Protection	

Agency	Grant Number	Program Area	Obligated Amount	Funding Code	Eligible Use
Hampstead Police Department	LE 26-003	Occupant Protection	$1,000.00	IIJA 402	OP
Washington County Sheriff's Office	LE 26-013	Occupant Protection	$4,990.00	IIJA 402	OP
Denton Police Department	LE 26-025	Occupant Protection	$1,440.00	IIJA 402	OP
Sykesville Police Department	LE 26-027	Occupant Protection	$1,500.00	IIJA 402	OP
Frederick County Sheriff's Office	LE 26-033	Occupant Protection	$6,000.00	IIJA 402	OP
Fruitland Police Department	LE 26-038	Occupant Protection	$2,000.00	IIJA 402	OP
Kent County Sheriff's Office	LE 26-041	Occupant Protection	$1,000.00	IIJA 402	OP
Carroll County Sheriff's Office	LE 26-045	Occupant Protection	$7,500.00	IIJA 402	OP
Frederick Police Department	LE 26-054	Occupant Protection	$5,000.00	IIJA 402	OP
Berlin Police Department	LE 26-055	Occupant Protection	$2,000.00	IIJA 402	OP
Wicomico County Sheriff's Office	LE 26-062	Occupant Protection	$1,980.00	IIJA 402	OP
Chestertown Police Department	LE 26-065	Occupant Protection	$825.00	IIJA 402	OP
Salisbury Police Department	LE 26-090	Occupant Protection	$1,000.00	IIJA 402	OP
Manchester Police Department	LE 26-110	Occupant Protection	$2,000.00	IIJA 402	OP
Talbot County Sheriff's Office	LE 26-112	Occupant Protection	$2,000.00	IIJA 402	OP
Frostburg City Police Department	LE 26-123	Occupant Protection	$1,000.00	IIJA 402	OP
Queen Anne's County Sheriff's Office	LE 26-158	Occupant Protection	$8,024.00	IIJA 402	OP
Mount Airy Police Department	LE 26-170	Occupant Protection	$1,500.00	IIJA 402	OP
Somerset County Sheriff's Office	LE 26-188	Occupant Protection	$880.00	IIJA 402	OP
Princess Anne Police Department	LE 26-189	Occupant Protection	$1,475.83	IIJA 402	OP
Allegany County Sheriff's Office	LE 26-194	Occupant Protection	$1,500.00	IIJA 402	OP
Easton Police Department	LE 26-239	Occupant Protection	$975.00	IIJA 402	OP
Ocean Pines Police Department	LE 26-252	Occupant Protection	$990.00	IIJA 402	OP
Ocean City Police Department	LE 26-253	Occupant Protection	$7,999.92	IIJA 402	OP
Worcester County Sheriff's Office	LE 26-273	Occupant Protection	$2,000.00	IIJA 402	OP
Salisbury University Police Department	LE 26-278	Occupant Protection	$1,999.65	IIJA 402	OP
Cambridge Police Department	LE 26-280	Occupant Protection	$999.74	IIJA 402	OP

Distracted Driving Program

Problem ID

The overall number of distracted driving crashes in 2023 (50,303) decreased slightly by 1.5 percent from the previous year; however, the number of fatal crashes (203 incidents, 216 persons killed) involving distracted driving increased by 7.4 percent.

An average of nearly 51,000 distracted driving crashes occurred on Maryland roads each year between 2019 and 2023. For this latest five-year period, distracted driving was a factor in an annual average of approximately one-half of all traffic crashes (47 percent), half of all injury crashes (50 percent), and well over one-third of all fatal crashes (38 percent). Distracted driving was a factor in 52 percent of injuries and 37 percent of fatalities. Thus, distracted driving is significantly over-represented in all crashes, and even more so in injury crashes. However, the difficulty in accurately capturing distracted driving as a cause on crash reports would indicate that distracted driving is, potentially, still under-reported. Research has also shown that investigating officers tend to conclude that drivers not paying attention is common and frequent, and the use of the codes related to these behaviors may be over-reported. Combined with the significant contribution of identified crashes, distracted driving is a significant problem but a complex one to understand when evaluating crash reports. Nevertheless, distracted driving is a major focus for traffic safety professionals in Maryland and across the nation.

In 2024, Maryland law enforcement officers issued 9,041 citations for handheld cell phone use and 397 citations for texting while driving. These numbers represent an increase of 6 percent and a decrease of 3 percent, respectively, from those of the previous year. In 2023, there were 8,551 handheld cell phone citations issued, along with 408 texting citations. In 2022, there were 10,758 handheld cell phone citations and 495 texting citations.

Frequency of Distracted Driving Crashes
Due to the large proportion of all crashes identified as distracted-related, distracted driving crashes occurred consistently throughout the year and every day of the week. A slight increase occurred on Fridays before decreasing on Saturdays and Sundays. From day to day, the afternoon rush hour (3 to 6:59 p.m.; 29 percent) accounted for a significant proportion of distracted crashes, including injury crashes (30 percent).

Typical Profile of a Distracted Driver
Crash data revealed the typical profile of a distracted Maryland driver involved in a crash as male, ages 21 to 39 (42 percent). Seventy-seven percent of distracted drivers killed were male, and 37 percent of distracted drivers who died were unrestrained.

Typical Distracted Driving Crash Locations
Over one-third (37 percent) of distracted driver-involved crashes occurred in Prince George's and Baltimore Counties, both urban areas. This may be an expected profile and one that makes sense as a focus of statewide education, media, and enforcement campaigns.

Action Plan

The distracted driving projects funded for FFY 2026 are representative of evidence-based countermeasures and address the distracted driving issue using a multifaceted approach.

Project Agency: In One Instant	
Project Name: In One Instant Teen Safe Driving Program	
Agency Type: Non-profit	**Agency Location/Affected Community:** Statewide
Program Area: Distracted Driving	**Project Number:** GN 26-258
Project Funds / Type: $20,404.16 / IIJA 402 / DD, $7,840.00 / IIJA 402 / TR (Note: Total includes Indirect Cost)	**Eligible Use of Funds:** DD, TR
Will the project be used to meet the requirements of §‌ 1300.41(b)? No	
Countermeasures: Highway Safety Program Guideline No. 4 Driver Education	
Performance Target: All performance targets	
Project Description: In One Instant will bring its award-winning, peer-led teen driver safety program to high schools across Maryland, using student leaders to deliver engaging content on distracted and impaired driving, pedestrian safety, and safe passenger behavior. The program combines dramatic film, interactive activities, and personalized leadership development to encourage long-term behavioral change among students aged 14–18. With high interest already expressed by schools statewide, IOI will guide each participating school through tailored implementation supported by educator, parent, and student materials. Through this evidence-based model, In One Instant helps youth shift their attitudes and actions around driving, empowering them to make life-saving decisions for themselves and their peers.	

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

Project Agency: Various (see below)	
Project Name: Various (see below)	
Agency Type: State and Local Law Enforcement Agencies	**Agency Location/Affected Community:** Statewide
Program Area: Distracted Driving	**Project Number:** Various (see below)
Project Funds / Type: See below	**Eligible Use of Funds:** See below
Will the project be used to meet the requirements of §‌ 1300.41(b)? No	
Countermeasures: Highway Safety Program Guideline No. 15 Traffic Enforcement Service	
Performance Target: Distracted Driving Fatalities and Serious Injuries (Appendix C)	
Project Description: HVE for distracted driving prevention.	

Agency	Grant Number	Program Area	Obligated Amount	Funding Code	Eligible Use
Havre de Grace Police Department	LE 26-059	Distracted Driving	$1,000.00	IIJA 402	DD
Baltimore County Police Department	LE 26-070	Distracted Driving	$40,000.00	IIJA 402	DD
Anne Arundel County Police Department	LE 26-094	Distracted Driving	$18,000.00	IIJA 402	DD
Maryland Transportation Authority Police	LE 26-096	Distracted Driving	$13,500.00	IIJA 402	DD
Charles County Sheriff's Office	LE 26-100	Distracted Driving	$5,000.00	IIJA 402	DD
Aberdeen Police Department	LE 26-105	Distracted Driving	$498.75	IIJA 402	DD
Harford County Sheriff's Office	LE 26-115	Distracted Driving	$22,000.00	IIJA 402	DD
Bel Air Police Department	LE 26-119	Distracted Driving	$1,953.62	IIJA 402	DD
Howard County Department of Police	LE 26-132	Distracted Driving	$12,000.00	IIJA 402	DD
St. Mary's County Sheriff's Office	LE 26-136	Distracted Driving	$3,000.00	IIJA 402	DD
Rockville Police Department	LE 26-141	Distracted Driving	$1,000.00	IIJA 402	DD
Greenbelt Police Department	LE 26-148	Distracted Driving	$3,000.00	IIJA 402	DD
Montgomery County Maryland	LE 26-177	Distracted Driving	$12,000.00	IIJA 402	DD
City of Bowie	LE 26-190	Distracted Driving	$1,000.00	IIJA 402	DD
Riverdale Park Police Department	LE 26-197	Distracted Driving	$2,000.00	IIJA 402	DD
University of Maryland Department of Public Safety	LE 26-207	Distracted Driving	$1,500.00	IIJA 402	DD
Calvert County Sheriff's Office	LE 26-221	Distracted Driving	$4,000.00	IIJA 402	DD
Elkton Police Department	LE 26-228	Distracted Driving	$2,500.00	IIJA 402	DD
Prince George's County Police Department	LE 26-233	Distracted Driving	$30,000.00	IIJA 402	DD
Maryland State Police - Statewide	LE 26-248	Distracted Driving	$1,500.00	SIIJA 402	DD
Maryland State Police - Statewide	LE 26-248	Distracted Driving	$38,500.00	SIIJA 405e DD	DD
Baltimore City Police Department	LE 26-256	Distracted Driving	$1,500.00	IIJA 402	DD
Department of Natural Resources Police	LE 26-286	Distracted Driving	$16,000.00	IIJA 402	DD

Speeding and Aggressive Driving Program

Problem ID

Aggressive Driving

In 2023, the number of fatal crashes involving aggressive driving increased by 72 percent, resulting in 26 more fatalities than in 2022. The significant one-year increase in fatalities and fatal crashes occurred along with the number of aggressive driving-related crashes in 2023, which increased by 107, or by three percent. During the latest five-year period, 2019 through 2023, aggressive drivers have been involved in an average of 3,432 crashes on Maryland roads each year. For the same five-year period, aggressive driving accounted for an annual average of 3 percent of all traffic crashes, 4 percent of all injury crashes, and 8 percent of all fatal crashes in Maryland. Aggressive driving was a factor in 4 percent of injuries and 8 percent of fatalities during the five-year period, and 4 percent of injuries and 10 percent of fatalities in 2023.

In 2024, Maryland law enforcement officers issued 601 citations statewide for aggressive driver violations, compared to 527 in 2023 and 525 in 2022. Difficulties exist in obtaining convictions for violating the aggressive driving statute because of the requirement that officers observe three separate driving violations to issue an aggressive driving citation. This requirement almost certainly contributes to the low number of citations written each year for aggressive driving in Maryland, since law enforcement officers are typically trained to take immediate action upon seeing a violation. Waiting to observe two or more additional offenses before taking enforcement action is counterintuitive to officers. It is suspected that many of the aggressive driving citations are directly related to police pursuits.

Frequency of Aggressive Driving Crashes

Aggressive driving crashes overall were most common between the months of October and December (27 percent). Injury crashes involving aggressive driving typically increased from May through October (46 percent). Fatal crashes occurred more than one-third (34 percent) between August and October, and over one-third of fatal crashes (38 percent) occurred during weekends (Saturday and Sunday). The afternoon rush hour time (3 to 6:59 p.m.) accounted for about a third of aggressive driving crashes (32 percent) and injury crashes (30 percent), with fatal crashes occurring nearly one-third of the time (31 percent) and later evening hours (7 to 10:59 pm).

Typical Profile of Aggressive Drivers

Data revealed the common profile of an aggressive Maryland driver involved in a crash as male (79 percent), ages 21 to 39 (42 percent), and generally using a seat belt restraint, except in fatal crashes where the aggressive driver killed was unrestrained in 35 percent of fatal crashes. Most of these drivers were involved in crashes in Anne Arundel, Baltimore, Howard, Montgomery, and Prince George's Counties, and Baltimore City; 75 percent of all aggressive driving crashes occurred in these six jurisdictions. This high-risk driver will be a major focus of statewide education and media campaigns, as well as increased enforcement efforts.

Among the 12 individual acts that comprise aggressive driving outlined in Maryland law, enforcement officers in 2024 cited 3,983 drivers for failing to yield, 24,903 for failing to obey traffic control devices (such as stopping for red lights and stop signs), and 9,201 drivers for lane violations. By comparison, in 2023 officers wrote 3,900 citations for failing to yield, 22,387 for failing to obey traffic control devices, and 8,324 drivers for lane violations. Less frequently written are citations for the aggressive driving statute which requires observation of three violations. Officers issued 604 aggressive driving citations in 2024, compared to 527 in 2023.

Speeding

The number of fatal crashes involving speed decreased by 4 percent in 2023, resulting in 8 fewer fatalities than in 2022. The decrease in fatalities and fatal crashes occurred similarly to the number of speed-related crashes in the State in 2023 which decreased by 3 percent, from 7,927 to 7,705. Still, between 2019 and

2023, an average of 8,069 speed-related crashes occurred on Maryland roadways each year. For the same five-year period, speeding was involved in an annual average of 7 percent of all traffic crashes, 8 percent of all injury crashes, and 17 percent of all fatal crashes in Maryland. In addition, driver speed was a factor in 8 percent of injured persons and 17 percent of fatalities for the five-year period, and 8 percent of injuries and 16 percent of fatalities in 2023.

Frequency of Speed-Involved Crashes

Speed-involved crashes more frequently occurred in the months of December, January, and October. Increases in injury crashes tended to occur from October through December. Excessive speed caused an average of 91 fatal crashes annually from 2019 through 2023, with 50 percent occurring from June through October. Speed-involved crashes, including injury crashes, occurred most likely on Fridays and Saturdays and fatal crashes were most common from Saturday to Sunday. The afternoon rush hour period from 3 to 6:59 p.m. accounted for a large proportion (27 percent) of speed-involved crashes and fatal crashes were more likely to occur during the late-evening hours of 8 p.m. to 10:59pm (28 percent).

Typical Profile of Speeding Driver

Crash data showed the profile of the typical speeding Maryland driver involved in a crash as male (63 percent), ages 21 to 39 (50 percent), and using a seat belt restraint, except in fatal crashes where 38 percent of speeding drivers killed were not restrained. Most of these drivers were involved in crashes in Baltimore, Prince George's, Montgomery, and Anne Arundel Counties, mainly urban areas. This high-risk driver, like all aggressive drivers, should be a major focus of statewide education and media campaigns, as well as increased enforcement efforts.

In 2024, Maryland law enforcement officers issued 98,715 citations to drivers for speeding violations, compared to 100,462 in 2023 and 110,327 in 2022. The number of speed-related citations issued in 2024 represents an all-time low in officer-issued speed violations, a 2 percent decrease from the previous year, and a 59 percent decrease since 2015. (These figures do not include automated enforcement issuances.)

Action Plan

Speeding/Aggressive driving prevention projects funded for FFY 2026 are representative of evidence-based countermeasures and address speeding- and aggressive driving-related issues primarily relying on HVE efforts.

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

Project Agency: Various (see below)	
Project Name: Various (see below)	
Agency Type: State and Local Law Enforcement Agencies	**Agency Location/Affected Community:** Statewide
Program Area: Speeding and Aggressive Driving	**Project Number:** Various (see below)
Project Funds / Type: See below	**Eligible Use of Funds:** See below
Will the project be used to meet the requirements of Â§ 1300.41(b)? No	
Countermeasures: Highway Safety Program Guideline No. 15 Traffic Enforcement Service	
Performance Target: C-6 (Appendix C)	
Project Description: HVE for Speeding and Aggressive Driving Prevention.	

Agency	Grant Number	Program Area	Obligated Amount	Funding Code	Eligible Use
Hampstead Police Department	LE 26-005	Aggressive Driving	$1,000.00	IIJA 402	SC
Aberdeen Police Department	LE 26-010	Aggressive Driving	$798.00	IIJA 402	SC
Washington County Sheriff's Office	LE 26-015	Aggressive Driving	$2,999.00	IIJA 402	SC
Frederick County Sheriff's Office	LE 26-018	Aggressive Driving	$16,000.00	IIJA 402	SC
Denton Police Department	LE 26-024	Aggressive Driving	$1,440.00	IIJA 402	SC
Sykesville Police Department	LE 26-031	Aggressive Driving	$1,500.00	IIJA 402	SC
Perryville Police Department	LE 26-032	Aggressive Driving	$750.00	IIJA 402	SC
Fruitland Police Department	LE 26-039	Aggressive Driving	$2,000.00	IIJA 402	SC
Kent County Sheriff's Office	LE 26-040	Aggressive Driving	$1,000.00	IIJA 402	SC
Carroll County Sheriff's Office	LE 26-047	Aggressive Driving	$10,000.00	IIJA 402	SC
Wicomico County Sheriff's Office	LE 26-051	Aggressive Driving	$3,000.00	IIJA 402	SC
Frederick Police Department	LE 26-053	Aggressive Driving	$10,000.00	IIJA 402	SC
Berlin Police Department	LE 26-057	Aggressive Driving	$2,000.00	IIJA 402	SC
Havre de Grace Police Department	LE 26-060	Aggressive Driving	$1,500.00	IIJA 402	SC
Chestertown Police Department	LE 26-066	Aggressive Driving	$2,457.50	IIJA 402	SC
Baltimore County Police Department	LE 26-074	Aggressive Driving	$38,000.00	IIJA 402	SC
Calvert County Sheriff's Office	LE 26-088	Aggressive Driving	$14,000.00	IIJA 402	SC
Salisbury Police Department	LE 26-089	Aggressive Driving	$1,000.00	IIJA 402	SC
Maryland Transportation Authority Police	LE 26-095	Aggressive Driving	$25,500.00	IIJA 402	SC
Charles County Sheriff's Office	LE 26-099	Aggressive Driving	$13,000.00	IIJA 402	SC
Anne Arundel County Police Department	LE 26-102	Aggressive Driving	$14,000.00	IIJA 402	SC
Manchester Police Department	LE 26-109	Aggressive Driving	$2,000.00	IIJA 402	SC
Talbot County Sheriff's Office	LE 26-111	Aggressive Driving	$2,000.00	IIJA 402	SC
Harford County Sheriff's Office	LE 26-116	Aggressive Driving	$22,000.00	IIJA 402	SC
Frostburg City Police Department	LE 26-121	Aggressive Driving	$800.00	IIJA 402	SC
Bel Air Police Department	LE 26-124	Aggressive Driving	$1,449.46	IIJA 402	SC
Howard County Department of Police	LE 26-130	Aggressive Driving	$20,000.00	IIJA 402	SC
St. Mary's County Sheriff's Office	LE 26-137	Aggressive Driving	$3,500.00	IIJA 402	SC
Greenbelt Police Department	LE 26-147	Aggressive Driving	$1,000.00	IIJA 402	SC
Queen Anne's County Sheriff's Office	LE 26-156	Aggressive Driving	$20,060.00	IIJA 402	SC
Mount Airy Police Department	LE 26-171	Aggressive Driving	$1,500.00	IIJA 402	SC
Montgomery County Maryland	LE 26-176	Aggressive Driving	$12,000.00	IIJA 402	SC
Allegany County Sheriff's Office	LE 26-181	Aggressive Driving	$3,000.00	IIJA 402	SC
Somerset County Sheriff's Office	LE 26-187	Aggressive Driving	$1,408.00	IIJA 402	SC
City of Bowie	LE 26-191	Aggressive Driving	$1,000.00	IIJA 402	SC
Riverdale Park Police Department	LE 26-196	Aggressive Driving	$1,000.00	IIJA 402	SC
Princess Anne Police Department	LE 26-201	Aggressive Driving	$1,475.81	IIJA 402	SC
Town of La Plata Police Department	LE 26-208	Aggressive Driving	$1,000.00	IIJA 402	SC
University of Maryland Department of Public Safety	LE 26-211	Aggressive Driving	$2,000.00	IIJA 402	SC
Elkton Police Department	LE 26-226	Aggressive Driving	$2,500.00	IIJA 402	SC
Prince George's County Police Department	LE 26-231	Aggressive Driving	$45,000.00	IIJA 402	SC
Easton Police Department	LE 26-240	Aggressive Driving	$2,080.00	IIJA 402	SC
Ocean City Police Department	LE 26-244	Aggressive Driving	$13,999.95	IIJA 402	SC
Ocean Pines Police Department	LE 26-245	Aggressive Driving	$990.00	IIJA 402	SC
Baltimore City Police Department	LE 26-246	Aggressive Driving	$2,475.00	IIJA 402	SC

Agency	Grant Number	Program Area	Obligated Amount	Funding Code	Eligible Use
Maryland State Police - Statewide	LE 26-247	Aggressive Driving	$120,000.00	IIJA 402	SC
Worcester County Sheriff's Office	LE 26-268	Aggressive Driving	$2,000.00	IIJA 402	SC
Cambridge Police Department	LE 26-277	Aggressive Driving	$999.74	IIJA 402	SC
Department of Natural Resources Police	LE 26-285	Aggressive Driving	$20,000.00	IIJA 402	SC

Motorcycle Safety Program

Problem Identification

Compared to 2022, motorcycle-involved crashes in 2023 slightly increased, with 12 more overall crashes, five more fatalities, but 18 fewer injuries. Between 2019 and 2023, an average of 1,315 motorcycle-involved crashes occurred on Maryland roads each year. For this same recent five-year period, motorcycle-involved crashes accounted for 3 percent of all traffic injuries and 14 percent of fatalities, an indication that motorcycles are over-represented in fatal crashes.

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

MHSO and grantees will use raw number ranking to determine which jurisdictions require additional education for motorists and motorcyclists.

Frequency of Motorcycle Crashes

Warmer weather is conducive to motorcycle riding, so it is unsurprising that higher proportions of motorcycle-involved crashes occurred during the warm-weather months of May through October (74 percent). Crashes were significantly more common on weekends, with more than half (55 percent) occurring Friday through Sunday. Motorcycle-involved crashes were most common (50 percent) between 2 p.m. and 7:59 p.m., and one-third of fatal crashes happened between 5 and 8:59 pm.

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

To identify high-risk jurisdictions for motorcycle-involved crashes, an analysis of crash rates per licensed motorcyclist (endorsement) was conducted.

2023 Maryland Crash Rates
(rate per 10,000 motorcyclists)

Jurisdiction	Motorcycle Total Crashes	Licensed Motorcyclists	Rate
Prince George's	183	20,732	88.3
Baltimore	175	27,812	62.9
Anne Arundel	148	26,545	55.8
Baltimore City	134	8,081	165.8
Montgomery	125	22,872	54.7
Frederick	80	15,569	51.4

Harford	69	14,626	47.2
Washington	53	9,276	57.1
Howard	50	10,339	48.4
Cecil	47	6,757	69.6
St. Mary's	43	7,007	61.4
Charles	38	8,893	42.7
Worcester	38	3,536	107.5
Wicomico	29	4,455	65.1
Carroll	28	12,297	22.8
Calvert	24	6,433	37.3
Allegany	21	4,386	47.9
Queen Anne's	16	3,442	46.5
Garrett	14	2,385	58.7
Dorchester	12	1,741	68.9
Caroline	8	2,456	32.6
Talbot	8	1,918	41.7
Kent	5	1,103	45.3
Somerset	2	1,025	19.5
Statewide	1,350	224,386	60.2

Helmet Law Violations in Maryland

Maryland has had a comprehensive mandatory helmet law for decades. Still, accurately capturing helmet use on the crash report may present some data challenges, particularly if the helmet was DOT-compliant.

Crash data for 2023 indicated that 15 percent of injured motorcycle operators in a crash were known not to be wearing a helmet, and 10 percent of operator fatalities were unhelmeted. This illustrates a concerning trend in recent years for unhelmeted motorcyclists in Maryland (shown in the chart below, which includes both the operators and the passengers).

2012-2023 Unhelmeted Motorcycle Drivers and Passengers, Injuries and Fatalities

Legend:
- Unhelmeted Motorcyclist Injuries (Drivers/Passengers)
- Unhelmeted Motorcyclist Fatalities (Drivers/Passengers)
- Linear (Unhelmeted Motorcyclist Injuries (Drivers/Passengers))
- Linear (Unhelmeted Motorcyclist Fatalities (Drivers/Passengers))
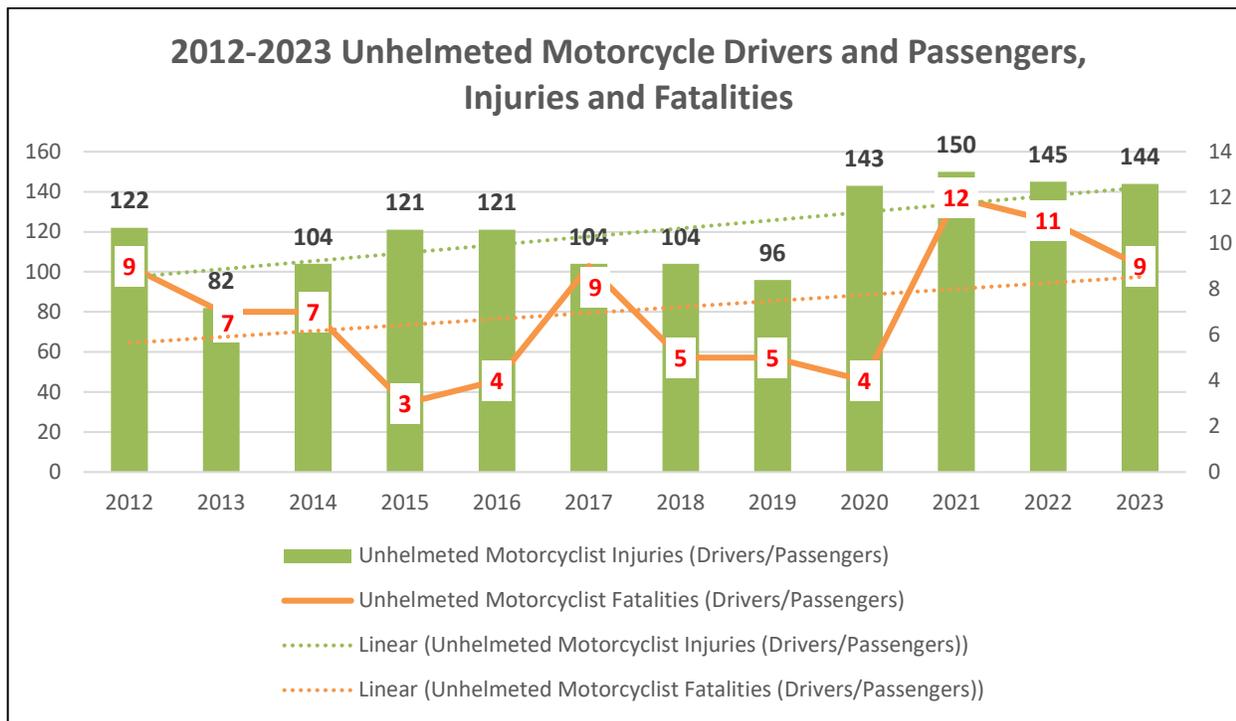
In any crash involving a motorcycle, the motorcycle rider is at the highest risk for injury or death. For example, from 2019 to 2023, there were an average of 1,315 motorcycle-involved crashes each year in Maryland. In crashes involving a motorcycle, 94 percent of the injuries were to the motorcycle operator, and 99 percent of the drivers killed, indicating that the motorcycle operator is the most vulnerable road user in a crash (single vehicle and multi-vehicle).

Solution

Funded initiatives aim to tackle motorcycle safety concerns through collaborations between government entities and key stakeholder organizations, including motorcycle dealerships and riding clubs. These collaborations feature scheduled outreach events designed to reduce the number of motorcycle-related crashes, especially in regions with the highest incident rates based on crash data.

A key part of the Motorcycle Safety focus area is the "Be the LOOK TWICE Driver" message, which falls under the MHSO's broader Be the Driver campaign. Coordinated media efforts will be launched to enhance drivers' understanding of motorcycle safety concerns. These campaigns will employ a range of communication strategies to effectively engage the intended audiences. Beyond awareness and education efforts, the state emphasizes the importance of proper rider training and licensing, along with stronger enforcement of traffic safety laws, as critical tools in lowering motorcycle crash numbers.

The Maryland Motorcycle Safety Program offers a variety of rider training courses aimed at boosting both rider proficiency and overall road-sharing awareness among all motorists. In FFY 2022, the MHSO took the lead on most motorcycle outreach efforts previously managed by the MDOT MVA, including distributing training materials and conducting year-round outreach events. That same year saw the introduction of MD MOTORS (Motor Officers Training Other Riders Safety), a specialized course created by the Maryland State Police Motor Unit in consultation with riders. MD MOTORS has continued to grow, and, on average, 10 sessions are conducted annually. The program incorporates rider feedback by adding new training locations and making adjustments to better serve participants with disabilities.

Countermeasure Strategies

The countermeasure strategies below will be used in the upcoming FFY to address Motorcycle Safety.

Legislation and Licensing

Countermeasure	Effectiveness
Universal Motorcycle Helmet Use Laws	★★★★★

Enforcement

Countermeasure	Effectiveness
Alcohol-Impaired Motorcyclists: Detection, Enforcement, and Sanctions	★★★

Evaluation

Traffic safety outcomes for the MHSO's traffic safety programs are evaluated through two main measures – output and outcome. Outcome measures include serious injury and fatal crash data and form a core component of the MHSO's evaluation. The level of grant funds obligated to a project, as well as the project scope, determine impact or output measures that are reported and evaluated throughout the grant cycle. Impact evaluation is an ongoing process using information collected via community engagement activities.

Outcome Measures

			BASE YEARS (Historical Data)					
	PERFORMANCE PLAN CHART – FFY2026 Annual Grant Application		**2018** 2014-2018	**2019** 2015-2019	**2020** 2016-2020	**2021** 2017-2021	**2022** 2018-2022	**2023** 2019-2023
C-7	Motorcyclist Fatalities	State	57	75	78	76	74	79
	Reduce motorcyclist fatalities 15 percent from 76.4 (2019-2023) to 65.3 (2024-2028 target) by December 31, 2026.	5-Year Avg.	69.4	71.2	72.8	73.6	72.0	76.4
C-8	Unhelmeted Motorcyclist Fatalities	State	9	7	6	15	18	11
	Reduce unhelmeted motorcyclist fatalities 18 percent from 11.4 (2019-2023) to 9.4 (2024-2028 target) by December 31, 2026.	5-Year Avg.	11.0	10.0	9.4	10.8	11.0	11.4
	Motorcyclist Serious Injuries Reduce motorcyclist serious injuries 24 percent from 314.2 (2019-2023) to 238.8 (2024-2028 target) by December 31, 2026.	State	298	277	314	329	330	321
		5-Year Avg.	285.0	286.6	301.4	307.6	309.6	314.12

Performance Measure	FFY2024-2025					FFY2024-2026 Targets		
	Target Period	Target Year(s)	Target Value FFY24 HSP	Data Source/ FFY24 Progress Results	On Track to Meet FFY25 Target Y/N/In-Progress	Target Value FFY24 HSP	Target Value FFY25 HSP	Target Value FFY26 HSP
C-7) Motorcyclist Fatalities (State)	5 year	2022-2026	66.4	2019-2023 State 76.4	N	66.4	65.9	65.3
C-8) Unhelmeted Motorcyclist Fatalities (State)	5 year	2022-2026	9.8	2019-2023 State 11.4	N	9.8	9.6	9.4
Motorcyclist Serious Injuries (State)	5 year	2022-2026	247.6	2019-2023 State 314.2	N	247.6	243.2	238.8

Action Plan

Project Agency: Crash Center for Research and Education (CORE)	
Project Name: Maryland MOTORS Support	
Agency Type: Non-profit	**Agency Location/Affected Community:** Statewide
Program Area: Motorcycle	**Project Number:** GN 26-154
Project Funds / Type: $55,279.03 / IIJA 402 (Note: Total includes Indirect Cost)	**Eligible Use of Funds:** MC
Will the project be used to meet the requirements of Â§ 1300.41(b)? No	
Countermeasures: Highway Safety Program Guideline No. 3 Motorcycle Safety	
Performance Target: C-7, C-8 (Appendix C)	
Project Description: Crash Core will continue evaluating the MD MOTORS program by comparing participant outcomes with a control group to assess improvements in knowledge and riding skills. The study will determine if the program is effective, supports future replication, and contributes to crash prevention. An abridged, self-guided version of the curriculum will also be developed to reach motorcycle clubs hesitant to engage in the full program. Crash Core will manage recruitment, scheduling, survey collection, and reporting to the Maryland Highway Safety Office.	

Project Agency: Maryland State Police - Statewide	
Project Name: Maryland M.O.T.O.R.S.	
Agency Type: State Government	**Agency Location/Affected Community:** Statewide
Program Area: Motorcycle	**Project Number:** GN 26-229
Project Funds / Type: $116,605.44 / IIJA 402	**Eligible Use of Funds:** MC
Will the project be used to meet the requirements of Â§ 1300.41(b)? No	
Countermeasures: Highway Safety Program Guideline No. 3 Motorcycle Safety	
Performance Target: C-7, C-8 (Appendix C)	
Project Description: Maryland Police Motor Officers, with support from MHSO and Crash Core, will deliver a free motorcycle safety and awareness curriculum to civilian riders. Classes will run from April through September across various Maryland locations, each lasting 6–8 hours. Each session will serve up to 16 participants with a 2:1 student-to-officer ratio to ensure personalized instruction.	

Nonmotorized (Pedestrian/Bicyclist) Safety Programs

Problem ID

Pedestrian-Involved

The incidence of pedestrian on foot-involved[1] crash rates in Maryland in 2023 increased by 11 percent from 2022, and fatalities increased by 11 percent (from 130 to 157 deaths) over the same period. Approximately 2,900 pedestrian-involved crashes occurred on Maryland roads in 2023, and an average of 2,710 crashes occurred annually between 2019 and 2023.

For the same five-year period, pedestrians were involved in an annual average of 3 percent of all traffic crashes, 8 percent of injury crashes, and almost one-quarter (24 percent) of fatal crashes. Pedestrians involved in crashes accounted for 6 percent of all traffic injuries and 27 percent of all fatalities, although only 5 percent of pedestrian-involved crashes resulted in a fatality. These facts alone show cause for concern among safety professionals, as pedestrians are significantly over-represented in fatal crashes. The apparent risk to pedestrians involved in Maryland crashes calls for improved pedestrian safety as a significant focus for traffic safety professionals across the State.

Frequency of Pedestrian-Involved Crashes

Pedestrian-involved crashes tended to occur consistently through the first eight months of the year. Still, more than one-third of pedestrian-involved crashes (38 percent) occurred in the fall and early winter months, September through December, corresponding to the time of year when 39 percent of fatal pedestrian crashes occurred. October and November accounted for 20 percent of total pedestrian crashes, including 20 percent of fatal crashes.

Three in every four pedestrian-involved crashes (76 percent) occurred on a weekday, Monday through Friday. Forty-one percent of all pedestrian-involved crashes occurred Friday through Sunday, and nearly half of all fatal crashes (46 percent) occurred Friday through Sunday.
Over half (54 percent) of pedestrian-involved crashes occurred between the hours of 2 and 9:59 p.m. Over half of all fatal crashes involving pedestrians occurred later in the evening, from 5 p.m. to 12:59 a.m. (63 percent).

Typical Profile of Pedestrians Involved in Crashes

The profile of Maryland pedestrians involved in overall crashes included ages 20–39 (37 percent), male (58 percent), and being struck on the road but not in a crosswalk (29 percent), compared to fatal crashes where 54 percent of pedestrians were on the road and not in a crosswalk. Traditional school-aged children (ages 5-19) were involved in 17 percent of pedestrian crashes and 5 percent of fatal crashes. By contrast, older age groups tended to be involved in more serious pedestrian crashes, often later at night. The age range of 40 to 59-year-olds accounted for over one in four (27 percent) of all pedestrians involved in crashes, but nearly half (44 percent) of all pedestrian fatalities. Pedestrians aged 60 or older accounted for 18 percent of all pedestrians involved in crashes, but 25 percent of all pedestrian fatalities.

Twenty-seven percent of pedestrian crashes occurred on State-maintained roads, compared to 33 percent on county roads, and 14 percent in parking lots. In contrast, 70 percent of fatal crashes occurred on state-maintained roads (higher speeds), whereas 22 percent of pedestrian fatal crashes occurred on county roads (and less than 1 percent in parking lots).

Typical Locations of Pedestrian-Involved Crashes

Almost one-third of pedestrian crashes (29 percent) took place in Baltimore City, but these crashes accounted for only 15 percent of fatal crashes.

Fifty-eight percent of all pedestrian-involved crashes occurred in six Maryland counties: Anne Arundel, Baltimore, Harford, Howard, Montgomery, and Prince George's. These same six counties accounted for two

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[1] ACRS Non-Motorist Type: Pedestrian (01)

in every three fatal crashes involving pedestrians (67 percent). Four other counties exhibited disproportionate results in comparing total crashes with fatal crashes. The counties of Carroll, Charles, Frederick, and Washington together accounted for 6 percent of all pedestrian-involved crashes, but 10 percent of all fatal crashes involving pedestrians, an indicator of more serious crash situations occurring in these jurisdictions.

In 2024, 139 pedestrians were cited in Maryland for violating traffic laws, compared to 137 pedestrians cited in 2023 and 181 cited in 2022. Also, in 2024, 848 drivers were cited for violating pedestrian traffic laws, compared with 629 drivers cited in 2023 and 538 cited in 2022.

Bicycle-Involved

The 2023 incidence of bicycle-involved crashes in Maryland increased by 12 percent compared to 2022, and bicycle-involved fatalities increased from 11 in 2022 to 15 in 2023. From 2019-2023, an average of approximately 778 bicycle-involved crashes occurred on Maryland roadways each year. During the same period, bicycles were involved in an annual average of fewer than one in 100 (0.7 percent) of all statewide traffic crashes, 2 percent of statewide injury crashes, and 2 percent of statewide fatal crashes. Bicycle-involved crashes accounted for nearly percent of statewide injuries and almost 2 percent of statewide fatalities during the same period.

Bicycle crashes are more likely to involve younger riders than older riders. More than one-quarter (27 percent) of crashes in 2023 involved children aged 17 or under. By contrast, bicycle riders aged 20 to 29 accounted for 18 percent of all crashes, and riders aged 50 to 64 accounted for 18 percent of all crashes.

Bicycle riders, like pedestrians, do not have the structural protection afforded by vehicles, are not as visible as other vehicles, and are not motorized (generally, there are more electric bicycles on the road now, but they are still as vulnerable). These factors put bicycles at a significant disadvantage on roadways, especially where motorized vehicles travel at much higher speeds. From 2019 to 2023, nearly half of all bicycle-involved crashes (47 percent) occurred on county roadways, but 72 percent of all fatal crashes involving bicycles occurred on state roadways.

Frequency of Bicycle-Involved Crashes
Bicycle crashes were more common from May through October, when 68 percent of all such crashes occurred. This was most likely due to warmer/drier weather encouraging greater use of bicycles for travel or commuting and increased recreational riding.

Most fatal bicycle crashes (79 percent) occurred from May through November. Close to half (47 percent) of fatal bicycle-involved crashes occurred Friday through Sunday, although those same three days accounted for 41 percent of total crashes.

Approximately three in four bicycle-involved crashes (72 percent) and over half of fatal crashes (53 percent) occurred between noon and 9:59 p.m.

Typical Profile of Crash-Involved Bicycle Rider
Maryland crash data indicated a typical profile for a bicyclist involved in a crash as male (84 percent) between ages 10 and 34 (53 percent), with 42 percent of all bicyclists struck while riding in the roadway (24 percent with traffic and 9 percent against traffic). Riders aged 10 to 29 accounted for 45 percent of all riders involved and injured in crashes and 28 percent of fatalities. Riders between the ages of 50 and 64 accounted for 18 percent of all riders involved in crashes and 19 percent of those who were injured, but 39 percent of bicycle fatalities.

Almost one in four (23 percent) bicycle crashes occurred in Baltimore City, where 10 percent of fatal crashes occurred. Fifty-five percent of total bicycle crashes occurred in five counties: Anne Arundel, Baltimore, Montgomery, Prince George's, and Worcester Counties, and these same five counties accounted for 59 percent of fatal crashes.

Action Plan

Project Agency: Anne Arundel County, Maryland Office of Transportation	
Project Name: Bicycle and Pedestrian Safety Training Program	
Agency Type: County Government	**Agency Location/Affected Community:** Local
Program Area: Pedestrian/Bicycle	**Project Number:** GN 26-216
Project Funds / Type: $30,000.00 / IIJA 402	**Eligible Use of Funds:** PS
Will the project be used to meet the requirements of Â§ 1300.41(b)? No	
Countermeasures: Highway Safety Program Guideline No. 14 Pedestrian and Bicycle Safety	
Performance Target: C-10, C-11 (Appendix C)	
Project Description: Anne Arundel County is expanding its bicycle safety training for grades 3–5 to include pedestrian safety training for grades K–2, aiming to serve up to 26 elementary schools with programming that spans a full school week. This expansion addresses logistical scheduling challenges within AACPS and fills a gap in the State's PE curriculum, which does not currently include bike or pedestrian safety. The initiative builds on successful pilots at 17 schools prioritized for infrastructure improvements that promote walking and biking, aligning education with broader safety goals. The County will continue contracting Pedal Power Kids, LLC to deliver consistent, high-quality instruction based on proven training programs.	

Project Agency: Baltimore Metropolitan Council	
Project Name: Bicycle Helmet Distribution	
Agency Type: Non-profit	**Agency Location/Affected Community:** Statewide
Program Area: Special Projects	**Project Number:** GN 26-082
Project Funds / Type: $30,800.00 / Bikeways	**Eligible Use of Funds:** CAPP
Will the project be used to meet the requirements of Â§ 1300.41(b)? No	
Countermeasures: Highway Safety Program Guideline No. 14 Pedestrian and Bicycle Safety	
Performance Target: C-11 (Appendix C)	
Project Description: The Baltimore Regional Transportation Board proposes to improve pedestrian and bicycle safety by purchasing and distributing properly fitted helmets and educational materials across the Baltimore region, targeting vulnerable populations. In alignment with Resilience2050 and regional safety goals, this initiative supports non-motorized infrastructure safety and regional planning efforts. Helmets will be ordered based on needs expressed by local partners twice yearly, using trusted vendors and existing networks like Safe Kids. All grant funds will be dedicated to helmet procurement, with no administrative costs requested.	

Project Agency: Baltimore Metropolitan Council	
Project Name: Look Alive with Signal Woman	
Agency Type: Non-profit	**Agency Location/Affected Community:** Local
Program Area: Pedestrian/Bicycle	**Project Number:** GN 26-028
Project Funds / Type: $450,000.00 / IIJA 402	**Eligible Use of Funds:** PS
Will the project be used to meet the requirements of Â§ 1300.41(b)? No	
Countermeasures: Highway Safety Program Guideline No. 14 Pedestrian and Bicycle Safety	
Performance Target: C-10 (Appendix C)	
Project Description: This project supports and expands the Baltimore Metropolitan Region's Look Alive pedestrian and bicycle safety education and media campaign. This campaign, featuring "Signal Woman," aims to provide educational outreach for pedestrians, bicyclists, and drivers to raise awareness of the rules that protect the most vulnerable road users. The FY 2026 campaign will help educate drivers, pedestrians, and cyclists and reduce the number of crashes, injuries, and fatalities.	

Project Agency: Bicycle Advocates for Annapolis & Anne Arundel County	
Project Name: Helmets and Lights for Bike Riders	
Agency Type: Non-profit	**Agency Location/Affected Community:** Statewide
Program Area: Pedestrian/Bicycle	**Project Number:** GN 26-011
Project Funds / Type: $16,176.50 / Bikeways	**Eligible Use of Funds:** CAPP
Will the project be used to meet the requirements of Â§ 1300.41(b)? No	
Countermeasures: Highway Safety Program Guideline No. 14 Pedestrian and Bicycle Safety	
Performance Target: C-11 (Appendix C)	
Project Description: BikeAAA will enhance its Wheels of Hope program by providing safety equipment—including helmets, bike lights, and bilingual safety cards—to at-risk riders throughout Anne Arundel County. Working with local partners, volunteers refurbish and distribute bikes to adults and children in need, supporting safe transportation, healthy living, and community reintegration. The organization will expand outreach through bike rodeos, safety parks, and donation events, ensuring each participant receives properly fitted gear and educational materials. FY 2026 funding will help meet rising demand and reinforce bike safety among the region's most vulnerable populations.	

Project Agency: Bikemore	
Project Name: Families For Safe Streets Baltimore	
Agency Type: Non-profit	**Agency Location/Affected Community:** Local
Program Area: Pedestrian/Bicycle	**Project Number:** GN 26-205
Project Funds / Type: $1,000.00 / IIJA 402; $39,360.00 / SIIJA 402	**Eligible Use of Funds:** CP, PS
Will the project be used to meet the requirements of Â§ 1300.41(b)? No	
Countermeasures: Countermeasures that Work 11th Edition – Promote Bicycle Helmets with Education	
Performance Target: All performance measures	
Project Description: BikeMore will establish a Baltimore chapter of Families for Safe Streets to elevate the voices of crash victims and their families in the fight for safer streets. The chapter will organize and empower those personally affected by traffic violence to advocate for proven, data-driven solutions using the Safe System approach. With support from BikeMore, members will receive training in storytelling, grassroots organizing, and campaign strategy to influence local and state transportation policies. FY 2026 funding will support the launch and coordination of the chapter, helping build a sustained, community-led movement to prevent future tragedies.	

Project Agency: BYKE Collective	
Project Name: Bike Life for Kids	
Agency Type: Non-profit	**Agency Location/Affected Community:** Statewide
Program Area: Pedestrian/Bicycle	**Project Number:** GN 26-241
Project Funds / Type: $32,032.66 / SMDF (Note: Total includes Indirect Cost)	**Eligible Use of Funds:** MVA
Will the project be used to meet the requirements of Â§ 1300.41(b)? No	
Countermeasures: Highway Safety Program Guideline No. 14 Pedestrian and Bicycle Safety	
Performance Target: C-11 (Appendix C)	
Project Description: BYKE Collective will expand its youth-focused bike safety and education efforts in Baltimore City through school-based programs, mobile bike repair events, and partnerships with local organizations. Targeting youth ages 8–24, the program provides hands-on workshops, group bike rides, and free safety equipment including helmets, lights, and reflective apparel. Youth ambassadors will lead rides and educational sessions, helping normalize safe biking practices and build community ownership of road safety. FY 2026 funding will support program delivery, gear distribution, and broader engagement in neighborhoods with high rates of pedestrian and cyclist injuries.	

Project Agency: Free Bikes 4 Kidz Maryland	
Project Name: Bicycle safety education expansion	
Agency Type: Non-profit	**Agency Location/Affected Community:** Local
Program Area: Pedestrian/Bicycle	**Project Number:** GN 26-114
Project Funds / Type: $6,750.00 / IIJA 402	**Eligible Use of Funds:** CP
Will the project be used to meet the requirements of Â§ 1300.41(b)? No	
Countermeasures: Highway Safety Program Guideline No. 14 Pedestrian and Bicycle Safety	
Performance Target: C-11 (Appendix C)	
Project Description: Free Bikes 4 Kidz Maryland will expand Howard County's bicycle safety education program by launching new training opportunities for high school students and continuing support for elementary schools. In partnership with local schools and Bike HoCo, the initiative will deliver age-appropriate instruction, helmets, and bicycles to students, with a focus on those in need. The expanded program will also allow partners to evaluate and recommend updates to Maryland's Pedestrian and Bicycle Safety Education curriculum. FY 2026 funding will support the purchase of 1,000 helmets and a rotating fleet of bikes to increase student participation and promote safer riding habits.	

Project Agency: Maryland Highway Safety Office	
Project Name: Media for Pedestrian, Bikeway & SMDF Projects	
Agency Type: State Government	**Agency Location/Affected Community:** Statewide
Program Area: Pedestrian/Bicycle	**Project Number:** GN 26-021
Project Funds / Type: $300,000.00 / SMDF	**Eligible Use of Funds:** MVA
Will the project be used to meet the requirements of Â§ 1300.41(b)? No	
Countermeasures: Highway Safety Program Guideline No. 14 Pedestrian and Bicycle Safety	
Performance Target: C-10, C-11 (Appendix C)	
Project Description: The MHSO Pedestrian and Bicycle Safety Program will implement media campaigns, outreach educational activities, and other projects statewide to change behaviors of drivers, pedestrians and bicyclists and reduce the number of traffic collisions involving pedestrians and bicyclists.	

Project Agency: Maryland Institute College of Art	
Project Name: Piloting creative neighborhood interventions to increase safety of all road users on Falls Road	
Agency Type: Higher Education	**Agency Location/Affected Community:** Local
Program Area: Pedestrian/Bicycle	**Project Number:** GN 26-001
Project Funds / Type: $2,572.50 / IIJA 402; $150,312.95 / SIIJA 402 (Note: Total includes Indirect Cost)	**Eligible Use of Funds:** PS
Will the project be used to meet the requirements of Â§ 1300.41(b)? No	
Countermeasures: Highway Safety Program Guideline No. 14 Pedestrian and Bicycle Safety	
Performance Target: C-10, C-11 (Appendix C)	
Project Description: The Maryland Institute College of Art (MICA) will lead a creative safety prototyping initiative along six high-risk sites of the Falls Road Scenic Byway to improve conditions for pedestrians, cyclists, and drivers. Each location presents unique safety challenges, offering opportunities to test interventions like artistic crosswalks, lighting, signage, native plant bump-outs, and community-informed wayfinding. Through research, ideation, prototyping, and testing, MICA will work with local partners and residents to co-develop solutions that reflect the area's cultural and environmental character. This project will serve as a model for replicable, community-driven safety improvements that enhance access, awareness, and livability along one of Baltimore's most historic corridors.	

Project Agency: Metropolitan Washington Council of Governments	
Project Name: Street Smart Pedestrian and Bicycle Safety Program	
Agency Type: Non-profit	**Agency Location/Affected Community:** Statewide
Program Area: Pedestrian/Bicycle	**Project Number:** GN 26-081
Project Funds / Type: $232,273.00 / IIJA 405g NMS (Note: Total includes Indirect Cost)	**Eligible Use of Funds:** BGPE
Will the project be used to meet the requirements of Â§ 1300.41(b)? No	
Countermeasures: Highway Safety Program Guideline No. 14 Pedestrian and Bicycle Safety	
Performance Target: C-10, C-11 (Appendix C)	
Project Description: This project supports the Washington Metropolitan Region's Street Smart pedestrian and bicycle safety education and media campaign by providing its member jurisdictions with advertising, public relations support, and other tools. Jurisdictions then carry out the necessary engineering and enforcement elements.	

Project Agency: Neighborhood Design Center	
Project Name: Made You Look: A Toolkit for Community-led Multimodal Safety Efforts Across Maryland	
Agency Type: Non-profit	**Agency Location/Affected Community:** Statewide
Program Area: Pedestrian/Bicycle	**Project Number:** GN 26-035
Project Funds / Type: $140,573.57 / SMDF (Note: Total includes Indirect Cost)	**Eligible Use of Funds:** MVA
Will the project be used to meet the requirements of Â§ 1300.41(b)? No	
Countermeasures: Highway Safety Program Guideline No. 14 Pedestrian and Bicycle Safety	
Performance Target: C-10, C-11 (Appendix C)	
Project Description: This project will expand the use and impact of the "Made You Look" toolkit by training artists and designers to implement community-led, traffic-calming art in compliance with local and state regulations. The initiative will support new Art in the Right of Way (AROW) pilot projects in Baltimore, Prince George's County, and other Maryland communities by offering technical assistance, building partnerships, and developing funding strategies for at-risk areas. Additional efforts will grow a statewide community of pedestrian and cyclist safety advocates through pop-up events, trainings, and digital outreach. Finally, the project will measure the effectiveness of MYL interventions through data collection and evaluation at 2–4 sites to strengthen the evidence base for creative traffic safety solutions.	

Project Agency: Safe Kids Worldwide	
Project Name: Increasing Safety for Maryland Children	
Agency Type: Non-profit	**Agency Location/Affected Community:** Statewide
Program Area: Pedestrian/Bicycle	**Project Number:** GN 26-254
Project Funds / Type: $45,519.30 / SMDF (Note: Total includes Indirect Cost)	**Eligible Use of Funds:** MVA
Will the project be used to meet the requirements of Â§ 1300.41(b)? No	
Countermeasures: Highway Safety Program Guideline No. 14 Pedestrian and Bicycle Safety	
Performance Target: C-10, C-11 (Appendix C)	
Project Description: This project aims to reduce pedestrian and bicyclist injury risk by delivering data-informed safety education and infrastructure enhancements in high-risk school zones across Baltimore City, Baltimore County, Prince George's, and Montgomery counties. Activities will include child pedestrian and school bus safety education, cycling skills events, Walking School Buses, and the implementation of the "Take Action Against Distraction" campaign in elementary and middle schools. Safe Kids will partner with Safe Routes to School and prioritize areas identified through Maryland's High Priority Corridors and PSAP data, conducting observations before and after interventions. Additionally, the project will support the revitalization or creation of at least one Traffic Safety Garden to provide children with immersive environments to learn safe pedestrian and biking behaviors.	

Project Agency: Talbot Thrive	
Project Name: Enhancing Safety Among Talbot County Children Through a Rolling Rodeo Initiative	
Agency Type: Non-profit	**Agency Location/Affected Community:** Local
Program Area: Pedestrian/Bicycle	**Project Number:** GN 26-174
Project Funds / Type: $1,600.00 / IIJA 402; $19,906.25 / SIIJA 402	**Eligible Use of Funds:** CP, PS
Will the project be used to meet the requirements of § 1300.41(b)? No	
Countermeasures: Countermeasures that Work 11th Edition – Promote Bicycle Helmet with Education	
Performance Target: C-11 (Appendix C)	
Project Description: To improve bike and pedestrian safety among elementary-aged children, Talbot Thrive will host five Rolling Rodeo events in Talbot County, targeting 4th and 5th graders in partnership with local schools and community organizations. These interactive events will teach essential bike handling skills, promote helmet use, and offer free safety gear to reduce barriers for underserved youth. By fostering safe cycling habits, increasing physical activity, and raising safety awareness, the program will reach up to 500 children while building community support for active transportation. Partnering with Pedal Power Kids, each event will be professionally facilitated to ensure high-quality instruction and measurable safety outcomes.	

Project Agency: University of Maryland College Park	
Project Name: University of Maryland Traffic Education for Rider and Pedestrian Safety (TERPS)	
Agency Type: Higher Education	**Agency Location/Affected Community:** Local
Program Area: Pedestrian/Bicycle	**Project Number:** GN 26-210
Project Funds / Type: $9,607.85 / SIIJA 402 (Note: Total includes Indirect Cost)	**Eligible Use of Funds:** PS
Will the project be used to meet the requirements of § 1300.41(b)? No	
Countermeasures: Highway Safety Program Guideline No. 4 Driver Education	
Performance Target: C-10, C-11 (Appendix C)	
Project Description: The University of Maryland will enhance campus traffic safety by updating its mandatory micromobility training with new video modules on bike lanes, intersection navigation, light rail safety, and multimodal commuting. These updates respond to evolving campus infrastructure and aim to reduce crashes involving bikes, e-scooters, and pedestrians. In addition, UMD's Department of Transportation Services (DOTS) will distribute bike helmets as incentives to increase student participation in campus safety events like Bike Week and Safety Month. By combining digital education with engaging in-person outreach, UMD seeks to improve compliance, awareness, and safe riding behavior among students.	

Project Agency: Washington Area Bicyclist Association	
Project Name: Bike Maryland Helmet and Light Giveaway	
Agency Type: Non-profit	**Agency Location/Affected Community:** Statewide
Program Area: Special Projects	**Project Number:** GN 26-050
Project Funds / Type: $11,954.25 / SMDF, $18,906.00 / Bikeways / CAPP (Note: Total includes Indirect Cost)	**Eligible Use of Funds:** MVA, CAPP
Will the project be used to meet the requirements of § 1300.41(b)? No	
Countermeasures: Highway Safety Program Guideline No. 14 Pedestrian and Bicycle Safety	
Performance Target: C-11 (Appendix C)	
Project Description: The Washington Area Bicyclist Association (WABA), in partnership with Bike Maryland, will distribute free bicycle helmets and light sets across the state to promote safer cycling and increase compliance with Maryland laws. With support from the Maryland Highway Safety Office, the project will include outreach events, helmet fittings, and educational activities in counties such as Prince George's and Montgomery. A dedicated staff member will manage logistics, reporting, and coordination between partner organizations, while a public request form will allow Maryland-based groups to order free equipment. This initiative aims to eliminate barriers to essential safety gear and expand bike safety education to diverse communities across the state.	

Project Agency: Washington Area Bicyclist Association	
Project Name: WABA Vision Zero Youth Leadership Institute	
Agency Type: Non-profit	Agency Location/Affected Community: Statewide
Program Area: Pedestrian/Bicycle	Project Number: GN 26-236
Project Funds / Type: $123,906.77 / SMDF (Note: Total includes Indirect Cost)	Eligible Use of Funds: MVA
Will the project be used to meet the requirements of Â§ 1300.41(b)? No	
Countermeasures: Countermeasures that Work 11th Edition – Safe Routes to School – three stars	
Performance Target: C-10, C-11 (Appendix C)	
Project Description: WABA will build on its successful Vision Zero Youth Leadership Institute by recruiting 10 high school students from across Prince George's County to develop leadership skills and advance community-driven transportation safety initiatives. Through training, in-school events, and community engagement activities, students will learn about infrastructure, equity, and Vision Zero goals, and will create a Youth Vision Zero Toolkit and share data-informed recommendations with decision-makers. The program will culminate in a countywide Youth Vision Zero Summit and allow students to lead projects such as bike rodeos, walk audits, and awareness campaigns. This initiative will empower a new generation of youth leaders to champion safe, sustainable, and equitable transportation solutions in their communities.	

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

Project Agency: Various (see below)	
Project Name: Various (see below)	
Agency Type: State and Local Law Enforcement Agencies	Agency Location/Affected Community: Statewide
Program Area: Pedestrian and Bicyclist Safety	Project Number: Various (see below)
Project Funds / Type: See below	Eligible Use of Funds: See below
Will the project be used to meet the requirements of Â§ 1300.41(b)? No	
Countermeasures: Highway Safety Program Guideline No. 15 Traffic Enforcement Service	
Performance Target: C-10; C-11 (Appendix C)	
Project Description: HVE for pedestrian and bicyclist safety.	

Agency	Grant Number	Program Area	Obligated Amount	Funding Code	Eligible Use
Aberdeen Police Department	LE 26-008	Pedestrian/Bicycle	$498.75	SIIJA 402	MVA
City of Bowie	LE 26-068	Pedestrian/Bicycle	$1,500.00	SIIJA 402	MVA
Baltimore County Police Department	LE 26-072	Pedestrian/Bicycle	$35,000.00	SIIJA 402	MVA
Anne Arundel County Police Department	LE 26-103	Pedestrian/Bicycle	$8,000.00	SIIJA 402	MVA
Harford County Sheriff's Office	LE 26-117	Pedestrian/Bicycle	$5,000.00	SIIJA 402	MVA
Havre de Grace Police Department	LE 26-120	Pedestrian/Bicycle	$700.00	IIJA 402	MVA
Bel Air Police Department	LE 26-126	Pedestrian/Bicycle	$1,953.62	SIIJA 402	MVA
Howard County Department of Police	LE 26-134	Pedestrian/Bicycle	$7,500.00	SIIJA 402	MVA
Carroll County Sheriff's Office	LE 26-138	Pedestrian/Bicycle	$2,500.00	SIIJA 402	MVA
Mount Airy Police Department	LE 26-172	Pedestrian/Bicycle	$1,000.00	IIJA 402	MVA
Charles County Sheriff's Office	LE 26-195	Pedestrian/Bicycle	$10,050.00	IIJA 402	MVA
Riverdale Park Police Department	LE 26-199	Pedestrian/Bicycle	$1,000.00	SIIJA 402	MVA
Princess Anne Police Department	LE 26-202	Pedestrian/Bicycle	$1,984.71	SIIJA 402	MVA
University of Maryland Department of Public Safety	LE 26-212	Pedestrian/Bicycle	$3,000.00	SIIJA 402	MVA
Calvert County Sheriff's Office	LE 26-223	Pedestrian/Bicycle	$3,000.00	SIIJA 402	MVA

Agency	Grant Number	Program Area	Obligated Amount	Funding Code	Eligible Use
Prince George's County Police Department	LE 26-230	Pedestrian/Bicycle	$15,000.00	SIIJA 402	MVA
Maryland State Police - Statewide	LE 26-251	Pedestrian/Bicycle	$12,000.00	IIJA 402	MVA
Baltimore City Police Department	LE 26-257	Pedestrian/Bicycle	$4,950.00	SIIJA 402	MVA
Maryland Capitol Police	LE 26-259	Pedestrian/Bicycle	$500.00	SIIJA 402	MVA
Ocean City Police Department	LE 26-264	Pedestrian/Bicycle	$25,999.98	IIJA 402	MVA

Traffic Safety Information System Improvement Program

Action Plan

Project Agency: Crash Center for Research and Education (CORE)	
Project Name: Epidemiologic Support for Traffic Safety Research	
Agency Type: Non-profit	**Agency Location/Affected Community:** Statewide
Program Area: Special Projects	**Project Number:** GN 26-153
Project Funds / Type: $79,690.13 / IIJA 405c TR Data (Note: Total includes Indirect Cost)	**Eligible Use of Funds:** M3DA
Will the project be used to meet the requirements of Â§ 1300.41(b)? No	
Countermeasures: Highway Safety Program Uniform Guideline No. 10 Traffic Records	
Performance Target: All performance targets	
Project Description: Crash Core will provide epidemiological research and analysis support to the Maryland Highway Safety Office to strengthen data-driven decision-making. The team will collaborate with MHSO, the MVA Traffic Safety Analyst, Washington College, and other partners to develop research questions, identify data sources, and design effective study approaches. Support will include interpreting findings and communicating results to inform safety strategies and public messaging. This work will help MHSO track progress, uncover safety challenges, and enhance the impact of Maryland's highway safety initiatives.	

Project Agency: Washington College	
Project Name: Traffic Safety Geospatial Analysis and Applications	
Agency Type: Higher Education	**Agency Location/Affected Community:** Statewide
Program Area: Traffic Records	**Project Number:** GN 26-106
Project Funds / Type: $358,249.77 / IIJA 405c TR Data (Note: Total includes Indirect Cost)	**Eligible Use of Funds:** M3DA
Will the project be used to meet the requirements of Â§ 1300.41(b)? No	
Countermeasures: Highway Safety Program Uniform Guideline No. 10 Traffic Records	
Performance Target: All performance targets	
Project Description: This project will focus on strategies that will improve the ability to use data-driven analysis to reduce crashes and deaths on Maryland roads. This project also includes attendance at conferences to promote highway safety projects and practices in Maryland and provides training sessions, presentations, webinars, and technical support to MHSO staff, LEA partners, EA teams, etc. on all products/services provided by Washington College, in addition to GIS techniques and processes for traffic safety related datasets. The web application Traffic Safety Portal will be maintained and updated. This project, in conjunction with the University of Maryland Baltimore, NSC, will provide administrative support for MHSO's Traffic Records Program.	

NHTSA defines Traffic Records performance measures as tools for measuring data quality and establishing goals for data improvement. NHTSA has established the following six characteristics of quality traffic records: Timeliness, Accuracy, Completeness, Uniformity, Integration, and Accessibility. The Maryland Highway Safety Office uses a data-driven process to determine funding allocations that help to improve data quality.

Project Agency: Maryland Highway Safety Office (Staffing: Traffic Records Program Manager)

Program Area: Traffic Records
Project Funds / Type: 405C

Countermeasures: Support for safety program areas that cite NHTSA Countermeasures That Work (2023, 11th Edition) in the Annual Grant Application.

SHSP Strategies:
- Use the collection, analysis and evaluation of data on all roads in Maryland to identify distracted driving safety issues, target audiences and locations of concern, as well as support the improvement of the data quality (timeliness, accuracy, completeness, uniformity, accessibility, integration).
- Use the collection, analysis and evaluation of data on all roads in Maryland to identify impaired by alcohol and drugged driving emphasis area safety issues, target audiences and locations of concern, as well as support the improvement of data quality (timeliness, accuracy, completeness, uniformity, accessibility, integration) of impaired driving related data.
- Use the collection, analysis and evaluation of data on all roads in Maryland to identify occupant protection (OP) safety issues, target audiences and locations of concern, as well as support the improvement of the data quality (timeliness, accuracy, completeness, uniformity, accessibility, and integration).
- Use the collection, analysis and evaluation of data on all roads in Maryland to identify pedestrian and bicycle safety issues, target audiences and locations of concern, as well as support the improvement of the data quality (timeliness, accuracy, completeness, uniformity, accessibility, and integration).
- Use the collection, analysis and evaluation of data on all roads in Maryland to identify speed and aggressive driving related issues, target audiences and locations of concern, as well as support the improvement of the data quality (timeliness, accuracy, completeness, uniformity, accessibility, integration).

TRSP Strategies:
- Prioritize strategic plan responsibilities using annual timelines.
- Catalog and publish data release policies and/or data sharing agreements from all partners with traffic records data, specifically identifying rules that allow intra- and inter-agency access, and public access.
- Review and prioritize federal data element requirements—Model Minimum Uniform Crash Criteria Guideline (MMUCC), National Emergency Medical Services (EMS) Information System (NEMSIS), and Model Inventory of Roadway Elements (MIRE)—to enhance State traffic records data improvement systems.
- Institutionalize the evaluation of TRCC responsibilities:
  - Monitor annual progress of the TRCC strategic plan.
  - Track agency policy decisions that impact the State's traffic records system.
  - Document progress through Council Meeting agendas/minutes.
- Improve performance measure monitoring and oversight at the TRCC. Assign responsibility to performance measure owners for reporting to the membership at each meeting.
- Establish regular quality control reporting and enhance the review of technical and training needs of traffic records system end users, expanding to a wider range of stakeholders and end-user needs.
- Ensure the annual addenda to the five-year plan are robust and detailed enough to meet the federal grant reporting requirements and provide the State with the necessary oversight and monitoring of its traffic records systems progress.
- Improve performance measures contained within the Strategic Plan by adding meaningful goals and baselines in addition to establishing quarterly monitoring at the TRCC.

Assessment Recommendation:
- Strengthen the TRCC's abilities for strategic planning that reflect best practices identified in the Traffic Records Program Assessment Advisory.

Project Description: Funds are used to staff one full-time position at the Maryland Highway Safety Office to be the Statewide Traffic Records Coordinator.

Project Agency: Crash Center for Research and Education (CORE)

Program Area: Traffic Records
Project Funds / Type: 405C

Countermeasures: Support for safety program areas that cite NHTSA Countermeasures That Work (2023, 11th Edition) in the Annual Grant Application.

SHSP Strategies:

- Use the collection, analysis and evaluation of data on all roads in Maryland to identify distracted driving safety issues, target audiences and locations of concern, as well as support the improvement of the data quality (timeliness, accuracy, completeness, uniformity, accessibility, integration).
- Use the collection, analysis and evaluation of data on all roads in Maryland to identify impaired by alcohol and drugged driving emphasis area safety issues, target audiences and locations of concern, as well as support the improvement of data quality (timeliness, accuracy, completeness, uniformity, accessibility, integration) of impaired driving related data.
- Use the collection, analysis and evaluation of data on all roads in Maryland to identify occupant protection (OP) safety issues, target audiences and locations of concern, as well as support the improvement of the data quality (timeliness, accuracy, completeness, uniformity, accessibility, and integration).
- Use the collection, analysis and evaluation of data on all roads in Maryland to identify pedestrian and bicycle safety issues, target audiences and locations of concern, as well as support the improvement of the data quality (timeliness, accuracy, completeness, uniformity, accessibility, and integration).
- Use the collection, analysis and evaluation of data on all roads in Maryland to identify speed and aggressive driving related issues, target audiences and locations of concern, as well as support the improvement of the data quality (timeliness, accuracy, completeness, uniformity, accessibility, integration).

TRSP Strategies:
- Provide ongoing access to traffic records data and analytic resources for problem identification, priority setting, and program evaluation with analytical partner support.
- Integrate data from traffic records component systems to satisfy specific analytical inquires.
- Provide timely access to data analyses and interpretation upon request.
- Make outputs from state data linkage systems available to state and local decision-makers to influence data-driven policy and reform.
- Make outputs from state data linkage systems available to the general public.
- Make integrated data outputs from data linkage systems available for research abiding by data security agreements.
- Provide training sessions, presentations, webinars, and technical support to partners on all products and services provided by analysis resources (e.g., grant-funded university- or college-based analysts) in addition to GIS techniques and processes for traffic safety related datasets.
- Develop improved data visualization tools used to access the crash data.

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

Project Description: Epidemiologic Support for Traffic Safety Research

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Project Agency: Maryland Department of State Police (MDSP)

Program Area: Traffic Records
Project Funds / Type: SEDC

Countermeasures: Support for safety program areas that cite NHTSA Countermeasures That Work (2023, 11th Edition) in the Annual Grant Application.

SHSP Strategies:
- Use the collection, analysis and evaluation of data on all roads in Maryland to identify distracted driving safety issues, target audiences and locations of concern, as well as support the improvement of the data quality (timeliness, accuracy, completeness, uniformity, accessibility, integration).
- Use the collection, analysis and evaluation of data on all roads in Maryland to identify impaired by alcohol and drugged driving emphasis area safety issues, target audiences and locations of concern, as well as support the improvement of data quality (timeliness, accuracy, completeness, uniformity, accessibility, integration) of impaired driving related data.
- Use the collection, analysis and evaluation of data on all roads in Maryland to identify occupant protection (OP) safety issues, target audiences and locations of concern, as well as support the improvement of the data quality (timeliness, accuracy, completeness, uniformity, accessibility, and integration).

- Use the collection, analysis and evaluation of data on all roads in Maryland to identify pedestrian and bicycle safety issues, target audiences and locations of concern, as well as support the improvement of the data quality (timeliness, accuracy, completeness, uniformity, accessibility, and integration).
- Use the collection, analysis and evaluation of data on all roads in Maryland to identify speed and aggressive driving related issues, target audiences and locations of concern, as well as support the improvement of the data quality (timeliness, accuracy, completeness, uniformity, accessibility, integration).

TRSP Strategies:
- Provide a narrative description of the process by which the Model Minimum Uniform Crash Criteria Guideline (MMUCC) was used to identify what crash data elements and attributes are included in the crash database and police crash report.
- Develop and release documentation on changes made to the Automated Crash Reporting System (ACRS) and related databases based on the latest MMUCC recommendations, and MSP and TRCC input.
- Convert reporting systems and reports to account for changes in fields, codes, and definitions in ACRS.
- Develop and maintain a data dictionary that includes American National Standards Institute (ANSI) D-16 and ANSI D-20 definitions, which include rules of use, rules exceptions, and identify those data elements that are populated through linkages to other traffic records system components.
- Develop and maintain a comprehensive data quality management protocol to monitor collection, submission, processing, posting, and maintenance of crash data.
- Define and provide a list of data elements for property-damage-only (PDO) crash submission criteria for the statewide crash system and implement a short-form crash report for minor PDO crashes
- Define and provide a list of data elements that are populated in the crash system through linkages to other traffic records system components (e.g., the driver file, the vehicle file, the roadway inventory, or Statewide mapping system). (MMUCC mapping).
- Develop crash data system performance measures and monitor at least annually.
- Provide feedback to law enforcement agencies regarding incomplete and inaccurate data submitted through ACRS.
- Develop a comprehensive crash data reporting training program with an emphasis on crash data completeness and accuracy.
- Improve the interface between the crash and roadway data systems, ensuring MSP and law enforcement agencies have the most up-to-date roadway files from MDOT SHA.
- Establish policy and procedures for the timely submission of crash reports from local law enforcement agencies to MSP through the ACRS system.
- Incorporate federal agency crash reports into the state system (e.g., National Park Police).
- Link crash data with EMS records to help integrate crash with Trauma Registry, Hospital, and Vital Records.
- Develop improved data visualization tools used to access the crash data.

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

Project Description: 2026 SEDC Project

Project Agency: Washington College GIS Program

Program Area: Traffic Records
Project Funds / Type: 405C

Countermeasures: Support for safety program areas that cite NHTSA Countermeasures That Work (2023, 11th Edition) in the Annual Grant Application.

SHSP Strategy:
- Use the collection, analysis, and evaluation of data on all roads in Maryland to identify distracted driving safety issues, target audiences and locations of concern, as well as support the improvement of the data quality (timeliness, accuracy, completeness, uniformity, accessibility, integration).
- Use the collection, analysis, and evaluation of data on all roads in Maryland to identify impaired by alcohol and drugged driving emphasis area safety issues, target audiences and locations of concern, as well as support the improvement of data quality (timeliness, accuracy, completeness, uniformity, accessibility, integration) of impaired driving related data.
- Use the collection, analysis, and evaluation of data on all roads in Maryland to identify occupant protection (OP) safety issues, target audiences and locations of concern, as well as

support the improvement of the data quality (timeliness, accuracy, completeness, uniformity, accessibility, and integration).
- Use the collection, analysis, and evaluation of data on all roads in Maryland to identify pedestrian and bicycle safety issues, target audiences and locations of concern, as well as support the improvement of the data quality (timeliness, accuracy, completeness, uniformity, accessibility, and integration).
- Use the collection, analysis, and evaluation of data on all roads in Maryland to identify speed and aggressive driving related issues, target audiences and locations of concern, as well as support the improvement of the data quality (timeliness, accuracy, completeness, uniformity, accessibility, integration).

TRSP Strategies:
- Provide ongoing access to traffic records data and analytic resources for problem identification, priority setting, and program evaluation with analytical partner support.
- Integrate data from traffic records component systems to satisfy specific analytical inquires.
- Provide timely access to data analyses and interpretation upon request.
- Make outputs from state data linkage systems available to state and local decision-makers to influence data-driven policy and reform.
- Make outputs from state data linkage systems available to the general public.
- Make integrated data outputs from data linkage systems available for research abiding by data security agreements.
- Provide training sessions, presentations, webinars, and technical support to partners on all products and services provided by analysis resources (e.g., grant-funded university- or college-based analysts) in addition to GIS techniques and processes for traffic safety related datasets.
- Develop improved data visualization tools used to access the crash data.

Assessment Recommendations:
1. Improve the data quality control program for the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.
2. Improve the data quality control program for the Citation and Adjudication systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.
3. Improve the interfaces with the Citation and Adjudication systems that reflect best practices identified in the Traffic Records Program Assessment Advisory.

Project Description: Traffic Safety Geospatial Analysis and Applications

Police Traffic Service Program

Action Plan

Police traffic services projects funded for FFY 2026 are listed below:

Project Agency: Baltimore County Police Dept - Crash Recon	
Project Name: Crash Reconstruction	
Agency Type: Local Government	**Agency Location/Affected Community:** Statewide
Program Area: Special Projects	**Project Number:** GN 26-086
Project Funds / Type: $32,000.00 / IIJA 402 / PT, $26,225.00 / IIJA 402 / AI	**Eligible Use of Funds:** PT, AIBY
Will the project be used to meet the requirements of Â§ 1300.41(b)? No	
Countermeasures: Highway Safety Program Guideline No. 15 Traffic Enforcement Services	
Performance Target: All performance targets	
Project Description: This project supports training to Maryland's Crash Reconstructionist personnel throughout the state by Maryland's Crash Reconstruction Committee. The program provides students with updates in this technology-driven field of crash reconstructions and ensures courses are highly specialized and effective.	

Project Agency: Chesapeake Region Safety Council	
Project Name: Chesapeake Region Safety Council Law Enforcement Liaisons	
Agency Type: Non-profit	**Agency Location/Affected Community:** Statewide
Program Area: Special Projects	**Project Number:** GN 26-043
Project Funds / Type: $374,701.99 / IIJA 402 (Note: Total includes Indirect Cost)	**Eligible Use of Funds:** PT
Will the project be used to meet the requirements of § 1300.41(b)? No	
Countermeasures: Law Enforcement Services Section support a wide variety of traffic safety	
Performance Target: All performance targets	
Project Description: This project will support the Maryland Highway Safety Office's Law Enforcement Services Section. The section coordinates directly with the office's largest group of grantees--law enforcement. The law enforcement community across Maryland is a critical component of the state's strategy regarding highway safety. This project will support the hiring of four Law Enforcement Liaisons (LELs). The LELs will ensure active engagement and collaboration between the MHSO and the local law enforcement community. They will oversee the MHSO's law enforcement grants (approx. 90 grants) and projects, promote and coordinate participation in the MHSO's high visibility enforcement waves, recruit, coordinate, and deliver training. It will also be the LEL's responsibility to ensure alignment of law enforcement priorities within Maryland's Strategic Highway Safety Plan.	

Project Agency: Wor-Wic Community College	
Project Name: Training Traffic Programs	
Agency Type: Higher Education	**Agency Location/Affected Community:** Statewide
Program Area: Special Projects	**Project Number:** GN 26-012
Project Funds / Type: $3,200.00 / IIJA 402 / PT, $8,550.00 / IIJA 402 / CP	**Eligible Use of Funds:** PT, CP
Will the project be used to meet the requirements of § 1300.41(b)? No	
Countermeasures: Highway Safety Program Guideline No. 15 Traffic Enforcement Services	
Performance Target: All performance targets	
Project Description: This project provides law enforcement training (ARIDE, Radar Speed Measurement, NHTSA Instructor Development, and Collision Reconstruction) for law enforcement officials on the Eastern Shore who are unable to travel to trainings offered elsewhere.	

Program Support

Action Plan

Program support projects funded for FFY 2025 are listed below:

Project Agency: Baltimore Metropolitan Council	
Project Name: Local SHSP Development	
Agency Type: Non-profit	**Agency Location/Affected Community:** Local
Program Area: Special Projects	**Project Number:** GN 26-083
Project Funds / Type: $148,245.84 / IIJA 402 / CP, $400.00 / IIJA 402 / AL	**Eligible Use of Funds:** CP, AL
Will the project be used to meet the requirements of § 1300.41(b)? No	
Countermeasures: This grant supports a wide variety of traffic safety countermeasures.	
Performance Target: All performance targets	
Project Description: This project supports a full-time safety planner position at the Baltimore Metropolitan Council to assist jurisdictions in developing, updating, and implementing Strategic Highway Safety Plans. The position provides expert guidance, evaluation support, and coordination with the State's safety goals, including integration of the Safe System Approach. In FY 2026, the planner will support safety planning activities across all jurisdictions in the region, will expand into areas of Maryland's Eastern Shore, and help expand outreach through crash data tools and community engagement. This effort strengthens local and regional capacity to reduce roadway crashes, injuries, and fatalities.	

Project Agency: Baltimore Pike Volunteer Fire Company	
Project Name: Rescue Equipment	
Agency Type: Non-profit	**Agency Location/Affected Community:** Local
Program Area: Special Projects	**Project Number:** GN 26-284
Project Funds / Type: $54,000.00 / IIJA 402	**Eligible Use of Funds:** CP
Will the project be used to meet the requirements of Â§ 1300.41(b)? No	
Countermeasures: Highway Safety Program Guideline No. 11 Emergency Medical Services	
Performance Target: All performance targets	
Project Description: This project will fund the purchase of a Hurst tool, commonly known as the "Jaws of Life," to enhance the department's ability to respond quickly to traumatic emergencies. The tool is critical for timely vehicle extrication, allowing first responders to act within the vital "Golden Hour" and improve patient outcomes. Currently reliant on neighboring agencies, the department faces delays that can jeopardize lives during time-sensitive rescues. Acquiring this equipment will ensure faster, independent response capabilities and strengthen emergency readiness in the community. This project will also include community education, featuring equipment demonstrations and the delivery of information on how to avoid traffic collisions.	

Project Agency: DRIVE SMART Virginia	
Project Name: Pre-School Traffic Patrol	
Agency Type: Non-profit	**Agency Location/Affected Community:** Statewide
Program Area: Pedestrian/Bicycle	**Project Number:** GN 26-133
Project Funds / Type: $25,537.58 / IIJA 402 / CP, $23,322.00 /IIJA 402 / PS (Note: Total includes Indirect Cost)	**Eligible Use of Funds:** CP, PS
Will the project be used to meet the requirements of Â§ 1300.41(b)? No	
Countermeasures: Highway Safety Program Guideline No. 14 Pedestrian and Bicycle Safety	
Performance Target: C-4, C-10, C-11 (Appendix C)	
Project Description: DRIVE SMART will launch the Preschool Traffic Patrol program to introduce foundational traffic safety education to children ages 5 and under in early childhood settings and at community events. The program includes a mobile "safety town" that simulates real-world traffic environments using mock streets, signs, and safety equipment. Lessons will cover key topics like pedestrian safety, passenger behavior, street signs, and navigating neighborhoods, while also engaging caregivers through take-home resources and child passenger safety support. By focusing on high-risk jurisdictions and fostering early awareness, this initiative builds long-term safety habits for Maryland's youngest road users.	

Project Agency: Good Will Volunteer Fire Department	
Project Name: GWFD Crash Response Project	
Agency Type: Non-profit	**Agency Location/Affected Community:** Local
Program Area: Special Projects	**Project Number:** GN 26-269
Project Funds / Type: $43,833.81 / IIJA 402	**Eligible Use of Funds:** CP
Will the project be used to meet the requirements of Â§ 1300.41(b)? No	
Countermeasures: Highway Safety Program Guideline No. 11 Emergency Medical Services	
Performance Target: All performance targets	
Project Description: Good Will Volunteer Fire Department is seeking to replace outdated extrication tools with modern, battery-powered equipment to improve crash response capabilities in challenging terrain. The portable tools will allow for faster, more effective extrications on remote roadways both within their jurisdiction and across Western Maryland. First responders from GWFD and neighboring departments will be trained in their use to ensure safe and efficient deployment. The equipment will also be featured in public safety events and educational demonstrations to raise awareness about roadway safety and Maryland's traffic fatality prevention efforts.	

Project Agency: Maryland Chiefs of Police	
Project Name: MCPA Special Project Conferences & Trainings	
Agency Type: Non-profit	**Agency Location/Affected Community:** Statewide
Program Area: Special Projects	**Project Number:** GN 26-049
Project Funds / Type: $10,350.00 / SIIJA 402 / CP, $97,520.00 / SIIJA 402 / AL (Note: Total includes Indirect Cost)	**Eligible Use of Funds:** CP, AL
Will the project be used to meet the requirements of Â§ 1300.41(b)? No	
Countermeasures: Highway Safety Program Guideline No. 15 Traffic Enforcement Services	
Performance Target: All performance targets	
Project Description: The Maryland Chiefs of Police Annual Training Conference held in September 2025, is the start of bridging the gap of training needs. The top-level executives are offered a variety of educational sessions, including information on the state's Vision Zero goal. Training sessions are planned to help educate the executives on traffic safety issues, new and emerging trends, countermeasures, and the goals of the SHSP. Leading Effective Traffic Enforcement Programs (LETEP) training is also scheduled to take place in March 2026. This grant also supports Maryland's Traffic Safety Specialist Program, Annual Governor's Highway Safety Association Conference attendance, Highway Safety Training for Patrol Supervisors, the annual DUI Conference, and DRE Conference.	

Project Agency: Maryland Highway Safety Office	
Project Name: MHSO Staffing Grant 1	
Agency Type: State Government	**Agency Location/Affected Community:** Statewide
Program Area: MHSO Staffing 1	**Project Number:** GN 26-159
Project Funds / Type: $235,415.90 /IIJA 405d AL / FDLIDC, $153,812.67 / IIJA 402 / CP, $214,002.27 / IIJA 405e DD / B8APE, $92,053.77 / IIJA 405b OP / M1PE, $95,585.39 / IIJA 402 / PT, $245,296.57 / IIJA 405c TR Data; $45,887.50 / SIIJA 405c TR Data / M3DA	**Eligible Use of Funds:** CP, FDLIDC, B8APE, M1PE, PT, M3DA
Will the project be used to meet the requirements of Â§ 1300.41(b)? No	
Countermeasures: MHSO Staffing grants support a wide variety of traffic safety countermeasures.	
Performance Target: All performance targets	
Project Description: This grant provides the mechanism to pay the salaries and benefits of the MHSO staff and be reimbursed by NHTSA for federal expenditures.	

Project Agency: Maryland Highway Safety Office	
Project Name: MHSO Staffing Grant 2	
Agency Type: State Government	**Agency Location/Affected Community:** Statewide
Program Area: MHSO Staffing 2	**Project Number:** GN 26-160
Project Funds / Type: $139,262.71 / IIJA 402 / CP, $225,740.48 / IIJA 405d AL / FDLIDC, $150,516.40 / IIJA 405g NMS; $29,468.49 / SIIJA 405g NMS / BGPE	**Eligible Use of Funds:** CP, FDLIDC, BGPE
Will the project be used to meet the requirements of Â§ 1300.41(b)? No	
Countermeasures: MHSO Staffing grants support a wide variety of traffic safety countermeasures.	
Performance Target: All performance targets	
Project Description: This grant provides the mechanism to pay the salaries and benefits of the MHSO staff and be reimbursed by NHTSA for federal expenditures.	

Project Agency: Maryland Highway Safety Office	
Project Name: MHSO Staffing Grant 3	
Agency Type: State Government	**Agency Location/Affected Community:** Statewide
Program Area: MHSO Staffing 3	**Project Number:** GN 26-161
Project Funds / Type: $261,080.20 / SMDF / MVA, $406,802.00 / STATE / ST	**Eligible Use of Funds:** MVA, ST
Will the project be used to meet the requirements of Â§ 1300.41(b)? No	
Countermeasures: MHSO Staffing grants support a wide variety of traffic safety countermeasures.	
Performance Target: All performance targets	
Project Description: This grant provides the mechanism needed to allow MVA to pay the salaries and benefits of the MHSO staff and be reimbursed by NHTSA for federal expenditures.	

Project Agency: Maryland Highway Safety Office	
Project Name: MHSO Planning and Administration	
Agency Type: State Government	**Agency Location/Affected Community:** Statewide
Program Area: Planning & Administration	**Project Number:** GN 26-162
Project Funds / Type: $79,502.87 / IIJA 402	**Eligible Use of Funds:** CP, PA
Will the project be used to meet the requirements of Â§ 1300.41(b)? No	
Countermeasures: MHSO Staffing grants support a wide variety of traffic safety countermeasures.	
Performance Target: All performance targets	
Project Description: This grant provides a mechanism to track payments for everyday Planning and Administration costs such as travel, printing and supplies. By tracking these expenses in this grant, these funds are captured for MHSO reporting purposes with our other federal funds.	

Project Agency: Maryland Highway Safety Office	
Project Name: MHSO GPS Grant System	
Agency Type: State Government	**Agency Location/Affected Community:** Statewide
Program Area: Grant Management System (GPS)	**Project Number:** GN 26-283
Project Funds / Type: $525.00 / SIIJA 402 / PA, $77,996.70 / IIJA 405d AL / FDL*TR,FDLPEM, $78,628.00 / SIIJA 402 / CP, $77,471.69 / IIJA 405b OP / M1OP, $75,000.00 / IIJA 405c TR Data / B3SA	**Eligible Use of Funds:** PA, FDL*TR,FDLPEM, CP, M1OP, B3SA
Will the project be used to meet the requirements of Â§ 1300.41(b)? No	
Countermeasures: GPS supports a wide variety of traffic safety countermeasures.	
Performance Target: All performance targets	
Project Description: This grant will allow the Maryland Highway Safety office to track payments on the contract with 4NP Inc. for the application developers to continue to work on building out and doing the maintenance and support on the grants management system. This includes design, programming, testing, implementation, and troubleshooting. This project will also support the development of a traffic crash dashboard to improve data analysis and accessibility, enabling agencies to identify trends, allocate resources effectively, and develop evidence-based safety countermeasures.	

Project Agency: Maryland Highway Safety Office	
Project Name: MHSO Media & Internal Projects	
Agency Type: State Government	**Agency Location/Affected Community:** Statewide
Program Area: Communications	**Project Number:** GN 26-019
Project Funds / Type: $510,000.00 / IIJA 402 / CP/PM, $200,000.00 / IIJA 405e DD / B8APE, ($151,318.41 / IIJA 402; $300,000.00 / IIJA 405b OP / B1CPS_US / M1CPS / M1OP / PM), $400,000.00 / IIJA 402 / PM / SC, $200,000.00 / IIJA 402; $48,379.65 / IIJA 405f MC; $301.94 / SIIJA 405f MC	**Eligible Use of Funds:** CP, PM. B8APE, B1CPS_US, M1CPS, M1OP, SC, M11MA, MC
Will the project be used to meet the requirements of Â§ 1300.41(b)? No	
Countermeasures: This grant supports a wide variety of traffic safety countermeasures.	
Performance Target: All performance targets	
Project Description: This grant will support and facilitate projects within the Maryland Highway Safety Office's Communications Section to support new and on-going campaigns including the following: - Overarching umbrella campaign - continuing to create new collateral and keep the campaign up to date - Distracted driving campaign - Occupant protection safety campaign - Child Passenger Safety - promote use of child safety seats and prevent heatstroke/leaving of children in vehicles - Speed campaign - Motorcycle awareness campaign - ZeroDeathsMD.gov website - Continue upgrades to website and development of dashboards - Teen driver safety - promote safety among teen drivers with collateral garnered specifically toward teens. The motorcycle awareness campaign will be directed toward drivers to look twice for motorcyclists, specifically in Prince George's, Anne Arundel, Baltimore Counties, and Baltimore City.	

Project Agency: Maryland Highway Safety Office	
Project Name: Outreach Events	
Agency Type: State Government	**Agency Location/Affected Community:** Statewide
Program Area: Special Projects	**Project Number:** GN 26-288
Project Funds / Type: $10,000 / SMDF	**Eligible Use of Funds:** MVA
Will the project be used to meet the requirements of Â§ 1300.41(b)? No	
Countermeasures: Highway Safety Program Guideline No. 4 Driver Education	
Performance Target: All performance targets	
Project Description: Pay for registration for outreach events and purchase supplies for outreach.	

Project Agency: Maryland Highway Safety Office	
Project Name: Work Zone Safety	
Agency Type: State Government	**Agency Location/Affected Community:** Statewide
Program Area: Work Zone Safety	**Project Number:** GN 26-023
Project Funds / Type: $625,000.00 / IIJA 402	**Eligible Use of Funds:** CP, PM
Will the project be used to meet the requirements of Â§ 1300.41(b)? No	
Countermeasures: Countermeasures: Highway Safety Program Guideline No. 4 Driver Education	
Performance Target: All performance targets	
Project Description: This grant will support and facilitate projects within the Maryland Highway Safety Office's Communications Section for continued support of the Work Zone Safety Campaign. This covers the areas of pedestrian safety, impaired driving prevention, distracted driving behaviors and speeding. This will also encompass Slow Down, Move Over in temporary work zones.	

Project Agency: Maryland Soybean Board	
Project Name: Slow Moving Vehicle Awareness Program	
Agency Type: Non-profit	**Agency Location/Affected Community:** Statewide
Program Area: Special Projects	**Project Number:** GN 26-225
Project Funds / Type: $118,450.00 / IIJA 402	**Eligible Use of Funds:** CP
Will the project be used to meet the requirements of § 1300.41(b)? No	
Countermeasures: Highway Safety Program Guideline No. 4 Driver Education	
Performance Target: C-6 (Appendix C)	
Project Description: The Maryland Soybean Board will continue its Find Me Driving campaign to raise awareness among Maryland motorists about how to safely share the road with slow-moving vehicles (SMVs) like farm equipment, construction vehicles, and horse-drawn carriages. Using the campaign mascot SAM—Slow down, Assess your surroundings, and Move with caution—the effort combines educational content, engaging social media, digital and TV advertising, and targeted media outreach. With support from agriculture and transportation partners, the campaign delivers practical driving tips and promotes safe behavior during high-risk periods like harvest season. By increasing public understanding of SMVs and rural road dynamics, Find Me Driving aims to reduce crashes and save lives across Maryland's commuter and rural roadways.	

Project Agency: MDOT - The Secretary's Office	
Project Name: Maryland Operation Lifesaver Public Engagement Enhancement	
Agency Type: State Government	**Agency Location/Affected Community:** Statewide
Program Area: Special Projects	**Project Number:** GN 26-007
Project Funds / Type: $5,000.00 / SMDF	**Eligible Use of Funds:** MVA
Will the project be used to meet the requirements of § 1300.41(b)? No	
Countermeasures: Countermeasures: Highway Safety Program Guideline No. 4 Driver Education	
Performance Target: C-1, C-2 (Appendix C)	
Project Description: Maryland Operation Lifesaver (MD OLI) will expand its outreach capacity by creating two public engagement kits for volunteers to use at highway-rail grade crossing safety events statewide. Each kit will include display materials, tents, and transport supplies to create welcoming, educational booths that promote lifesaving messages about train and crossing safety. By reducing logistical barriers and enabling participation in simultaneous events, MD OLI anticipates increasing its annual event presence from 8 to over 15 statewide. These materials will help volunteers engage the public with critical information on emergency notification systems, crossing signage, and how to safely navigate train tracks as drivers and pedestrians.	

Project Agency: MML PEA Committee 2024/2025	
Project Name: 2026 MML/PEA	
Agency Type: Local Government	**Agency Location/Affected Community:** Statewide
Program Area: Special Projects	**Project Number:** GN 26-078
Project Funds / Type: $9,000.00 / SIIJA 402	**Eligible Use of Funds:** CP
Will the project be used to meet the requirements of § 1300.41(b)? No	
Countermeasures: ML supports a wide variety of traffic safety countermeasures	
Performance Target: All performance targets	
Project Description: The Maryland Municipal League Police Executive Association Training Conference, held in April, is the start of bridging the gap in traffic safety training needs for law enforcement. MML-PEA has partnered with MHSO to promote the state's goal of "Zero Deaths," with top-level executives being offered a variety of educational sessions. One 90-minute plenary training session, along with a lunch speaker, is planned to help educate the executives on new and emerging traffic safety issues, countermeasures, and the goals of the "Zero Deaths" campaign.	

Project Agency: Washington College	
Project Name: Police Decision-Making Processes and Discretion in Traffic Stops	
Agency Type: Higher Education	**Agency Location/Affected Community:** Statewide
Program Area: Special Projects	**Project Number:** GN 26-107
Project Funds / Type: $44,368.80 / IIJA 1906 (Note: Total includes Indirect Cost)	**Eligible Use of Funds:** F1906CMD
Will the project be used to meet the requirements of Â§ 1300.41(b)? No	
Countermeasures: Highway Safety Program Uniform Guideline No. 15 Traffic Records	
Performance Target: All performance targets	
Project Description: This project proposes four strategic actions to enhance traffic safety and enforcement: improving public and officer education, contextualizing traffic stop data, expanding law enforcement outreach, and supporting officer well-being. The team will gather and analyze feedback from both law enforcement and the public to develop more effective messaging, training, and community engagement strategies. They will also work with GIS experts to analyze traffic stop data more accurately and help policymakers better understand its limitations. Throughout FY26, findings will inform the development of improved public education campaigns, officer trainings, and policy recommendations aimed at increasing fairness, safety, and trust on Maryland roadways.	

Preventing Roadside Deaths

Problem Identification

Preventing roadside deaths is related to Maryland's Move Over Laws, with the first law protecting emergency responders such as police, fire, and ambulance in effect starting October 1, 2010; then expanded to include tow trucks starting October 1, 2014; and finally expanded to any stopped, standing, or parked vehicle displaying warning signals since October 1, 2022. As shown below, the number of fatalities and serious injuries resulting from these crashes has remained fairly constant over the past several years. While our ultimate goal is zero, we have applied a similar methodology as used for the other performance metrics, which demonstrates modest decreases over the next several years. By definition, these crashes occur at random locations throughout the state and require a comprehensive approach to be successful. With the recent strengthening of Maryland's "Move Over" law, additional enforcement efforts, and increased media campaigns, Maryland's goal is to raise driver awareness of the proper actions to take when approaching and passing all vehicles stopped along the roadway.

Performance Measures and Targets

A new performance measure was created to align with Preventing Roadside Deaths which can be found in Appendix C.

		BASE YEARS (Historical Data)					
		2018 **2014- 2018**	**2019** **2015- 2019**	**2020** **2016- 2020**	**2021** **2017- 2021**	**2022** **2018- 2022**	**2023** **2019- 2023**
Roadside Deaths (Move Over) Fatalities Reduce roadside death/move over fatalities 13 percent from 3.2 (2019-2023) to 2.8 (2024-2028 target) by December 31, 2026.	State	6	1	0	4	5	2
	5-Year Avg.	2.8	3	3	3	3.2	2.4
Roadside Injury (Move Over) Serious Injuries Reduce roadside injury/move over serious injuries 5 percent from 11.8 (2019-2023) to 11.2 (2024-2028 target) by December 31, 2026.	State	19	13	15	10	6	15
	5-Year Avg.	15.0	13.4	14.2	13.8	12.6	11.8

Action Plan

Project Agency: Eastern Garrett Vol Fire & Rescue Dept.	
Project Name: Haas Safety Cloud	
Agency Type: Non-profit	**Agency Location/Affected Community:** Local
Program Area: Distracted Driving	**Project Number:** GN 26-281
Project Funds / Type: $6,384.00 / IIJA 402	**Eligible Use of Funds:** DD
Will the project be used to meet the requirements of Â§ 1300.41(b)? No	
Countermeasures: Highway Safety Program Guideline No. 11 Emergency Medical Services	
Performance Target: Roadside Deaths (Move Over) Fatalities	
Project Description: This project will equip frontline emergency response vehicles with the HAAS Alert system to send real-time warnings to approaching drivers. The system delivers audible alerts and visual messages via in-vehicle radios and smartphones, notifying motorists of nearby or approaching emergency activity. By increasing driver awareness, technology helps reduce the risk of secondary crashes and mass casualty incidents at emergency scenes. Deployment will improve safety not only for the department's personnel but also for neighboring jurisdictions sharing roadways. This project will also include community education, featuring equipment demonstrations and the delivery of information on how to avoid traffic collisions.	

Project Agency: Longmeadow Volunteer Fire Company Inc	
Project Name: HAAS Alert notifies drivers to slow down and move over	
Agency Type: Non-profit	**Agency Location/Affected Community:** Local
Program Area: Preventing Roadside Deaths	**Project Number:** GN 26-079
Project Funds / Type: $4,193.00 / IIJA 402	**Eligible Use of Funds:** CP
Will the project be used to meet the requirements of Â§ 1300.41(b)? No	
Countermeasures: Highway Safety Program Guideline No. 11 Emergency Medical Services	
Performance Target: Roadside Deaths (Move Over) Fatalities	
Project Description: Longmeadow Volunteer Fire Company will equip seven emergency response vehicles with digital alerting technology to notify drivers of roadside incidents and improve compliance with Maryland's Move Over laws. The system sends real-time alerts through navigation apps and in-car dashboards, warning motorists to slow down and move over when first responders are on scene or en route. This technology, part of a U.S. DOT high-priority safety program, has been shown to significantly reduce collision rates and will enhance roadside safety across northern Washington County and nearby regions. A public awareness campaign will accompany the deployment to educate drivers and reinforce safe driving behavior around emergency scenes.	

Project Agency: Maryland Highway Safety Office	
Project Name: Roadway Safety and Move Over	
Agency Type: State Government	**Agency Location/Affected Community:** Statewide
Program Area: Preventing Roadside Deaths	**Project Number:** GN 26-022
Project Funds / Type: $81,425.93 / IIJA 405h PRD; $4,969.12 / SIIJA 405h PRD / M12BPE, $463,604.95 / IIJA 402 / CP / PM	**Eligible Use of Funds:** M12BPE, CP, PM
Will the project be used to meet the requirements of Â§ 1300.41(b)? No	
Countermeasures: High Visibility Enforcement, Countermeasures that Work, 11th Edition, Page 4-31. This countermeasure selection was informed by Highway Safety Program Guideline 21. Roadway Safety, V. Outreach, Target specific areas in which the public needs roadway safety information and develop appropriate public information and education materials on various roadway safety issues.	
Performance Target: Roadside Deaths (Move Over) Fatalities	
Project Description: This grant will support and facilitate projects within the Maryland Highway Safety Office's Communications Section to support new and on-going campaigns for roadside safety and the Move Over law. This public information campaign will run concurrently with Move Over HVE to educate the public regarding the safety of vehicles and individuals stopped at the roadside for the purpose of reducing roadside deaths and injuries.	

Appendices and Attachments

See the attached document