

# 2025 ANNUAL REPORT

Maryland Highway Safety Office



**ZERO DEATHS**  
**MARYLAND**

— Highway Safety Office —

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# ACRONYMS

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

# MARYLAND HIGHWAY SAFETY OFFICE

## Crashes are Preventable

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

## Mission

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

## Organizational Statement

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

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

## Our Organization

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

Dr. Tim Kerns, MHSO Director, reports directly to Administrator Nizer and manages a team of approximately 20 professionals, with the assistance of a Deputy Director. The team includes a Communications and Media Section, a Safety Programs Section, a Law Enforcement Services Section, a Community Engagement Section, and a Finance Section.

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

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

The Law Enforcement Services Section collaborates closely with law enforcement agencies across Maryland to enhance and sustain support for highway safety and to assist in managing law enforcement-related highway safety grants. Managed by a Section Manager, this section includes four grant-funded Law Enforcement Liaisons (LELs) and a Law Enforcement Manager.

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

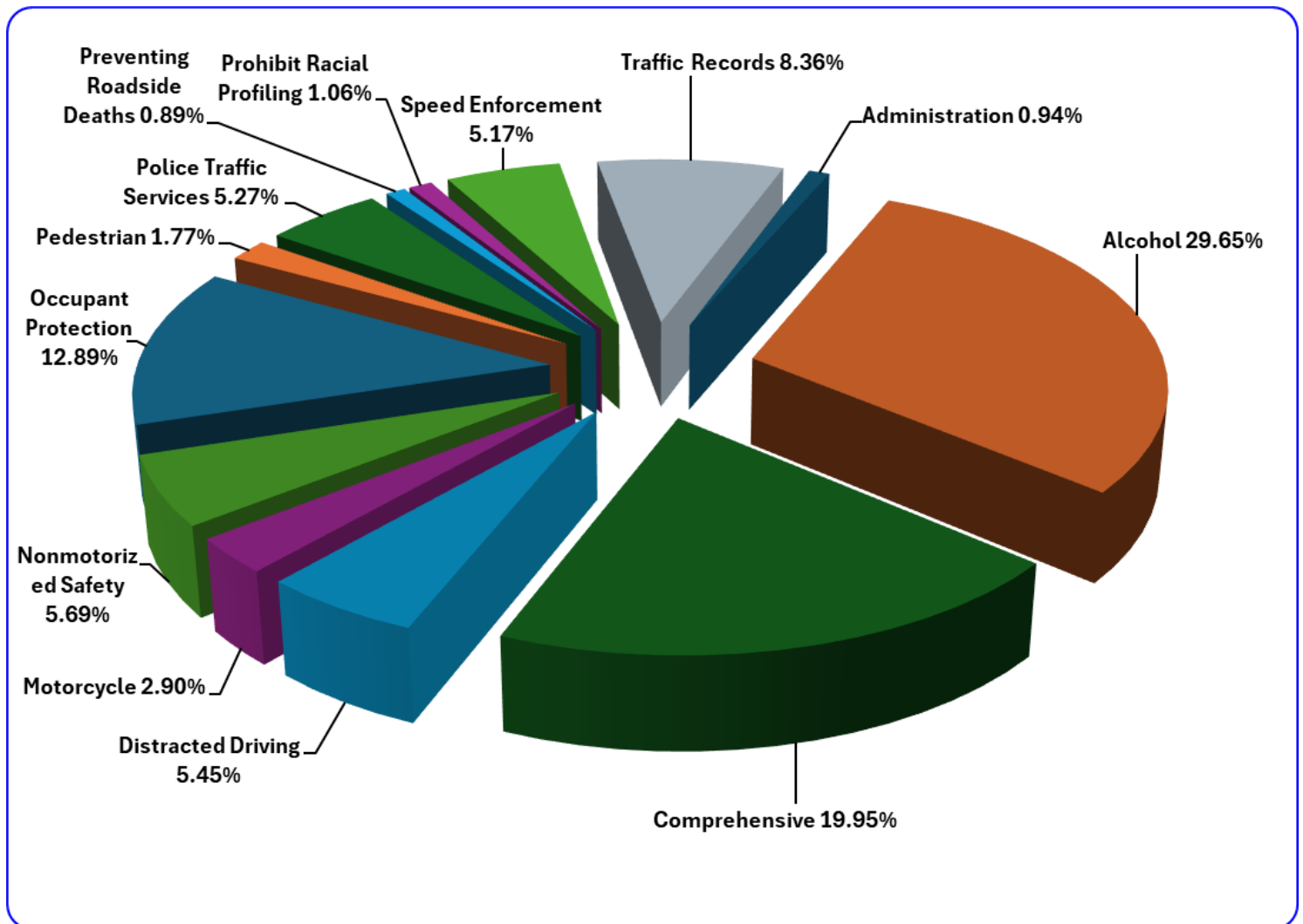
Led by a Finance Section Manager, the Finance Section manages financial operations and grants administration. Through the Grants & Projects for Safety (GPS) E-Grants Management System, all grants are efficiently documented and processed. The section includes a Grant Specialist Supervisor, one Grants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

# FUNDING

The Highway Safety Act of 1966 authorized the first federal highway safety program titled the State and Community Highway Safety Grant Program (Section 402). Since then, Congress has revised national highway safety grant programs many times by reauthorizing legislation and by creating new incentive grants, penalties, and sanctions. Maryland's highway safety program is funded through federal appropriations, and State laws can impact the amount and type of funding the State receives. The Infrastructure Investment and Jobs Act (IIJA) was signed into law on November 15, 2021, to replace the Fixing America's Surface Transportation Act (FAST Act).

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

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



## Non-NHTSA Grant Funded Activities

In FFY 2025, the MHSO secured several supplemental grant awards in addition to its standard NHTSA allocations, enabling the State to advance targeted initiatives that supported Maryland's highway safety goals. Through a \$100,000 grant from the Governors Highway Safety Association (GHSA) and General Motors, the MHSO developed and disseminated a series of professionally produced "Local Heroes" public service announcements focused on distracted driving. The campaign featured EMS personnel, medical professionals, and fire department members from Salisbury, Easton, Cambridge, and Elkton, targeting local audiences. Evaluation results, based on 296 pre-survey and 572 post-survey responses, demonstrated increased recognition of distracted driving as a cause of crashes and stronger recall of safety messaging featuring local first responders, indicating meaningful gains in awareness and engagement.

The MHSO also received a GHSA Lyft Grant to implement a rideshare discount program in Prince George's County, promoting safe transportation alternatives between July 2024 and February 2025. The program targeted community businesses and was amplified through partnerships with Bowie State University (BSU), including campus flyer distribution and outreach through BSU's Alcohol, Tobacco, and Other Drug Program during high-profile events such as Homecoming 2024 and the CIAA Men's and Women's Basketball Tournament. The MHSO further supported the initiative through 15 organic social media posts that generated 6,485 impressions and 163 engagements. Over the course of the grant period, 1,013 discounted rides were redeemed, representing a value of more than \$18,000 and reflecting strong community participation.

Additional support from a GHSA and National Road Safety Foundation Youth Active Transportation Safety Program Grant, totaling approximately \$25,000, allowed the MHSO to expand youth-focused education and engagement around vulnerable road user safety. Grant-funded activities included the development of educational materials, walk audits, and youth bike rodeos designed to promote safe walking and bicycling behaviors. Youth Ambassadors delivered hands-on bicycle safety instruction to students at Northwestern High School and led a safety-focused presentation and neighborhood walk audit exercise with members of the Hyattsville Library Teen Action Group. Across FFY 2025, 445 students participated in program activities and 40 students completed a community survey, reinforcing the program's role in encouraging safe, sustainable transportation choices among youth.

Finally, through the NHTSA Discretionary Safety Grants – State Electronic Data Collection (SEDC) Program, the MHSO received \$13,215,214.36 in federal funding over a five-year period to modernize Maryland's crash data systems. Established under the Infrastructure Investment and Jobs Act, the SEDC program supports enhanced electronic data collection, improved data sharing, and full electronic data transfer to NHTSA. During the first year of implementation, the MHSO, in partnership with the Maryland State Police, achieved two significant milestones: the development and initial configuration of the Public Safety Reporting and Incident Statistics for Maryland (PRISM) Tableau platform, and the deployment of an updated Automated Crash Reporting System (ACRS) date-of-birth validation engine. Together, these improvements strengthened data accuracy, validation, and reporting capabilities, supporting more informed, data-driven highway safety decision-making statewide.

## Grants and Spent Amounts

The following is a list of the MHSO's FFY 2025 grantees' funds obligated and spent:

Agency	Program Area	Total Obligated Amount	State Funds Spent	NHTSA Funds Spent	Total Spent
Aberdeen Police Department	Speed	\$477.38	\$0.00	\$477.38	\$477.38
Aberdeen Police Department	Impaired Driving	\$477.38	\$0.00	\$477.38	\$477.38
Aberdeen Police Department	Pedestrian/Bicycle	\$477.28	\$444.15	\$0.00	\$444.15
Allegany County Sheriff's Office	Speed	\$3,000.15	\$0.00	\$507.72	\$507.72
Allegany County Sheriff's Office	Impaired Driving	\$6,500.00	\$0.00	\$0.00	\$0.00
Allegany County Sheriff's Office	Occupant Protection	\$3,000.00	\$0.00	\$0.00	\$0.00
Anne Arundel County Police Department	Distracted Driving	\$20,000.00	\$0.00	\$17,746.84	\$17,746.84
Anne Arundel County Police Department	Speed	\$16,000.00	\$0.00	\$10,213.07	\$10,213.07
Anne Arundel County Police Department	Impaired Driving	\$20,000.00	\$0.00	\$12,415.38	\$12,415.38
Anne Arundel County Police Department	Pedestrian/Bicycle	\$8,000.00	\$5,015.86	\$0.00	\$5,015.86
Anne Arundel County, Maryland Office of Transportation	Pedestrian/Bicycle	\$27,945.00	\$27,475.18	\$0.00	\$27,475.18
Baltimore City Police Department	Distracted Driving	\$1,500.00	\$0.00	\$260.64	\$260.64
Baltimore City Police Department	Impaired Driving	\$3,000.00	\$0.00	\$376.16	\$376.16
Baltimore City Police Department	Speed	\$1,500.00	\$0.00	\$1,330.80	\$1,330.80
Baltimore City Police Department	Pedestrian/Bicycle	\$5,000.00	\$0.00	\$4,120.96	\$4,120.96
Baltimore County Police Department	Distracted Driving	\$40,000.00	\$0.00	\$30,807.83	\$30,807.83
Baltimore County Police Department	Pedestrian/Bicycle	\$35,000.00	\$21,268.16	\$0.00	\$21,268.16
Baltimore County Police Department	Speed	\$38,000.00	\$0.00	\$35,517.38	\$35,517.38
Baltimore County Police Department	Impaired Driving	\$135,000.00	\$0.00	\$104,021.49	\$104,021.49
Baltimore County Police Department	Pedestrian/Bicycle	\$5,000.00	\$0.00	\$3,957.04	\$3,957.04
Baltimore County Police Dept - Crash Recon	Special Projects	\$26,000.00	\$0.00	\$20,753.33	\$20,753.33
Baltimore Metropolitan Council	Special Projects	\$134,688.86	\$0.00	\$132,195.21	\$132,195.21
Baltimore Metropolitan Council	Pedestrian/Bicycle	\$450,000.00	\$0.00	\$450,000.00	\$450,000.00
Bel Air Police Department	Distracted Driving	\$1,991.36	\$0.00	\$1,491.47	\$1,491.47
Bel Air Police Department	Impaired Driving	\$2,987.04	\$0.00	\$1,219.58	\$1,219.58

Bel Air Police Department	Speed	\$4,978.40	\$0.00	\$659.79	\$659.79
Bel Air Police Department	Pedestrian/Bicycle	\$1,991.36	\$1,354.38	\$0.00	\$1,354.38
Berlin Police Department	Speed	\$1,500.00	\$0.00	\$1,500.00	\$1,500.00
Berlin Police Department	Impaired Driving	\$3,000.00	\$0.00	\$2,659.86	\$2,659.86
Berlin Police Department	Occupant Protection	\$1,500.00	\$0.00	\$1,282.61	\$1,282.61
BYKE Collective	Pedestrian/Bicycle	\$41,525.78	\$35,352.11	\$0.00	\$35,352.11
Calvert Alliance Against Substance Abuse, Inc.	Impaired Driving	\$4,420.00	\$0.00	\$3,954.00	\$3,954.00
Calvert County Sheriff's Office	Speed	\$9,000.00	\$0.00	\$8,963.44	\$8,963.44
Calvert County Sheriff's Office	Impaired Driving	\$15,000.00	\$0.00	\$12,483.57	\$12,483.57
Calvert County Sheriff's Office	Distracted Driving	\$4,000.00	\$0.00	\$3,995.54	\$3,995.54
Calvert County Sheriff's Office	Pedestrian/Bicycle	\$3,000.00	\$2,980.40	\$0.00	\$2,980.40
Caroline County Sheriff's Office	Impaired Driving	\$992.63	\$0.00	\$738.16	\$738.16
Caroline County Sheriff's Office	Speed	\$992.63	\$0.00	\$948.74	\$948.74
Caroline County Sheriff's Office	Occupant Protection	\$992.63	\$0.00	\$848.39	\$848.39
Carroll County Sheriff's Office	Pedestrian/Bicycle	\$2,500.00	\$2,049.81	\$0.00	\$2,049.81
Carroll County Sheriff's Office	Speed	\$7,500.00	\$0.00	\$6,321.60	\$6,321.60
Carroll County Sheriff's Office	Occupant Protection	\$7,500.00	\$0.00	\$6,522.99	\$6,522.99
Carroll County Sheriff's Office	Impaired Driving	\$26,000.00	\$0.00	\$22,119.70	\$22,119.70
Cecil County Sheriff's Office	Distracted Driving	\$2,000.00	\$0.00	\$187.46	\$187.46
Cecil County Sheriff's Office	Impaired Driving	\$3,000.00	\$0.00	\$773.88	\$773.88
Cecil County Sheriff's Office	Speed	\$2,000.00	\$0.00	\$1,175.31	\$1,175.31
Cecil County Sheriff's Office	Pedestrian/Bicycle	\$1,500.00	\$530.66	\$0.00	\$530.66
Charles County Sheriff's Office	Speed	\$13,000.00	\$0.00	\$11,516.62	\$11,516.62
Charles County Sheriff's Office	Distracted Driving	\$5,000.00	\$0.00	\$4,959.74	\$4,959.74
Charles County Sheriff's Office	Impaired Driving	\$31,000.00	\$0.00	\$23,565.22	\$23,565.22
Charles County Sheriff's Office	Pedestrian/Bicycle	\$10,000.00	\$8,251.35	\$0.00	\$8,251.35
Chesapeake Region Safety Council	Distracted Driving	\$11,040.00	\$0.00	\$8,280.00	\$8,280.00
Chesapeake Region Safety Council	Special Projects	\$373,945.67	\$0.00	\$356,710.62	\$356,710.62
Chestertown Police Department	Speed	\$800.00	\$0.00	\$800.00	\$800.00
Chestertown Police Department	Occupant Protection	\$800.00	\$0.00	\$800.00	\$800.00
Chestertown Police Department	Impaired Driving	\$945.00	\$0.00	\$675.00	\$675.00

Children's Safety Village	Pedestrian/Bicycle	\$4,950.00	\$4,950.00	\$0.00	\$4,950.00
City of Bowie	Distracted Driving	\$1,000.00	\$0.00	\$389.16	\$389.16
City of Bowie	Impaired Driving	\$3,500.00	\$0.00	\$2,396.98	\$2,396.98
City of Bowie	Pedestrian/Bicycle	\$1,500.00	\$1,101.98	\$0.00	\$1,101.98
City of Bowie	Speed	\$1,000.00	\$0.00	\$723.75	\$723.75
City of Hyattsville Police Department	Distracted Driving	\$1,500.00	\$0.00	\$341.61	\$341.61
City of Hyattsville Police Department	Impaired Driving	\$3,000.00	\$0.00	\$2,464.17	\$2,464.17
City of Hyattsville Police Department	Pedestrian/Bicycle	\$1,000.00	\$964.64	\$0.00	\$964.64
City of Hyattsville Police Department	Speed	\$1,000.00	\$0.00	\$749.25	\$749.25
Crash Center for Research and Education (CORE)	Occupant Protection	\$28,994.38	\$0.00	\$24,211.22	\$24,211.22
Crash Center for Research and Education (CORE)	Special Projects	\$113,678.00	\$0.00	\$113,674.07	\$113,674.07
Crash Center for Research and Education (CORE)	Motorcycle	\$41,753.32	\$0.00	\$23,033.95	\$23,033.95
Crash Center for Research and Education (CORE)	Special Projects	\$92,604.88	\$0.00	\$54,710.83	\$54,710.83
Crash Center for Research and Education (CORE)	Traffic Records	\$95,228.00	\$0.00	\$95,221.71	\$95,221.71
Crash Center for Research and Education (CORE)	Speed	\$55,391.28	\$0.00	\$55,389.44	\$55,389.44
Denton Police Department	Impaired Driving	\$960.00	\$0.00	\$759.96	\$759.96
Denton Police Department	Speed	\$960.00	\$0.00	\$757.00	\$757.00
Denton Police Department	Occupant Protection	\$960.00	\$0.00	\$669.12	\$669.12
Department of Natural Resources Police	Speed	\$9,500.00	\$0.00	\$8,240.19	\$8,240.19
DRIVE SMART Virginia	Special Projects	\$105,490.27	\$0.00	\$90,869.39	\$90,869.39
Easton Police Department	Speed	\$2,860.00	\$0.00	\$1,288.92	\$1,288.92
Easton Police Department	Impaired Driving	\$7,800.00	\$0.00	\$2,174.48	\$2,174.48
Easton Police Department	Occupant Protection	\$1,560.00	\$0.00	\$198.76	\$198.76
Elkton Police Department	Distracted Driving	\$2,500.00	\$0.00	\$1,380.00	\$1,380.00
Elkton Police Department	Impaired Driving	\$2,500.00	\$0.00	\$1,524.90	\$1,524.90
Elkton Police Department	Speed	\$2,500.00	\$0.00	\$1,354.19	\$1,354.19
Frederick County Sheriff's Office	Occupant Protection	\$6,000.00	\$0.00	\$5,228.08	\$5,228.08
Frederick County Sheriff's Office	Impaired Driving	\$16,000.00	\$0.00	\$14,702.50	\$14,702.50
Frederick County Sheriff's Office	Speed	\$10,000.00	\$0.00	\$9,783.14	\$9,783.14
Frederick Police Department	Impaired Driving	\$18,000.00	\$0.00	\$13,349.15	\$13,349.15
Frederick Police Department	Occupant Protection	\$5,000.00	\$0.00	\$4,902.95	\$4,902.95

Frederick Police Department	Speed	\$12,000.00	\$0.00	\$11,733.08	\$11,733.08
Free Bikes 4 Kidz Maryland	Pedestrian/Bicycle	\$10,637.85	\$10,637.84	\$0.00	\$10,637.84
Frostburg City Police Department	Impaired Driving	\$1,000.00	\$0.00	\$793.73	\$793.73
Frostburg City Police Department	Occupant Protection	\$1,000.00	\$0.00	\$594.93	\$594.93
Frostburg City Police Department	Speed	\$800.00	\$0.00	\$588.58	\$588.58
Fruitland Police Department	Impaired Driving	\$4,966.00	\$0.00	\$4,966.00	\$4,966.00
Fruitland Police Department	Occupant Protection	\$1,995.00	\$0.00	\$1,995.00	\$1,995.00
Fruitland Police Department	Speed	\$1,995.00	\$0.00	\$1,824.00	\$1,824.00
Gaithersburg Police Department	Impaired Driving	\$10,000.00	\$0.00	\$8,257.21	\$8,257.21
Garrett County Liquor Control Board	Impaired Driving	\$15,180.00	\$0.00	\$11,885.46	\$11,885.46
Greenbelt Police Department	Speed	\$1,000.00	\$0.00	\$750.00	\$750.00
Greenbelt Police Department	Impaired Driving	\$3,000.00	\$0.00	\$784.23	\$784.23
Greenbelt Police Department	Distracted Driving	\$3,000.00	\$0.00	\$1,556.90	\$1,556.90
Hampstead Police Department	Impaired Driving	\$1,500.00	\$0.00	\$1,173.63	\$1,173.63
Hampstead Police Department	Occupant Protection	\$800.00	\$0.00	\$727.70	\$727.70
Hampstead Police Department	Speed	\$800.00	\$0.00	\$675.46	\$675.46
Harford County Sheriff's Office	Distracted Driving	\$22,000.00	\$0.00	\$19,052.90	\$19,052.90
Harford County Sheriff's Office	Speed	\$22,000.00	\$0.00	\$20,302.76	\$20,302.76
Harford County Sheriff's Office	Impaired Driving	\$45,000.00	\$0.00	\$32,369.64	\$32,369.64
Havre de Grace Police Department	Distracted Driving	\$1,000.00	\$0.00	\$253.14	\$253.14
Havre de Grace Police Department	Impaired Driving	\$1,000.00	\$0.00	\$311.66	\$311.66
Havre de Grace Police Department	Speed	\$1,500.00	\$0.00	\$612.30	\$612.30
Havre de Grace Police Department	Pedestrian/Bicycle	\$700.00	\$0.00	\$0.00	\$0.00
Howard County Department of Police	Speed	\$20,000.00	\$0.00	\$20,000.00	\$20,000.00
Howard County Department of Police	Impaired Driving	\$35,000.00	\$0.00	\$31,526.22	\$31,526.22
Howard County Department of Police	Distracted Driving	\$14,100.00	\$0.00	\$13,140.67	\$13,140.67
Howard County Department of Police	Pedestrian/Bicycle	\$7,500.00	\$7,500.00	\$0.00	\$7,500.00
Howard County Department of Police	Pedestrian/Bicycle	\$2,500.00	\$0.00	\$1,250.00	\$1,250.00
Johns Hopkins Hospital	Distracted Driving	\$4,361.95	\$0.00	\$4,361.95	\$4,361.95
Kent County Sheriff's Office	Speed	\$1,000.00	\$0.00	\$945.11	\$945.11
Kent County Sheriff's Office	Occupant Protection	\$1,000.00	\$0.00	\$905.88	\$905.88

Kent County Sheriff's Office	Impaired Driving	\$1,000.00	\$0.00	\$500.94	\$500.94
Manchester Police Department	Speed	\$2,000.00	\$0.00	\$1,966.70	\$1,966.70
Manchester Police Department	Impaired Driving	\$2,500.00	\$0.00	\$2,413.33	\$2,413.33
Manchester Police Department	Occupant Protection	\$2,000.00	\$0.00	\$1,816.94	\$1,816.94
Maryland Chiefs of Police	Impaired Driving	\$105,685.00	\$0.00	\$91,219.84	\$91,219.84
Maryland Chiefs of Police	Special Projects	\$203,262.50	\$0.00	\$136,394.98	\$136,394.98
Maryland Department of Health	Occupant Protection	\$389,420.90	\$0.00	\$345,593.29	\$345,593.29
Maryland Highway Safety Office	MHSO Staffing 1	\$1,245,213.89	\$0.00	\$1,112,760.99	\$1,112,760.99
Maryland Highway Safety Office	MHSO Staffing 2	\$555,418.73	\$0.00	\$526,276.40	\$526,276.40
Maryland Highway Safety Office	MHSO Staffing 3	\$680,002.64	\$672,721.82	\$0.00	\$672,721.82
Maryland Highway Safety Office	Planning & Administration	\$79,502.87	\$0.00	\$59,898.42	\$59,898.42
Maryland Highway Safety Office	Work Zone Safety	\$645,000.00	\$0.00	\$589,808.82	\$589,808.82
Maryland Highway Safety Office	Roadside Safety	\$550,000.00	\$0.00	\$523,535.34	\$523,535.34
Maryland Highway Safety Office	Communications	\$1,700,000.00	\$0.00	\$1,290,318.46	\$1,290,318.46
Maryland Highway Safety Office	Communications (DUI)	\$1,230,000.00	\$0.00	\$1,069,294.23	\$1,069,294.23
Maryland Highway Safety Office	Pedestrian/Bicycle	\$414,390.44	\$338,839.03	\$0.00	\$338,839.03
Maryland Highway Safety Office	Grants Mgmt. System (GPS)	\$307,308.80	\$0.00	\$248,815.41	\$248,815.41
Maryland Highway Safety Office	Special Projects	\$20,852.00	\$20,521.30	\$0.00	\$20,521.30
Maryland Highway Safety Office	Special Projects	\$20,000.00	\$18,210.08	\$0.00	\$18,210.08
Maryland Highway Safety Office	Special Projects	\$6,540.26	\$6,336.35	\$0.00	\$6,336.35
Maryland Highway Safety Office	Special Projects	\$1,410.28	\$1,410.28	\$0.00	\$1,410.28
Maryland Highway Safety Office	Special Projects	\$25,703.56	\$14,225.69	\$0.00	\$14,225.69
Maryland Highway Safety Office	Distracted Driving	\$100,000.00	\$49,514.63	\$0.00	\$49,514.63
Maryland Institute for EMS Systems	Occupant Protection	\$94,052.22	\$0.00	\$85,443.61	\$85,443.61
Maryland Sheriffs' Association, Inc.	Impaired Driving	\$25,185.00	\$0.00	\$14,525.97	\$14,525.97
Maryland State Police	Impaired Driving	\$91,400.40	\$0.00	\$45,518.60	\$45,518.60
Maryland State Police - DRE	Impaired Driving	\$240,100.00	\$0.00	\$87,402.26	\$87,402.26
Maryland State Police - Mobile Unit	Impaired Driving	\$72,200.00	\$0.00	\$59,387.38	\$59,387.38
Maryland State Police - SPIDRE	Impaired Driving	\$400,000.00	\$0.00	\$270,073.23	\$270,073.23
Maryland State Police - Statewide	Motorcycle	\$111,042.08	\$0.00	\$47,048.50	\$47,048.50
Maryland State Police - Statewide	Speed	\$89,000.00	\$0.00	\$57,280.74	\$57,280.74

Maryland State Police - Statewide	Distracted Driving	\$58,000.00	\$0.00	\$34,378.06	\$34,378.06
Maryland State Police - Statewide	Impaired Driving	\$248,000.00	\$0.00	\$154,080.05	\$154,080.05
Maryland State Police - Statewide	Pedestrian/Bicycle	\$12,000.00	\$7,143.04	\$0.00	\$7,143.04
Maryland State Police - Statewide	Speed	\$16,000.00	\$0.00	\$13,764.78	\$13,764.78
Maryland State's Attorneys' Association	Impaired Driving	\$231,677.85	\$0.00	\$107,677.24	\$107,677.24
Maryland Transportation Authority Police	Speed	\$25,000.00	\$0.00	\$21,776.54	\$21,776.54
Maryland Transportation Authority Police	Distracted Driving	\$20,000.00	\$0.00	\$11,620.76	\$11,620.76
Maryland Transportation Authority Police	Impaired Driving	\$33,000.00	\$0.00	\$19,302.74	\$19,302.74
Metropolitan Washington Council of Governments	Pedestrian/Bicycle	\$250,000.00	\$0.00	\$250,000.00	\$250,000.00
MML PEA Committee 2024/2025	Special Projects	\$8,000.00	\$0.00	\$7,082.95	\$7,082.95
Montgomery County Circuit Court	Impaired Driving	\$72,435.00	\$0.00	\$37,067.52	\$37,067.52
Montgomery County Maryland	Speed	\$52,000.00	\$0.00	\$52,000.00	\$52,000.00
Montgomery County Maryland	Distracted Driving	\$12,000.00	\$0.00	\$11,073.14	\$11,073.14
Montgomery County Maryland	Impaired Driving	\$95,000.00	\$0.00	\$91,271.19	\$91,271.19
Montgomery County Sheriff's Office	Impaired Driving	\$4,000.00	\$0.00	\$2,485.92	\$2,485.92
Morgan State University	Distracted Driving	\$12,080.00	\$0.00	\$12,080.00	\$12,080.00
Mothers Against Drunk Driving	Impaired Driving	\$66,817.63	\$0.00	\$56,249.82	\$56,249.82
Mount Airy Police Department	Impaired Driving	\$2,000.00	\$0.00	\$1,917.75	\$1,917.75
Mount Airy Police Department	Pedestrian/Bicycle	\$1,000.00	\$691.47	\$0.00	\$691.47
Mount Airy Police Department	Speed	\$1,000.00	\$0.00	\$951.49	\$951.49
Mount Airy Police Department	Occupant Protection	\$1,000.00	\$0.00	\$757.20	\$757.20
Neighborhood Design Center	Pedestrian/Bicycle	\$135,104.76	\$130,428.98	\$0.00	\$130,428.98
Ocean City Police Department	Occupant Protection	\$5,000.00	\$0.00	\$4,959.56	\$4,959.56
Ocean City Police Department	Speed	\$7,000.00	\$0.00	\$6,964.94	\$6,964.94
Ocean City Police Department	Impaired Driving	\$25,000.00	\$0.00	\$25,000.00	\$25,000.00
Ocean City Police Department	Pedestrian/Bicycle	\$20,000.00	\$19,762.86	\$0.00	\$19,762.86
Ocean City Police Department	Pedestrian/Bicycle	\$10,000.00	\$0.00	\$10,000.00	\$10,000.00
Ocean Pines Police Department	Pedestrian/Bicycle	\$4,782.64	\$1,524.88	\$0.00	\$1,524.88
Ocean Pines Police Department	Impaired Driving	\$1,035.00	\$0.00	\$0.00	\$0.00
Ocean Pines Police Department	Speed	\$900.00	\$0.00	\$0.00	\$0.00
Ocean Pines Police Department	Occupant Protection	\$990.00	\$0.00	\$0.00	\$0.00

Prince George's County - Dept of Public Works & Transportation	Pedestrian/Bicycle	\$31,000.00	\$31,000.00	\$0.00	\$31,000.00
Prince George's County Police Department	Speed	\$40,000.00	\$0.00	\$37,757.13	\$37,757.13
Prince George's County Police Department	Distracted Driving	\$30,000.00	\$0.00	\$26,447.18	\$26,447.18
Prince George's County Police Department	Pedestrian/Bicycle	\$20,000.00	\$14,486.22	\$0.00	\$14,486.22
Prince George's County Police Department	Impaired Driving	\$80,000.00	\$0.00	\$54,420.01	\$54,420.01
Princess Anne Police Department	Impaired Driving	\$2,982.00	\$0.00	\$1,892.22	\$1,892.22
Princess Anne Police Department	Occupant Protection	\$1,491.00	\$0.00	\$1,106.07	\$1,106.07
Princess Anne Police Department	Pedestrian/Bicycle	\$1,995.00	\$1,704.94	\$0.00	\$1,704.94
Princess Anne Police Department	Speed	\$1,491.00	\$0.00	\$1,480.88	\$1,480.88
Pulling for Veterans	Motorcycle	\$43,400.00	\$0.00	\$0.00	\$0.00
Queen Anne's County Sheriff's Office	Speed	\$16,000.40	\$0.00	\$16,000.40	\$16,000.40
Queen Anne's County Sheriff's Office	Impaired Driving	\$20,009.00	\$0.00	\$19,239.44	\$19,239.44
Queen Anne's County Sheriff's Office	Occupant Protection	\$6,018.00	\$0.00	\$6,018.00	\$6,018.00
Restaurant Association of Maryland	Impaired Driving	\$51,549.08	\$0.00	\$11,338.08	\$11,338.08
Riverdale Park Police Department	Distracted Driving	\$2,000.00	\$0.00	\$912.27	\$912.27
Riverdale Park Police Department	Impaired Driving	\$3,000.00	\$0.00	\$1,371.97	\$1,371.97
Riverdale Park Police Department	Pedestrian/Bicycle	\$1,000.00	\$847.60	\$0.00	\$847.60
Riverdale Park Police Department	Speed	\$2,000.00	\$0.00	\$1,080.70	\$1,080.70
Salisbury Police Department	Occupant Protection	\$1,000.00	\$0.00	\$474.28	\$474.28
Salisbury Police Department	Speed	\$1,000.00	\$0.00	\$680.27	\$680.27
Salisbury Police Department	Impaired Driving	\$2,000.00	\$0.00	\$1,732.51	\$1,732.51
Salisbury University Police Department	Occupant Protection	\$1,995.84	\$0.00	\$1,907.15	\$1,907.15
Somerset County Sheriff's Office	Impaired Driving	\$3,780.00	\$0.00	\$2,896.25	\$2,896.25
Somerset County Sheriff's Office	Occupant Protection	\$1,420.00	\$0.00	\$1,094.52	\$1,094.52
Somerset County Sheriff's Office	Speed	\$2,300.00	\$0.00	\$2,167.92	\$2,167.92
St. Mary's County Health Department	Impaired Driving	\$13,950.00	\$0.00	\$13,950.00	\$13,950.00
St. Mary's County Sheriff's Office	Speed	\$4,500.00	\$0.00	\$3,011.23	\$3,011.23
St. Mary's County Sheriff's Office	Distracted Driving	\$3,000.00	\$0.00	\$966.60	\$966.60
St. Mary's County Sheriff's Office	Impaired Driving	\$12,000.00	\$0.00	\$9,108.38	\$9,108.38
Sykesville Police Department	Impaired Driving	\$2,000.00	\$0.00	\$1,042.29	\$1,042.29
Sykesville Police Department	Occupant Protection	\$1,500.00	\$0.00	\$1,373.28	\$1,373.28

Sykesville Police Department	Speed	\$1,500.00	\$0.00	\$1,422.57	\$1,422.57
Talbot County Sheriff's Office	Speed	\$2,000.00	\$0.00	\$1,565.96	\$1,565.96
Talbot County Sheriff's Office	Impaired Driving	\$4,000.00	\$0.00	\$2,954.52	\$2,954.52
Talbot County Sheriff's Office	Occupant Protection	\$2,000.00	\$0.00	\$1,259.96	\$1,259.96
Talbot Thrive	Pedestrian/Bicycle	\$16,061.75	\$12,444.38	\$0.00	\$12,444.38
Town of La Plata Police Department	Impaired Driving	\$2,500.00	\$0.00	\$1,452.41	\$1,452.41
Univ. of Baltimore Center for Advancing Prevention Excellence	Impaired Driving	\$134,101.88	\$0.00	\$35,311.78	\$35,311.78
University of Maryland Baltimore, NSC	Traffic Records	\$254,972.14	\$0.00	\$200,623.39	\$200,623.39
University of Maryland Baltimore, NSC	Occupant Protection	\$161,491.38	\$0.00	\$154,040.62	\$154,040.62
University of Maryland Department of Public Safety	Distracted Driving	\$1,500.00	\$0.00	\$500.00	\$500.00
University of Maryland Department of Public Safety	Speed	\$2,500.00	\$0.00	\$1,509.72	\$1,509.72
University of Maryland Department of Public Safety	Impaired Driving	\$9,000.00	\$0.00	\$2,648.06	\$2,648.06
University of Maryland Department of Public Safety	Pedestrian/Bicycle	\$3,000.00	\$1,356.60	\$0.00	\$1,356.60
University of Maryland Medical System Foundation	Distracted Driving	\$34,482.73	\$0.00	\$27,841.86	\$27,841.86
Washington Area Bicyclist Association	Pedestrian/Bicycle	\$143,433.30	\$103,614.83	\$0.00	\$103,614.83
Washington College	Traffic Records	\$341,489.68	\$0.00	\$309,478.43	\$309,478.43
Washington College	Racial Profiling Data Collection	\$81,351.66	\$0.00	\$60,716.61	\$60,716.61
Washington County Sheriff's Office	Speed	\$2,999.00	\$0.00	\$2,639.82	\$2,639.82
Washington County Sheriff's Office	Impaired Driving	\$10,000.00	\$0.00	\$8,438.60	\$8,438.60
Washington County Sheriff's Office	Occupant Protection	\$5,000.00	\$0.00	\$4,685.92	\$4,685.92
Washington Regional Alcohol Program	Impaired Driving	\$250,153.08	\$0.00	\$174,582.90	\$174,582.90
Wicomico County Sheriff's Office	Speed	\$4,980.00	\$0.00	\$4,263.79	\$4,263.79
Wicomico County Sheriff's Office	Occupant Protection	\$1,980.00	\$0.00	\$1,564.16	\$1,564.16
Wicomico County Sheriff's Office	Impaired Driving	\$4,980.00	\$0.00	\$4,078.01	\$4,078.01
Worcester County Health Department	Impaired Driving	\$25,277.55	\$0.00	\$22,558.99	\$22,558.99
Worcester County Sheriff's Office	Occupant Protection	\$1,500.00	\$0.00	\$1,126.88	\$1,126.88
Worcester County Sheriff's Office	Impaired Driving	\$2,000.00	\$0.00	\$1,385.43	\$1,385.43
Worcester County Sheriff's Office	Speed	\$1,500.00	\$0.00	\$0.00	\$0.00
Wor-Wic Community College	Special Projects	\$12,750.00	\$0.00	\$12,750.00	\$12,750.00

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

The following is a list of the MHSO's FFY 2025 grantees, listed by jurisdiction and by emphasis area:

			Speed	Distracted Driving	Impaired Driving	Occupant Protection	Pedestrian and Bicycle Safety	Special Projects
Allegany	Law Enforcement	Allegany County Sheriff's Office	X		X	X		
		Frostburg City Police Department	X		X	X		
Anne Arundel	Law Enforcement	Anne Arundel County Police Department	X	X	X		X	
		Department of Natural Resources Police	X					
	Education and Outreach	Anne Arundel County, Maryland Office of Transportation					X	
Baltimore City	Education and Outreach	Baltimore City Police Department	X	X	X		X	
		Baltimore Metropolitan Council					X	X
		BYKE Collective					X	
		Johns Hopkins Hospital		X				
		Maryland Department of Health				X		
		Maryland Institute for EMS Systems				X		
		Morgan State University		X				
		Neighborhood Design Center					X	
		University of Baltimore Center for Advancing Prevention Excellence				X		
		University of Maryland Baltimore, NSC					X	X
University of Maryland Medical System Foundation		X						

<b>Baltimore</b>	Law Enforcement	Baltimore County Police Department	X	X	X		X	
		Maryland State Police - Mobile Unit			X			
		Maryland State Police - SPIDRE			X			
		Maryland State Police - Statewide	X	X	X		X	
		Maryland Transportation Authority Police	X	X	X			
	Education and Outreach	Baltimore County Police Dept - Crash Recon						X
		Chesapeake Region Safety Council		X				X
		Maryland State Police			X			
		Maryland State Police - DRE			X			
		Maryland State Police - Statewide						X
<b>Calvert</b>	Law Enforcement	Calvert County Sheriff's Office	X	X	X		X	
	Education and Outreach	Calvert Alliance Against Substance Abuse, Inc.			X			
<b>Caroline</b>	Law Enforcement	Caroline County Sheriff's Office	X		X	X		
		Denton Police Department	X		X	X		
<b>Carroll</b>	Law Enforcement	Carroll County Sheriff's Office	X		X	X	X	
		Hampstead Police Department	X		X	X		
		Manchester Police Department	X		X	X		
		Mount Airy Police Department	X		X	X	X	
		Sykesville Police Department	X		X	X		
	Education and Outreach	Maryland Chiefs of Police			X			X
		Maryland Sheriffs' Association, Inc.			X			
<b>Cecil</b>	Law Enforcement	Cecil County Sheriff's Office	X	X	X		X	
		Elkton Police Department	X	X	X			
<b>Charles</b>	Law Enforcement	Charles County Sheriff's Office	X	X	X		X	
		Town of La Plata Police Department			X			

<b>Frederick</b>	Law Enforcement	Frederick County Sheriff's Office	X		X	X			
		Frederick Police Department	X		X	X			
	Education and Outreach	Pulling for Veterans						X	
<b>Garrett</b>	Education and Outreach	Garrett County Liquor Control Board			X				
<b>Harford</b>	Law Enforcement	Aberdeen Police Department	X		X		X		
		Bel Air Police Department	X	X	X		X		
		Harford County Sheriff's Office	X	X	X				
		Havre de Grace Police Department	X	X	X		X		
<b>Howard</b>	Law Enforcement	Howard County Department of Police	X	X	X		X		
	Education and Outreach	Crash Center for Research and Education (CORE)	X				X		X
		Free Bikes 4 Kidz Maryland						X	
		Maryland State's Attorneys' Association				X			
		Mothers Against Drunk Driving				X			
		Restaurant Association of Maryland				X			
<b>Kent</b>	Law Enforcement	Chestertown Police Department	X		X	X			
		Kent County Sheriff's Office	X		X	X			
	Education and Outreach	Washington College						X	
<b>Montgomery</b>	Law Enforcement	Gaithersburg Police Department			X				
		Montgomery County Maryland	X	X	X				
		Montgomery County Sheriff's Office			X				
Education and Outreach	Montgomery County Circuit Court			X					
<b>Out of State</b>	Education and Outreach	DRIVE SMART Virginia						X	
		Metropolitan Washington Council of Governments					X		
		Washington Area Bicyclist Association					X		
		Washington Regional Alcohol Program			X				

Prince George's	Law Enforcement	City of Bowie	X	X	X		X	
		City of Hyattsville Police Department	X	X	X		X	
		Greenbelt Police Department	X	X	X			
		Prince George's County Police Department	X	X	X		X	
		Riverdale Park Police Department	X	X	X		X	
	University of Maryland Department of Public Safety	X	X	X		X		
Education and Outreach	Prince George's County - Department of Public Works and Transportation						X	
Queen Anne's	Law Enforcement	Queen Anne's County Sheriff's Office	X		X	X		
Somerset	Law Enforcement	Princess Anne Police Department	X		X	X	X	
		Somerset County Sheriff's Office	X		X	X		
St. Mary's	Law Enforcement	St. Mary's County Sheriff's Office	X	X	X			
	Education and Outreach	St. Mary's County Health Department			X			
Talbot	Law Enforcement	Easton Police Department	X		X	X		
		Talbot County Sheriff's Office	X		X	X		
	Education and Outreach	Talbot Thrive						X
Washington	Law Enforcement	Washington County Sheriff's Office	X		X	X		
	Education and Outreach	Children's Safety Village						X
Wicomico	Law Enforcement	Fruitland Police Department	X		X	X		
		Salisbury Police Department	X		X	X		
		Salisbury University Police Department				X		
	Wicomico County Sheriff's Office	X		X	X			
Education and Outreach	Wor-Wic Community College						X	

<b>Worcester</b>	Law Enforcement	Berlin Police Department	X		X	X		
		Ocean City Police Department	X		X	X	X	
		Ocean Pines Police Department	X		X	X		
		Worcester County Sheriff's Office	X		X	X		
	Education and Outreach	MML PEA Committee 2024/2025						X
		Ocean Pines Police Department					X	
		Worcester County Health Department			X			

# LEGISLATION

## Cannabis Public Health Advisory Council

In April 2025, Maryland lawmakers passed House Bill 46/Senate Bill 222, which updates the advisory body that provides critical feedback on cannabis-related policies and their impacts across multiple sectors. In addition to experts in health, education, public safety and cannabis, the membership will now include the MVA Administrator or a designee to advise on the impacts of cannabis and impaired driving.

## Drunk Driving – Commercial Driver’s Licenses

In April 2025, Maryland lawmakers passed House Bill 189/Seate Bill 187, requiring the Motor Vehicle Administration (MVA) to disqualify any individual from driving a commercial motor vehicle for a period of one year if the individual, while holding a commercial instructional permit or commercial driver’s license, drives (or attempts to drive) any motor vehicle while the alcohol concentration of the person’s blood or breath is 0.08 or greater.

## Bicycles, Play Vehicles and Unicycles on Sidewalks

In April 2025, Maryland lawmakers passed House Bill 375, a bill that authorizes a person to ride a bicycle, play vehicle, or unicycle on a sidewalk or sidewalk area unless prohibited by local ordinance. When riding a bicycle, play vehicle, or unicycle on a sidewalk or crosswalk, you must yield to pedestrians and users of electric personal assistive mobility devices.

## Automated Enforcement Programs – Privacy Protections

In April 2025, Maryland lawmakers passed House Bill 516/Senate Bill 381, restricting government agencies, including state and local law enforcement, from accessing or using images or data from automated traffic enforcement systems without a warrant, subpoena, or court order, except when used for authorized traffic enforcement purposes.

## Reckless, Negligent and Aggressive Driving

In April 2025, Maryland lawmakers passed House Bill 744/Senate Bill 590, a bill that expands Reckless Driving to include driving a vehicle at a speed of at least 30 miles per hour (mph) above the posted speed limit and expands the list of traffic offenses that constitute aggressive driving. The bill also makes a conviction for Reckless Driving an incarcerable offense and increases the maximum monetary penalties for negligent driving and aggressive driving.

# STRATEGIC HIGHWAY SAFETY PLAN – 2026-2030

In 2025, the state of Maryland took meaningful steps toward developing its next five-year highway safety blueprint—the 2026-2030 Strategic Highway Safety Plan (SHSP). The Plan is framed around the “Safe System” approach and guided by the state’s “Vision Zero” goal of eliminating all roadway fatalities and serious injuries by 2030.

A key new strategy for this plan was the introduction of four publicly hosted engagement sessions located in different regions of the state and offered in a hybrid format (in-person plus virtual). These took place in the Eastern Shore (Talbot County), Southern Maryland (virtual only), Baltimore Metropolitan region (Dundalk), and Western Maryland (Cumberland). The purpose of these sessions was to provide community members across the state with the opportunity to share input on key behavioral driving issues (e.g., impaired driving, distracted driving, speeding, occupant protection, and the safety of pedestrians and bicyclists) and to highlight region-specific perspectives.

The state also convened a large stakeholder meeting/workshop to gather input on strategies from a broad cross-section of practitioners, agency partners, advocacy groups, government agencies, and research organizations. The stakeholder work session helped ensure that the strategy piece was shaped by both data and operational insight from the field.

The 2026-2030 SHSP will continue to track key performance measures: fatalities, fatality rate, serious injuries, serious injury rate, and non-motorized fatalities and serious injuries. For this cycle, targets will be based on the 2020–2024 five-year crash data average, with a linear projection estimating a 30% reduction by 2030.

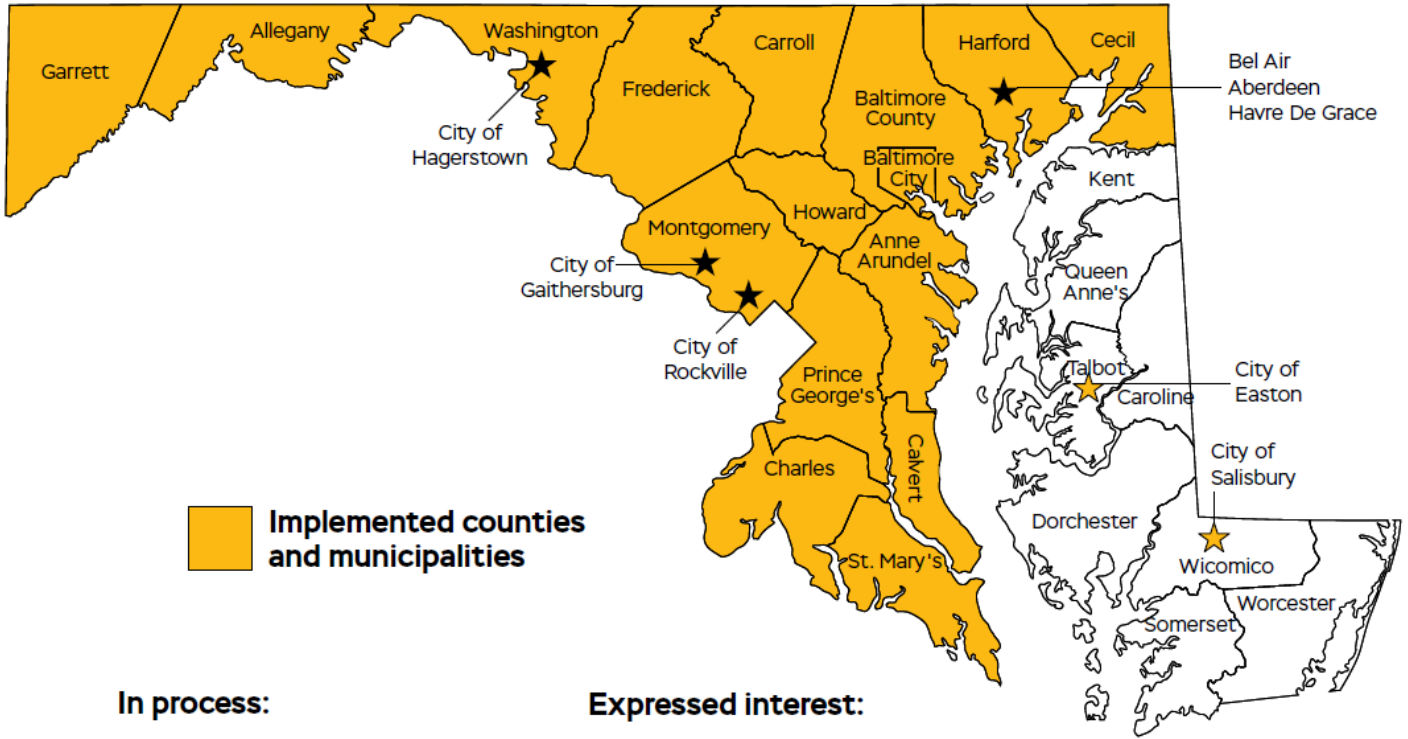
Maryland’s creation of the 2026-2030 SHSP continues to strengthen the collaborative efforts between MDOT business units, allied agencies, and community partners.

## LOCAL STRATEGIC HIGHWAY SAFETY PLANS

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

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

The development of local plans began in 2017, and, as shown on the map below, more than half of Maryland’s jurisdictions have implemented a plan. Numerous other jurisdictions are in the process of developing local plans or have expressed an interest in developing a plan, as shown on the map below.



**In process:**

1. Cambridge
2. City of Annapolis
3. College Park
4. Greenbelt
5. La Plata
6. Perryville
7. Queen Anne's County
8. Rising Sun
9. Takoma Park
10. Worcester County

**Expressed interest:**

1. Brentwood
2. Brunswick
3. City of Frederick
4. Laurel City
5. New Carrollton
6. Pocomoke City
7. Riverdale Park
8. Sykesville
9. Talbot County

As of November 21, 2025

# PERFORMANCE TARGETS

## SHSP Measures

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

Current targets through 2021-2025 are set using an initial baseline five-year average of 2005-2009, updated to include trend changes in 2020-2024.

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

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

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

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

## Maryland Crash Data

In 2024, 582 people were killed—a 6 percent decrease from 2023—in 107,844 police-reported traffic crashes in Maryland, while 42,916 people were injured, and 77,965 crashes involved no apparent injury (“property damage only”). In total, 334 drivers (including 86 motorcycle operators), 173 non-motorists (151 pedestrians “on foot,” 10 bicyclists, and 12 other non-motorist types), and 75 passengers were killed on Maryland roads. The fatality rate for Maryland decreased from a high of 1.13 in 2020 to 0.99 in 2021, with increases in 2022 and 2023 (1.00 and 1.08, respectively), while declining again in 2024 to 1.02; notably, the overall fatality rate has still consistently been lower than the national fatality rates every year since 1992.

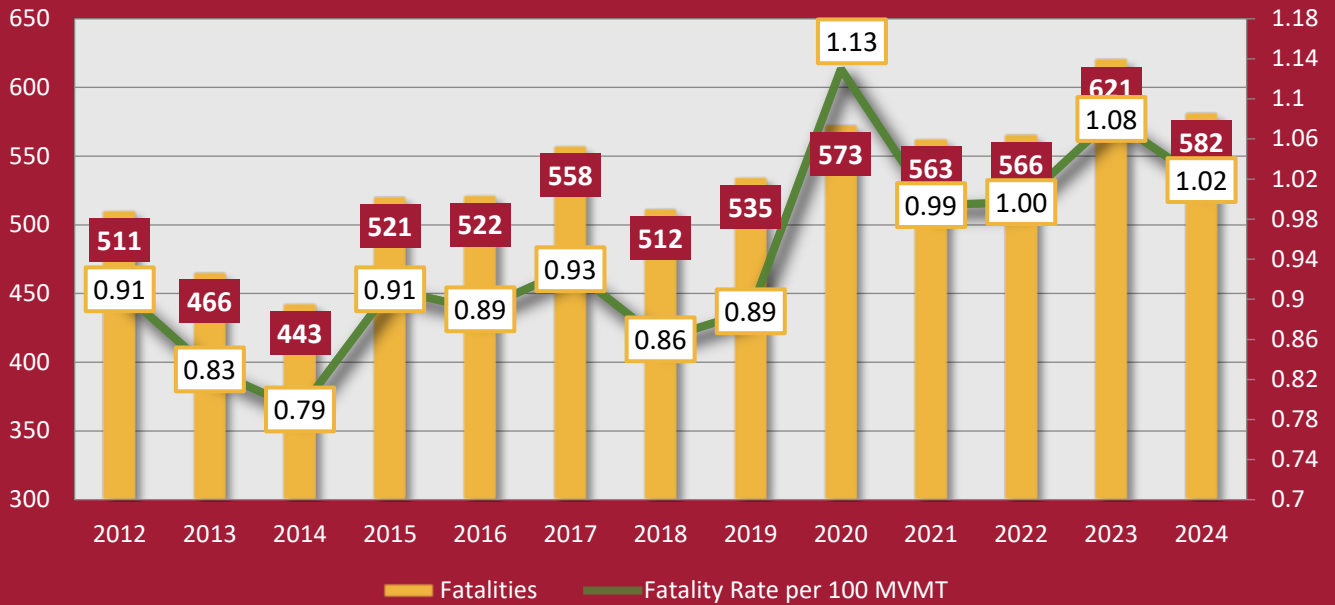
On average, in 2024, one person was killed every 15 hours, 118 people were injured each day (5 injured every hour), and 295 police-reported traffic crashes occurred every day.

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

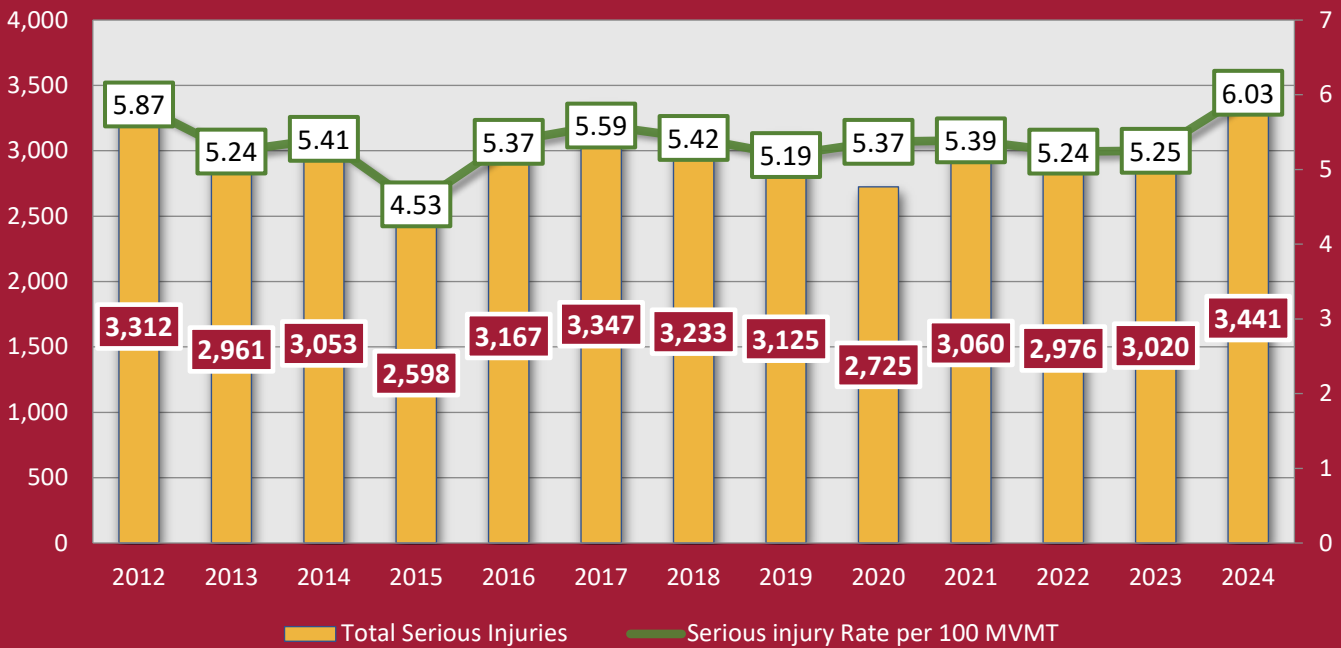
	2020	2021	2022	2023	2024	5 Year AVG.
<b>Fatal Crashes</b>	546	524	534	577	556	547
<b>Injury Crashes</b>	25,360	28,144	28,030	28,580	29,323	27,887
<b>Property Damage Crashes</b>	69,728	80,254	79,921	81,268	77,965	77,827
<b>Total Crashes</b>	95,634	108,922	108,485	110,425	107,844	106,262
<b>Total of All Fatalities</b>	573	563	566	621	582	581
<b>Total Number Injured</b>	36,790	40,860	40,724	41,541	42,916	40,566

*Source: Crash data are obtained from the State Highway Administration (SHA), which maintains a database derived from crash reports submitted to, and processed and approved by, the Maryland State Police (MSP). As of September 29, 2025. Data are subject to change.*

## Maryland Motor Vehicle Crashes Fatalities and Fatality Rate 2012–2024



## Maryland Motor Vehicle Crashes Serious Injuries and Serious Injury Rate 2012–2024



## Assessment of Results in Achieving Performance Targets for FY24 and FY25

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

All targets below are fixed for the 3HSP FFY2024-2026 Crash data sources include data derived from SHA's TANG database, based on reports submitted and processed by the MDSP and FARS as noted below; seat belt use rate obtained from the annual Maryland Observational Surveys of Safety Belt Use (National Study Center); and seat belt citations, DUI arrests, and speeding citations obtained through MHSO's grant management reporting system (GPS).

*Notes: FARS 2023 data are preliminary and will change when Final FARS is released; therefore, all targets are subject to change. \*Due to the change in the Maryland State Police Automated Crash Reporting System (ACRS) in 2024, which has greater alignment with MMUCC 5, some fields and attributes were changed, which affected the trend analyses. For example, a change in how distracted driving crashes are coded resulted in a significant decrease in distracted driving crashes in 2024. This decrease is attributed to officer coding rather than a change in behavior. The targets for distracted driving were met because of this coding change, not because of a reduction in actual distracted driving crashes. Other areas affected include impaired driving, speeding, intersection-related, run-off-the-road (roadway departure), unhelmeted motorcyclists, and roadside. MHSO is currently working on redefining these crash types to account for the coding changes in ACRS '24. New definitions will be created, and performance measures will be updated in the FFY2027-2029 HSP to address these coding changes and their effect on trend analyses, as well as align with the new 2026-2030 SHSP target-setting methodology. Additionally, 'run-off-the-road' is now changed to 'roadway departure', and the definition more precisely aligns with how FHWA defines these crash types.*

FFY2025							FFY2024-2026 Targets		
Performance Measure	Target Period	Target Year(s)	Target Value FFY24 HSP	Data Source/ FFY24 Progress Results	Met FFY24 Target Y/N	On Track to Meet FFY25 Target Y/N/In-Progress	Target Value FFY24 HSP	Target Value FFY25 HSP	Target Value FFY26 HSP
<b>C-1) Total Traffic Fatalities (FARS)</b>	5 year	2022-2026	490.9	2019-2023 FARS ARF 571.2	N	N	490.9	487.9	485.0
<b>C-2) Serious Injuries in Traffic Crashes (State)</b>	5 year	2022-2026	2,146.3	2020-2024 State 3,044.4	N	N	2,146.3	2,047.7	1,953.7
<b>C-3) Fatalities/VMT (FARS)</b>	5 year	2022-2026	0.827	2019-2023 FARS ARF 1.016	N	N	0.827	0.819	0.811
<b>Serious Injury Rate (State)</b>	5 year	2022-2026	3.590	2020-2024 State 5.474	N	N	3.590	3.411	3.242
<b>Non-motorized Fatalities and Serious Injuries (FARS + State)</b>	5 year	2022-2026	597.3	2019-2023 FARS/State 639.4	N	N	597.3	581.1	570.2
<b>C-4) Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions (State)</b>	5 year	2022-2026	89.1	2020-2024 State 129.6	N	N	89.1	86.6	84.2

FFY2025							FFY2024-2026 Targets		
Performance Measure	Target Period	Target Year(s)	Target Value FFY24 HSP	Data Source/ FFY24 Progress Results	Met FFY24 Target Y/N	On Track to Meet FFY25 Target Y/N/In-Progress	Target Value FFY24 HSP	Target Value FFY25 HSP	Target Value FFY26 HSP
<b>C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)</b>	5 year	2022-2026	156.7	2020-2024 Prelim. FARS 184.6	N	N	156.7	153.6	150.5
<b>C-5.5) Impaired (Alcohol and/or Drugs) Driving Fatalities (State)</b>	5 year	2022-2026	143.4	2020-2024 State 149.6	N	N	143.4	141.0	138.6
<b>C-6) Speeding-Related Fatalities (State)</b>	5 year	2022-2026	55.6	2020-2024 State 92.4	N	N	55.6	52.1	48.9
<b>C-7) Motorcyclist Fatalities (State)</b>	5 year	2022-2026	66.4	2020-2024 State 79.0	N	N	66.4	65.9	65.3
<b>C-8) Unhelmeted Motorcyclist Fatalities (State)</b>	5 year	2022-2026	9.8	2020-2024 State 9.0	Y*	Y*	9.8	9.6	9.4
<b>C-9) Drivers Ages 20 or Younger Involved in Fatal Crashes (State)</b>	5 year	2022-2026	32.0	2020-2024 State 58.8	N	N	32.0	30.0	28.2
<b>C-10) Pedestrian Fatalities (State)</b>	5 year	2022-2026	112.4	2020-2024 State 139.0	N	N	112.4	110.2	108.0
<b>C-11) Bicyclist Fatalities (State)</b>	5 year	2022-2026	8.7	2020-2024 State 11.4	N	N	8.7	8.5	8.3
<b>B-1) Observed Seat Belt Use for Passenger Vehicles, Front Seat Outboard Occupants (State Survey)</b>	Annual	2024	94.5%	2024 90.6 2025 93.4	N	Y	94.5%	95.3%	97.1%
<b>Aggressive Driving Fatalities (State)</b>	5 year	2022-2026	29.4	2020-2024 State 54.6	N	N	29.4	28.2	27.0
<b>Aggressive Driving Serious Injuries (State)</b>	5 year	2022-2026	91.0	2020-2024 State 222.4	N	N	91.0	82.1	74.2
<b>Distracted Driving Fatalities (State)</b>	5 year	2022-2026	135.2	2020-2024 State 75.2	Y*	Y*	135.2	129.8	124.6
<b>Distracted Driving Serious Injuries (State)</b>	5 year	2022-2026	869.5	2020-2024 State 628.6	Y*	Y*	869.5	804.3	743.9
<b>Impaired (Alcohol and/or Drugs) Driving Serious Injuries (State)</b>	5 year	2022-2026	299.8	2020-2024 State 442.0	N	N	299.8	284.6	270.2

FFY2025							FFY2024-2026 Targets		
<i>Performance Measure</i>	<i>Target Period</i>	<i>Target Year(s)</i>	<i>Target Value FFY24 HSP</i>	<i>Data Source/ FFY24 Progress Results</i>	<i>Met FFY24 Target Y/N</i>	<i>On Track to Meet FFY25 Target Y/N/In-Progress</i>	<i>Target Value FFY24 HSP</i>	<i>Target Value FFY25 HSP</i>	<i>Target Value FFY26 HSP</i>
<b>Unrestrained Serious Injuries (State)</b>	5 year	2022-2026	304.5	2020-2024 State 400.8	N	N	304.5	297.3	290.2
<b>Pedestrian (01) Serious Injuries (State)</b>	5 year	2022-2026	386.9	2020-2024 State 421.4	N	N	386.9	379.1	371.6
<b>Speed-Related Serious Injuries (State)</b>	5 year	2022-2026	158.1	2020-2024 State 381.4	N	N	158.1	140.6	125.1
<b>Bicyclist Serious Injuries (State)</b>	5 year	2022-2026	65.1	2020-2024 State 80.6	N	N	65.1	64.8	64.4
<b>Motorcyclist Serious Injuries (State)</b>	5 year	2022-2026	247.6	2020-2024 State 335.6	N	N	247.6	243.2	238.8
<b>Mature Driver-Involved Fatalities (State)</b>	5 year	2022-2026	81.7	2020-2024 State 97.8	N	N	81.7	80.1	78.5
<b>Mature Driver-Involved Serious Injuries (State)</b>	5 year	2022-2026	372.6	2020-2024 State 480.4	N	N	372.6	360.5	348.8
<b>Young Driver-Involved Serious Injuries (State)</b>	5 year	2022-2026	197.0	2020-2024 State 405.2	N	N	197.0	178.8	162.2
<b>Run-off-the-Road Fatalities (Roadway Departure*) (State)</b>	5 year	2022-2026	135.2	2021-2023 State 181.8	N	N	135.2	131.8	128.6
<b>Run-off-the-Road Serious Injuries (Roadway Departure*) (State)</b>	5 year	2022-2026	481.4	2021-2023 State 703.8	N	N	481.4	457.4	434.7
<b>Intersection Fatalities (State)</b>	5 year	2022-2026	138.8	2020-2024 State 153.4	N	N	138.8	136.1	133.3
<b>Intersection Serious Injuries (State)</b>	5 year	2022-2026	799.2	2020-2024 State 1,083.2	N	N	799.2	764.1	730.4
<b>Construction/Work Zone Fatalities (State)</b>	5 year	2022-2026	8.3	2020-2024 State 10.0	N	N	8.3	8.1	8.0
<b>Construction/Work Zone Serious Injuries (State)</b>	5 year	2022-2026	27.3	2020-2024 State 46.8	N	N	27.3	25.5	23.9
<b>Roadside Deaths (Move Over) Fatalities (State)</b>	5 year	2022-2026	3.0	2020-2024 State 4.4	N	N	3.0	2.9	2.8

FFY2025							FFY2024-2026 Targets		
Performance Measure	Target Period	Target Year(s)	Target Value FFY24 HSP	Data Source/ FFY24 Progress Results	Met FFY24 Target Y/N	On Track to Meet FFY25 Target Y/N/In-Progress	Target Value FFY24 HSP	Target Value FFY25 HSP	Target Value FFY26 HSP
Roadside (Move Over) Serious Injuries (State)	5 year	2022-2026	11.6	2020-2024 State 16.6	N	N	11.6	11.4	11.2

\*Run-off-the-Road (Roadway Departure): MHSO has been working to redefine RotR crashes and develop a new query for Roadway Departures to replace this performance measure. The transition to fields and attributes in ACRS 2.0 (2024) has presented some challenges in developing crash data definitions that enable multi-year trend analysis. As of the completion of this report, Roadway Departure is still under review; therefore, the most recent year available will remain the five-year average of 2019-2023.

### Grant Funded Enforcement Activity Measures

	Federal Fiscal Year								
	2017	2018	2019	2020	2021	2022	2023	2024	2025
Seat belt citations issued (A-1)	2,580	2,489	3,112	2,160	1,628	1,254	1,278	1,182	1,338
Impaired driving arrests made (A-2)	1,097	1,217	1,139	884	618	1,220	579	474	517
Speeding citations (A-3)	18,529	22,575	16,392	14,519	11,984	10,471	9,125	9,035	9,650

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

	Calendar Year								
	2017	2018	2019	2020	2021	2022	2023	2024	2025*
SPIDRE impaired driving arrests (A-2 Supplement)	386	372	331	340	325	279	324	360	287

\*As of November 1, 2025

<b>Law Enforcement Interactions 2025</b>	<b>Count</b>
Belt Citations	1,138
Cell Citations	1,462
Child Restraint Citations	92
Criminal Arrests	405
DUI Arrests (Alcohol Only)	517
DUI/DUID Arrests (Alcohol & Drugs)	19
DUID Arrests (Drugs Only)	25
Other Citations	21,160
Pedestrian Citations	864
Speed Citations	9,650
Texting Citations	188
Vehicle Contacts	41,740
<b>Total</b>	<b>77,460</b>

Notes:

- FFY2024 Targets: From the 2021-2025 SHSP Methodology, 2022-2026 Target (2024 mid-point).
- FFY2025 Targets: From the 2021-2025 SHSP Methodology, 2023-2027 Target (2025 mid-point).
- FFY2026 Targets: From the 2021-2025 SHSP Methodology, 2024-2028 Target (2026 mid-point).
  - These are the same targets submitted in the 3HSP, i.e., they have not been updated based on a rolling five-year average.
- Fatalities, Fatality Rate, and Non-motorized Fatalities requiring FARS data have targets set based on the 2023 ARF. As of the development of these targets and the Annual Report, NHTSA has not released Final 2023 and 2024 ARF and is not expected to until after the Annual Report is submitted.

## FFY 2025 Performance Target Progress Explanations

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

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

**Impaired Driving Fatalities.** The MHSO will work to implement recommendations from the impaired driving assessment, including addressing the needs of underserved communities in both paid and earned media campaigns, supporting impairment education sessions tailored to employers of high-risk populations, and executing complete and thorough toxicologist examinations on all blood specimens submitted for DUI investigation (cannabis & alcohol). The MHSO will continue the process of hiring a State Judicial Outreach Liaison (SJOL) who will work with judges, prosecutors, and court administrators to promote consistent, evidence-based adjudication of traffic and impaired-driving cases. The SJOL will also work with the Office of Problem-Solving Courts to expand DUI Courts. The MHSO will continue the process of hiring a full-time Traffic Safety Resource Prosecutor (TSRP) to provide legal expertise and training to prosecutors and law enforcement on impaired driving laws and best practices. A coordinated media effort will be launched to enhance drivers' understanding of the dangers of impaired driving. Utilizing the "Be the Driver" campaign, a new tagline, "Old enough to drink, too young to drive drunk," will be highlighted in a live-action video.

**Speeding-Related Fatalities.** The MHSO will continue to evaluate the effectiveness of variable or moveable automated speed enforcement and other emerging technologies in high-risk locations. The MHSO will also support the placement and operation of unmanned speed cameras in work zones with enhanced fines comparable to those issued through traditional law enforcement. And finally, the office will work with a local university to evaluate the effectiveness of real-time digital alerts in reducing speeding-related crashes in work zones, to assess the effectiveness of real-time digital alerts by enhancing driver awareness and compliance with posted speed limits.

**Motorcyclist Fatalities.** The MHSO will continue to refine the number and geographic distribution of MD MOTORS training classes in the upcoming grant year in response to participant demand. Planned activities include strengthening partnerships with motorcycle dealerships to deliver rider education seminars, partnering on in-kind billboard locations, and distributing motorcycle safety materials. The office will also support partners by sharing relevant data to inform efforts opposing any renewed legislative proposals to repeal Maryland's motorcycle helmet law during the upcoming session of the Maryland General Assembly. A coordinated media effort will be launched to enhance drivers' understanding of motorcycle safety concerns under the "Be the Look Twice Driver" theme, utilizing the new live-action video.

**Passengers, Age Two or Younger Involved in Fatal Crashes.** The MHSO will collaborate with the Maryland Department of Health to expand the availability of Child Passenger Safety (CPS) technician training courses, increase recertification opportunities for current technicians, and support informational sessions, including teaching by car seat manufacturers, to increase technician knowledge. In addition, the office will strengthen coordination with emergency medical services by supporting crash science education for emergency clinicians and first responders, with an emphasis on crash scene dynamics, restraint and child seat use, occupant positioning, and how these factors influence injury outcomes.

**Pedestrian Fatalities.** The MHSO will continue advancing recommendations from the pedestrian assessment and Maryland's Pedestrian Safety Action Plan (PSAP). The office will also collaborate with MDOT to support the State's Complete Streets initiative, which prioritizes safe, multimodal transportation options, including walking and biking—throughout all phases of project planning and development. Planned actions for the upcoming grant year include forming a Pedestrian Bicycle Safety Legislative Task Force subcommittee to identify legislative and policy gaps and applying the "MDOT SHA Context Driven Access & Mobility for All Users" guidelines to guide appropriate treatments in both Urban and Suburban areas. The office will partner with organizations that provide safety education and hands-on learning for young students. Initiatives will include interactive Safety Town programs and neighborhood interventions aimed at improving intersection/crosswalk safety. In addition, youth leadership and peer-to-peer programs will engage students in promoting safe behaviors within their communities.

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

# ACTIVITY REPORT

## FFY 2025 Activities Contributing to Performance Targets

Grant Name:	Anne Arundel County Dept. of Transportation	Grant Number:	2025-256
Grant activities that contributed to meeting State’s highway safety performance targets:			
<p>The Pedal Power Kids Bicycle Safety Project was established to teach 3rd–to 5th–grade students essential bicycle safety skills through both classroom instruction and hands-on training during physical education classes. The program, led by Pedal Power Kids with support from teachers, used gymnasium courses marked with cones, signs, and arrows to teach proper helmet fitting, pre-ride safety checks, road rules, and safe riding techniques. A total of 1,632 students participated. Evaluations from teachers and parents showed overwhelmingly positive feedback, with nearly all giving the program top ratings for engagement and effectiveness. Students learned key lessons about helmet use, traffic awareness, and safe cycling behavior, and the program successfully achieved its educational goals.</p>			

Grant Name:	Baltimore Metropolitan Council	Grant Number:	2025-078
Grant activities that contributed to meeting State’s highway safety performance targets:			
<p>During this project year, noteworthy progress was made in advancing local Strategic Highway Safety Plans (SHSPs) across the Baltimore region, with five counties and the City of Baltimore implementing plans and three counties working on updates, demonstrating a strong commitment to the SHSP process. The Baltimore Metropolitan Council (BMC) continued to support local jurisdictions by participating in Emphasis Area Teams, facilitating coordination among federal, state, regional, and local partners, and advocating for increased local involvement in Vision Zero and Fatalities Infrastructure Review discussions as Maryland prepares a new SHSP for 2026. BMC also served as a key information hub by sharing safety messaging and training opportunities with Maryland MPO partners and maintaining a strong statewide safety network. Staff provided regular updates to the Baltimore Regional Transportation Board and subcommittees, updated regional traffic safety performance targets, and supported approval of a related resolution. Education and professional development remained a priority through virtual training and participation in statewide and national conferences, supporting both knowledge growth and networking. Looking ahead to FFY 2026, efforts will focus on continued local SHSP implementation, development of a regional SHSP, expansion of support to the Eastern Shore, targeted outreach, and enhanced safety data and analytics resources.</p>			

Grant Name:	Baltimore Metropolitan Council	Grant Number:	2025-078
Grant activities that contributed to meeting State’s highway safety performance targets:			
<p>In FFY 2025, the Look Alive campaign strengthened coordination with local SHSP teams to better support their safety efforts, expanded outreach through school-based events and preparation of transit materials for Anne Arundel and Howard Counties, and brought new partners into the campaign. The program effectively leveraged outreach and media tools developed in prior years, positioning the campaign to continue seamlessly into FFY 2026 with planned media, law enforcement activation, and street team efforts beginning with Pedestrian Safety Month.</p>			

Grant Name:	CAASA	Grant Number:	2025-241
Grant activities that contributed to meeting State's highway safety performance targets:			
<p>The CAASA Impaired Driving Activities program focused on raising awareness of impaired driving risks, supporting law enforcement efforts, and educating high school students through school-based and community outreach. Key activities included recognizing DUI enforcement officers, conducting a widely publicized DUI awareness event, distributing designated driver materials, and sharing prevention messaging through traditional and social media. CAASA hosted the DriveSquare DUI Simulator at two high schools, reaching over 160 students and reinforcing understanding of the dangers of impaired driving through education and surveys. Additional outreach reached thousands of students and community members through prom safety campaigns, school health fairs, resource folder distribution, National Night Out, RecoveryFest, youth-focused events, and partnerships with the Sheriff's Office. The program also supported safe celebrations through designated driver initiatives, holiday awareness efforts, sobriety checkpoint outreach, and Project Graduation, providing alcohol- and drug-free alternatives and transportation for graduating students.</p>			

Grant Name:	Chesapeake Region Safety Council	Grant Number:	2025-107
Grant activities that contributed to meeting State's highway safety performance targets:			
<p>This project delivered four mock crash programs at area high schools to educate 11th- and 12th-grade students about the consequences of distracted, impaired, and reckless driving, with a strong emphasis on lack of occupant protection. Approximately 2,450 students observed realistic crash scenes and participated in presentations that highlighted injuries, fatalities, legal and financial consequences, and long-term impacts on education and employment. The events involved more than 100 partners, including law enforcement, first responders, MDOT agencies, traffic safety professionals, insurance representatives, crash reconstructionists, and victim speakers, providing a comprehensive, locally relevant learning experience.</p>			

Grant Name:	Chesapeake Region Safety Council	Grant Number:	2025-209
Grant activities that contributed to meeting State's highway safety performance targets:			
<p>This project bolstered the MHSO's Law Enforcement Services Section by facilitating direct coordination between four Law Enforcement Liaisons (LELs) and local law enforcement agencies. The LELs managed approximately 90 grants, promoting participation in high-visibility enforcement campaigns and ensuring alignment with Maryland's Strategic Highway Safety Plan. They developed and implemented training programs to enhance the skills of officers, fostering collaboration and engagement in traffic safety initiatives.</p>			

Grant Name:	Children's Safety Village	Grant Number:	2025-036
Grant activities that contributed to meeting State's highway safety performance targets:			
<p>The Children's Safety Village in Maryland expanded its traffic safety program by purchasing a new mini car, enhancing learning opportunities for young people. More than 2,500 children participated in the program across schools, camps, and community events, with safety knowledge scores improving from an average of 85% to 95% after instruction. All allocated funding for the activity was expended.</p>			

Grant Name:	Crash Center for Research and Education	Grant Number:	2025-196
Grant activities that contributed to meeting State's highway safety performance targets:			
<p>Training evaluations for this Maryland first responder initiative demonstrate high program efficacy, with the vast majority of the 59 surveyed participants reporting a significant shift in their clinical approach. Approximately 83 percent of respondents rated the training as highly relevant, and the results indicate a strong commitment to improved field practices: 86 percent are now highly likely to assess the "whole scene" (including vehicle damage and occupant position), and 88 percent intend to carefully document restraint use. Furthermore, 83 percent reported they are highly likely to transfer this critical scene knowledge to medical teams, and 75 percent expressed a high likelihood of analyzing vehicle damage more closely to better assess patient status.</p>			

Grant Name:	Crash Center for Research and Education	Grant Number:	2025-214
Grant activities that contributed to meeting State's highway safety performance targets:			
<p>In collaboration with the Maryland Department of Transportation and the Highway Safety Office, Crash Core developed the 2026-2030 Strategic Highway Safety Plan (SHSP) through a process of extensive research and stakeholder engagement. The team synthesized national safety standards, such as the Safe System Approach, with direct feedback gathered from one-on-one interviews, stakeholder surveys, and regional public meetings. This comprehensive effort resulted in a professionally designed plan, a document development framework, and a specialized presentation for the MHSO to guide the state's future traffic safety priorities.</p>			

Grant Name:	Crash Center for Research and Education	Grant Number:	2025-216
Grant activities that contributed to meeting State's highway safety performance targets:			
<p>This year, Crash Core successfully maintained the operational stability of the MOTORS program by prioritizing instructor engagement, which ensured consistent staffing and prevented any session cancellations. The team exceeded the requirements of the Statement of Work, meeting all evaluation benchmarks for partnership growth, instructor training, and data-driven survey analysis. Moving forward, Crash Core is focusing on expanding public awareness through enhanced communication strategies to build on this year's foundational success.</p>			

Grant Name:	Crash Center for Research and Education	Grant Number:	2025-260
Grant activities that contributed to meeting State's highway safety performance targets:			
<p>While data sharing restrictions prevented a direct demographic comparison between automated enforcement (AE) and officer-issued stops, the project successfully analyzed Maryland State Police traffic stop data from 2018–2022 and AE data from six jurisdictions. The results for officer-issued citations included comprehensive descriptive analyses of citation rates and distributions by race, ethnicity, gender, and time of day, alongside an evaluation of speeding severity and driver residency versus stop location. For automated enforcement, the study produced insights into repeat offenders, citation timing, and speeding severity, though the absence of linked MVA driver records meant that race and ethnicity data remained unavailable for the AE portion of the comparison.</p>			

Grant Name:	Crash Center for Research and Education	Grant Number:	2025-261
Grant activities that contributed to meeting State's highway safety performance targets:			
<p>In collaboration with the Maryland Department of Transportation and key safety partners, Crash Core successfully developed the 2026-2030 Traffic Records Strategic Plan (TRSP) by integrating best practices from national assessments, GHSA guidance, and cross-state reviews. The process resulted in a comprehensive framework that includes specific strategies and performance measures aligned with the 2026-2030 Strategic Highway Safety Plan (SHSP) and all federal requirements. Following a robust stakeholder outreach phase involving surveys and TRCC subcommittee consultations, a final draft was produced, revised based on expert feedback, and submitted to the TRCC Executive Committee and MHSO for final approval.</p>			

Grant Name:	Crash Center for Research and Education	Grant Number:	2025-273
Grant activities that contributed to meeting State's highway safety performance targets:			
<p>The 2025 expansion of the speed camera evaluation analyzed 921 roadways and included new data on work zones to assess the impact of automated enforcement on traffic safety. Utilizing linear regression and a case-versus-comparison approach, the study controlled for variables such as roadway type, speed limits, and socioeconomic factors, including median household income and racial demographics. The results identified specific roadway characteristics linked to high speeds and crash clusters, while modeling the "camera on" versus "camera off" effect to quantify declines in average speeds. These findings were synthesized into a comprehensive report for the MHSO to inform future enforcement strategies and provide a basis for peer-reviewed publication.</p>			

Grant Name:	Drive Smart Virginia	Grant Number:	2025-067
Grant activities that contributed to meeting State's highway safety performance targets:			
<p>The 2025 Maryland Highway Safety Summit, held on April 29 in Linthicum Heights, was a highly successful event featuring approximately 315 attendees, 15 exhibitors, and 23 speakers. DRIVE SMART facilitated the event's success by managing all coordination, including hotel coordination, speaker arrangements, and audiovisual and app integration in close partnership with MDOT. Participant feedback reflected the high quality of the program, with the overall summit earning a 4.5 out of 5-star rating and individual sessions consistently scoring between 4 and 5 stars.</p>			

Grant Name:	Free Bikez 4 Kidz	Grant Number:	2025-018
Grant activities that contributed to meeting State's highway safety performance targets:			
<p>In FFY 2025, Free Bikes 4 Kidz Maryland achieved a record-breaking year as the nation's largest program of its kind, distributing 3,340 bicycles and helmets to children in need. A key component of this success was a robust partnership with the Howard County Public School System, which included the donation of 50 bicycles and 90 helmets to expand safety education to over 3,000 students. Supported by MHSO funding, the organization also provided 452 helmets to local youth and engaged nearly 500 residents through community "Ask an Expert" sessions and partnerships with Bike HoCo. While logistical and staffing hurdles remain as the program aims to scale to all 42 elementary schools, the year's efforts significantly advanced youth cycling skills and public safety awareness across the region.</p>			

Grant Name:	Garrett County Liquor Control Board	Grant Number:	2025-253
Grant activities that contributed to meeting State's highway safety performance targets:			
<p>The FFY 2025 impaired driving grant significantly enhanced public safety in Garrett County by funding essential alcohol awareness training and enforcement initiatives aimed at reducing impaired driving and underage access. Through high-attendance events like the Compliance Recognition and Retailer training and various TIPS sessions, bartenders, retailers, and non-profit volunteers gained critical skills in responsible service and fake ID detection. While the Maryland State Police conducted valuable compliance checks, limited officer availability prevented the full utilization of budgeted funds, highlighting an opportunity for expanded enforcement in future cycles.</p>			

Grant Name:	Johns Hopkins Hospital	Grant Number:	2025-218
Grant activities that contributed to meeting State's highway safety performance targets:			
<p>This project successfully expanded distracted driving education by utilizing simulation equipment to address the second leading cause of injury at the trauma center. Over the grant period, the program engaged over 37,000 individuals through 478 outreach events and reached an additional 424,000 people via social media. While 100% of the funds were expended and all objectives were met, the program encountered challenges with survey compliance, particularly among younger audiences, leading to a reliance on anecdotal feedback to measure impact. The initiative established a lasting infrastructure and strong community partnerships that will continue to promote road safety and injury prevention beyond the grant cycle.</p>			

Grant Name:	Maryland Chiefs of Police Association	Grant Number:	2025-184
Grant activities that contributed to meeting State's highway safety performance targets:			
<p>In FFY 2025, the MSA bolstered impaired driving expertise by sending 16 law enforcement officers to a specialized DUI Institute and hosting a conference in Ocean City for approximately 80 officers. These initiatives provided critical training on impaired driving trends and enforcement strategies to enhance safety across Maryland jurisdictions.</p>			

Grant Name:	Maryland Chiefs of Police Association	Grant Number:	2025-186
Grant activities that contributed to meeting State's highway safety performance targets:			
<p>Throughout 2025, the MCPA advanced traffic safety through high-level training initiatives, including professional development for over 300 executive officers, a patrol supervisor conference, and specialized crash reconstruction training. The program also equipped 30 officers with traffic safety project development skills through LETEP and facilitated national strategy sharing at the GHSA Conference. Additionally, the Traffic Safety Specialist Awards Program formally recognized law enforcement officers for their individual achievements and expertise in highway safety.</p>			

Grant Name:	Maryland Department of Health	Grant Number:	2025-096
Grant activities that contributed to meeting State's highway safety performance targets:			
<p>The Maryland Kids in Safety Seats (KISS) program successfully utilized a multi-focused approach in FFY 2025 to increase community awareness and reduce child passenger injuries. The program exceeded its primary outreach goals, reaching 556 individuals through 42 presentations and managing over 2,700 community contacts via its helpline and email services. Key operational highlights included supporting 85 car seat checkup events, inspecting 707 seats, and facilitating the distribution of nearly 1,000 car seats to families in need through various assistance programs.</p>			

Grant Name:	Maryland Institute of Emergency Medical Services Systems	Grant Number:	2025-113
Grant activities that contributed to meeting State's highway safety performance targets:			
<p>In its 25th year, this project advanced Maryland's safety culture by engaging over 2,800 people through outreach events and providing specialized training to 255 healthcare providers. The initiative distributed 14,660 educational materials and 150 emergency car seats to hospitals and partners, ensuring immediate protection for vulnerable families. Digital outreach was equally robust, featuring over 300 social media messages and a suite of instructional webinars that have reached thousands of clinicians and caregivers. To combat a recent rise in pediatric vehicular heatstroke, the program deployed specialized temperature displays and new signage, while the Project Coordinator bolstered statewide infrastructure by assisting with 15 car seat check events and six technician certification courses.</p>			

Grant Name:	Maryland Municipal League	Grant Number:	2025-031
Grant activities that contributed to meeting State's highway safety performance targets:			
<p>The organization hosted a comprehensive traffic safety conference attended by 99 participants, providing specialized professional development on a diverse range of critical subjects. The curriculum featured high-priority sessions on the evolving challenges of electric vehicles and the latest advancements in traffic control methodologies.</p>			

Grant Name:	Maryland Sheriffs' Association	Grant Number:	2025-183
Grant activities that contributed to meeting State's highway safety performance targets:			
<p>The Maryland Sheriffs' Association (MSA), in partnership with the MHSO, enhanced law enforcement expertise by integrating highway safety initiatives into their Executive Leadership Training at Rocky Gap in April 2025. Additionally, the MSA supported specialized training by sending four deputies to the DUI Institute at the University of Maryland in June to advance their skills in addressing impaired driving.</p>			

Grant Name:	Maryland State Police - Toxicology	Grant Number:	2025-133
Grant activities that contributed to meeting State's highway safety performance targets:			
<p>The FY2025 toxicology grant provided critical support to the Maryland State Police Forensic Sciences Division by funding professional development, advanced method validation, and laboratory equipment. Highlights included sending five scientists to the local AAFS meeting to implement new expert witness alcohol calculation standards and presenting Maryland-specific THC research at the IACT annual meeting. Through a contractual partnership with Dr. Lowe, the division added Tramadol to its testing scope and began consolidating seven confirmation assays into five; this initiative is to reduce DRE testing turnaround times to under 90 days while adding emerging analytes like Xylazine to the panel. Although administrative hurdles and staffing directives prevented the full exhaustion of funds for certain training and equipment, the grant successfully modernized the Pikesville facility's inventory and laid the groundwork for more efficient, timely prosecution of impaired driving cases.</p>			

Grant Name:	Maryland State Police - DRE	Grant Number:	2025-129
Grant activities that contributed to meeting State's highway safety performance targets:			
<p>The Maryland State Police Chemical Test for Alcohol Unit significantly advanced the state's impaired driving enforcement capabilities through extensive training and resource acquisition. Key achievements included certifying 12 new Drug Recognition Experts (DREs), supporting nine ARIDE classes statewide, and equipping officers with essential kits for drug influence evaluations. The program also prioritized professional development by sending 11 DREs to the national IACP conference and ensuring technical proficiency through specialized maintenance courses for breath-testing instrumentation. By securing strategic memberships and participating in regional coordinator meetings, the unit gained access to the latest data on drug-impaired driving trends and national best practices, establishing a robust foundation for a planned DRE in-service training program in FFY 2026.</p>			

Grant Name:	Maryland State Police – Mobile Unit	Grant Number:	2025-130
Grant activities that contributed to meeting State's highway safety performance targets:			
<p>In FFY 2025, the Maryland State Police Chemical Test for Alcohol Unit modernized its enforcement capabilities by deploying 93 of 100 newly purchased AlcoSensor FST devices, replacing obsolete technology to better assist Troopers in detecting impaired drivers. Additionally, the unit utilized grant funding to support seven Mobile Breath Alcohol Testing (MBAT) deployments for checkpoints and saturation patrols. Including additional state-mandated missions, the MBAT supported a total of 19 initiatives throughout the year, resulting in 25 impaired driving arrests.</p>			

Grant Name:	Maryland State Police - SPIDRE	Grant Number:	2025-194
Grant activities that contributed to meeting State's highway safety performance targets:			
<p>During Federal Fiscal Year 2025, the Maryland State Police SPIDRE Team (State Police Impaired Driving Reduction Effort) significantly impacted road safety through high-visibility enforcement. Across 880 traffic stops, the elite team of specially trained troopers removed 350 impaired drivers from Maryland roadways. Their proactive efforts also resulted in the issuance of 3,017 citations and 484 warnings or Safety Equipment Repair Orders (SEROs), directly supporting the state's "Toward Zero Deaths" mission by targeting high-risk areas for alcohol-related crashes.</p>			

Grant Name:	Maryland State Police – MOTORS	Grant Number:	2025-011
Grant activities that contributed to meeting State’s highway safety performance targets:			
<p>The Maryland M.O.T.O.R.S. (Motor Officers Teaching Others Rider Safety) program successfully scheduled and taught a total of 21 classes, with 16 seats available in each class, during 2025. Classes were taught primarily between locations in Howard County (Bob’s Motorcycles), Charles County (All American Harley Davidson), Washington County (Hagerstown Community College), Anne Arundel County (Fort Meade), Baltimore County (MSP Traffic Incident Management), and Talbot County (VFW Post). The Maryland State Police worked to enhance Police Motor Officers certified to teach the program by expanding the instructors to a total of 36 Motor Officers from Agencies that included: Maryland State Police, Baltimore County Police, Maryland Transportation Authority Police, Montgomery County Police, Maryland Transit Administration, Worcester County Sheriff, Anne Arundel County Police, and Maryland Park Police.</p>			

Grant Name:	Maryland State’s Attorney’s Association	Grant Number:	2025-020
Grant activities that contributed to meeting State’s highway safety performance targets:			
<p>Operating in a part-time capacity during FFY 2025, the Traffic Safety Resource Prosecutor (TSRP) significantly strengthened the prosecution of impaired driving through specialized training and technical support. The TSRP delivered 14 in-person sessions to 711 officers and prosecutors, authored 10 legal blogs, and hosted a three-day "DUI Institute" for 27 new prosecutors. Beyond training, the TSRP provided critical legal advice to over 100 professionals, analyzed jurisdictional DUI statistics, and successfully influenced legislation regarding reckless driving and boating crashes, ensuring a more robust legal framework for traffic safety in Maryland.</p>			

Grant Name:	Metropolitan Washington Council of Governments	Grant Number:	2025-242
Grant activities that contributed to meeting State’s highway safety performance targets:			
<p>The regionwide Street Smart campaign in FFY 2025 successfully increased pedestrian and bicycle safety awareness through an integrated strategy of media relations, advertising, and law enforcement. A post-campaign survey revealed that unaided ad recall rose to 31% and awareness of enforcement in Maryland increased to 31%, indicating that the messaging is effectively reaching the target audience. The campaign demonstrated exceptional fiscal efficiency, leveraging a \$630,000 budget to generate over \$25 million in total campaign value through 118 news stories, donated bus ads, and earned media publicity. By combining these high-visibility outreach efforts with street-level engagement, the program continues to educate and promote safer behaviors to reduce regional injuries and fatalities.</p>			

Grant Name:	Morgan State University	Grant Number:	2025-229
Grant activities that contributed to meeting State’s highway safety performance targets:			
<p>The program successfully utilized its laboratory driving simulator as a central tool for distracted driving awareness. Staff hosted a variety of students—ranging from the middle school to collegiate level—providing them with firsthand driving simulations and educational presentations, which included a custom-produced safety video, to illustrate the dangers of distracted driving.</p>			

Grant Name:	Mothers Against Drunk Driving	Grant Number:	2025-039
Grant activities that contributed to meeting State's highway safety performance targets:			
In FFY 2025, MADD Maryland exceeded its outreach goals by educating over 5,900 students through 40 "Power of Youth" presentations and engaging 3,000 residents at 16 community health fairs. Supported by a social media campaign reaching 10,000 people and new partnerships with schools and law enforcement, the project successfully strengthened statewide awareness of the dangers of underage drinking and impaired driving.			

Grant Name:	Neighborhood Design Center	Grant Number:	2025-010
Grant activities that contributed to meeting State's highway safety performance targets:			
In FFY 2025, the Neighborhood Design Center successfully expanded its "Made You Look" program and Art in the Right-of-Way toolkit into Prince George's County while maintaining strong engagement in Baltimore. Key achievements included hosting three hands-on mural installation trainings, publishing a new toolkit for jurisdictions outside Baltimore, and facilitating a major roadway mural project in District Heights that utilizes AI technology to monitor traffic-calming impacts. Through strategic outreach at community festivals, youth walk audits, and partnerships with local public works and arts councils, the team grew its advocacy network and gathered critical data on how ground murals influence driver and pedestrian behavior.			

Grant Name:	Ocean Pines Police Department	Grant Number:	2025-201
Grant activities that contributed to meeting State's highway safety performance targets:			
The program successfully purchased and distributed pedestrian safety materials, including lights and reflective strips, to local residents. However, a scheduled bike rodeo was canceled due to low community interest, resulting in unspent funds. Additionally, the planned purchase of crosswalk caution signs was not completed as the necessary approval from the governing body was not obtained.			

Grant Name:	Prince George's County DPW	Grant Number:	2025-245
Grant activities that contributed to meeting State's highway safety performance targets:			
In FFY 2025, Prince George's County successfully utilized the Street Smart Virtual Reality Safety Exhibit to educate over 900 residents on pedestrian and cyclist safety across three geographically diverse events: College Park, Largo, and National Harbor. The project demonstrated high efficacy in shifting driver perception, as 96% of participants reported increased awareness of vulnerable road users after the VR experience revealed they spotted significantly fewer pedestrians than they initially estimated. Supported by key partnerships with the University of Maryland and the Black & Missing Foundation, these efforts also facilitated the collection of hundreds of surveys to inform the County's "Road to Zero" safety plan while distributing thousands of safety-themed educational materials.			

Grant Name:	Restaurant Association of Maryland	Grant Number:	2025-161
Grant activities that contributed to meeting State's highway safety performance targets:			
<p>In FFY 2025, the Restaurant Association of Maryland utilized MHSO grant funds to conduct 12 Responsible Alcohol Service certification courses, resulting in 165 industry professionals becoming state-certified with a 100 percent pass rate. While the program successfully promoted a systemic safety culture and responsible serving techniques to reduce impaired driving, outreach efforts faced significant challenges reaching the original target demographic due to community distrust and fear of federal enforcement. Consequently, the team pivoted to a statewide English-language format, successfully training servers from over 1,000 engaged establishments while identifying the need for future hyper-local, grassroots strategies to better serve Spanish-speaking hospitality workers.</p>			

Grant Name:	St. Mary's County Health Department	Grant Number:	2025-065
Grant activities that contributed to meeting State's highway safety performance targets:			
<p>In FFY 2025, the St. Mary's County Health Department (SMCHD) engaged over 800 students through two high-impact outreach initiatives centered on impaired driving prevention. The flagship Project Graduation reached 700 young adults (ages 17–19) across four nights at the Pax River Military Base, utilizing eight driving simulators to illustrate the dangers of impairment. Additionally, SMCHD participated in the St. Mary's College Student Safety Day, engaging 128 college students with simulator demonstrations and safety education. While the college event surveys did not yield significant data for a formal report, the combined efforts successfully targeted the high-risk 17–24 age demographic with safety training.</p>			

Grant Name:	Talbot Thrive	Grant Number:	2025-199
Grant activities that contributed to meeting State's highway safety performance targets:			
<p>Talbot County improved youth bicycle safety in FFY 2025 by hosting two "Rolling Rodeo" events that reached 140 elementary students at Easton and White Marsh Elementary Schools. A key finding of the project was the significant lack of equipment access; consequently, the program utilized demo bikes for 100% of participants and distributed 110 free helmets to children in need. Despite weather and scheduling challenges that reduced the number of planned sessions, the initiative successfully established two school partnerships and provided instruction in traffic awareness and riding skills to a high-need population.</p>			

Grant Name:	University of Baltimore Center for Advancing Prevention Excellence	Grant Number:	2025-198
Grant activities that contributed to meeting State's highway safety performance targets:			
<p>In FFY 2025, the project sought to enhance statewide impaired driving strategies by onboarding a State Judicial Outreach Liaison (SJOL) to provide training and technical assistance to judges and court staff. While the hire successfully participated in foundational training and conducted discovery meetings with key judicial stakeholders to assess the state's legal landscape, the SJOL resigned before completing the training program or fully implementing the project's outreach objectives.</p>			

Grant Name:	University of Maryland – National Study Center	Grant Number:	2025-074
Grant activities that contributed to meeting State’s highway safety performance targets:			
<p>The Maryland Center for Traffic Safety Analysis provided critical data support to the MHSO by fulfilling over 35 data analytics and insight requests, all delivered ahead of schedule. Beyond request fulfillment, the NSC offered expert guidance on statewide data standardization and integration efforts to enhance roadway safety processes. Evaluation surveys reflected high performance, with 80% of stakeholders reporting overall satisfaction and specifically praising the team’s staff helpfulness, timely communication, and report quality.</p>			

Grant Name:	University of Maryland – National Study Center	Grant Number:	2025-075
Grant activities that contributed to meeting State’s highway safety performance targets:			
<p>NSC staff hired a contractor in FFY 2025 to survey more than 140 seat belt survey sites throughout the state. Activities included data collection, quality control checks, and calculations of the results. Maryland's seat belt use rate, as previously stated, increased significantly from 90.6% in 2024 to 93.4% in 2025.</p>			

Grant Name:	University of Maryland Medical Center	Grant Number:	2025-114
Grant activities that contributed to meeting State’s highway safety performance targets:			
<p>In FFY 2025, the R Adams Cowley Shock Trauma Center, in partnership with the ThinkFirst Injury Prevention Foundation, expanded its teen safety outreach by delivering programming to over 2,500 students across 40+ schools and organizations. A key achievement was the acquisition of a desktop driving simulator, which provided an immersive experience for 360 students, resulting in a 90% increase in awareness regarding the risks of distracted and impaired driving. By combining interactive simulations with medical lectures and survivor testimonials, the project successfully met its goals and secured high community demand for continued programming through 2026.</p>			

Grant Name:	Washington Area Bicyclist Association	Grant Number:	2025-046
Grant activities that contributed to meeting State’s highway safety performance targets:			
<p>The results of the FY 2025 Vision Zero Youth Leadership Institute indicate considerable progress in youth-led traffic safety advocacy within Prince George's County. The program successfully recruited six diverse student leaders from 58 applicants, representing the northern, central, and southern regions of the county. These leaders expanded the Vision Zero Tool Kit with peer-focused materials and a mobility survey developed in collaboration with the National Center for Smart Growth. Major engagement milestones included hosting two "Ruby Bridges Walk to School Day" events, conducting walk audits at high schools to analyze route safety, and organizing the 2025 Youth Transportation Safety Summit at Bowie State University, which drew over 100 students. Collectively, the initiative reached 595 students through various presentations and events, fostering a growing culture of safety and active mobility among the county's youth.</p>			

Grant Name:	Washington College	Grant Number:	2025-035
Grant activities that contributed to meeting State's highway safety performance targets:			
<p>The Washington College GIS Program (WCGIP) advanced Maryland's traffic safety data through the launch of ORIOLE, an award-winning visualization tool, and supported the transition to the ACRS 24 system by reviewing and processing crash data, assessing impacts on data quality, and communicating findings to stakeholders. WCGIP strengthened statewide expertise by hosting the Crash Data Availability Summer Institute and leading high-impact sessions at the TUgis and MSGIC conferences. Through strategic leadership within the Traffic Records Coordinating Committee (TRCC), the program ensured data integrity and fostered the collaboration necessary for data-driven roadway safety decisions.</p>			

Grant Name:	Washington College	Grant Number:	2025-257
Grant activities that contributed to meeting State's highway safety performance targets:			
<p>In FFY 2025, a qualitative study was initiated to identify the discretionary factors and challenges influencing law enforcement decisions during traffic stops. The researcher completed a comprehensive literature review of state police manuals and conducted 19 interviews with a diverse group of officers across state, county, and municipal agencies. These insights, alongside a newly developed survey for broader distribution, will provide vital context to state traffic data and assist the MHSO in refining officer training, recruitment, and public safety campaigns.</p>			

Grant Name:	Washington Regional Alcohol Program	Grant Number:	2025-077
Grant activities that contributed to meeting State's highway safety performance targets:			
<p>The Washington Regional Alcohol Program (WRAP) achieved a 17.8 percent increase in SoberRide ridership, delivering 4,668 safe rides across six major holiday campaigns. Outreach efforts reached 556 Maryland students through 14 alcohol awareness presentations and generated over 379,000 social media impressions alongside frequent regional media appearances. WRAP also played a vital role in state-level coordination by managing the Maryland Impaired Driving Enforcement Awards, the Maryland Remembers memorial, and the annual "How Safe are Our Roads?" data report. Furthermore, WRAP leadership co-chaired the Impaired Driving Emphasis Area Team and helped shape the state's 2026-2030 Strategic Highway Safety Plan.</p>			

Grant Name:	Worcester County Health Department	Grant Number:	2025-066
Grant activities that contributed to meeting State's highway safety performance targets:			
<p>In FFY 2025, the Worcester County Health Department partnered with local law enforcement to conduct 216 underage alcohol compliance checks, achieving an 88.8% compliance rate across the county. To support these enforcement efforts, the health department provided Responsible Beverage Service (RBS) training to 404 individuals, emphasizing the legal and safety ramifications of serving minors and over-serving patrons. Additionally, staff actively collaborated with the Board of License Commissioners to promote alcohol awareness and link businesses with certified training programs to reduce impaired driving and illegal sales.</p>			

## Projects Not Implemented

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

The Pulling for Veterans grant did not utilize any of the obligated federal funds due to difficulties in setting up classes and locating veterans interested in participating. They also experienced difficulties with the administrative tasks associated with the grant, including reporting, pre-approvals for purchases, and obtaining bids.

Grant #	Agency	Program Area	NHTSA Funds Spent	Total Spent	Percentage Spent	Total Obligated Amount
LE 25-023	Allegany County Sheriff's Office	Impaired Driving	\$0.00	\$0.00	0.00%	\$6,500.00
LE 25-024	Allegany County Sheriff's Office	Occupant Protection	\$0.00	\$0.00	0.00%	\$3,000.00
LE 25-118	Havre de Grace Police Department	Pedestrian/Bicycle	\$0.00	\$0.00	0.00%	\$700.00
LE 25-136	Ocean Pines Police Department	Impaired Driving	\$0.00	\$0.00	0.00%	\$1,035.00
LE 25-138	Ocean Pines Police Department	Speed	\$0.00	\$0.00	0.00%	\$900.00
LE 25-139	Ocean Pines Police Department	Occupant Protection	\$0.00	\$0.00	0.00%	\$990.00
GN 25-235	Pulling for Veterans	Motorcycle	\$0.00	\$0.00	0.00%	\$43,400.00
LE 25-205	Worcester County Sheriff's Office	Speed	\$0.00	\$0.00	0.00%	\$1,500.00

## Public Participation and Engagement Efforts

A data-driven model developed specifically for Maryland was used to identify persistent safety exposure areas across the State. The model analyzed two categories of exposure, socioeconomic factors and transportation safety risks, to determine affected communities. These areas were mapped by zip code, enabling staff to review community demographics and assess local needs. This analysis helped MHSO staff better understand each community's unique challenges and perspectives, informing more effective and targeted engagement strategies.

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

The MHSO continued work with Historically Black Colleges and Universities (HBCUs) in Maryland, including Bowie State University, Morgan State University, and Coppin State University. Utilizing MADD Sports, an initiative of Mothers Against Drunk Driving that engages athletes, sports teams, and sports figures to raise awareness about impaired driving and promote safe, responsible choices, MHSO began work to leverage the influence of athletes and sports communities, to amplify messaging around the dangers of driving while impaired, planning safe rides and alternative transportation, and advocating for stronger prevention measures, particularly among youth and sports fans who might be more receptive to messages delivered by role models they admire.

Work continued with the Annapolis Family Support Center, which operates through the Anne Arundel County Department of Social Services, and offers a range of services to families, especially those with young children. It provides educational opportunities and connects families to community support, enabling family stability and well-being. MHSO provided interactive sessions on distracted driving and occupant protection throughout the year, enabling parents and caregivers to ask questions and receive assistance with car seat installations.

## Building Upon the Triennial Highway Safety Plan

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

- **Engagement Strategies** – Successful engagement was based on going to the communities where the affected audience lived, congregated, and went to school.
- **Feedback Incorporation** – Although community feedback received was plentiful, a great deal addressed infrastructure issues. These concerns were shared with the State Highway Administration for consideration in forward planning.
- **Data and Trends** – MHSO's traffic safety analyst will analyze and interpret traffic-related data to identify patterns, trends, and potential safety risks on roadways and provide data-driven recommendations for policy development and safety programs.
- **Broaden Collaboration and Sustain Engagement** – the MHSO will build on existing partnerships and develop new collaborations with community organizations. Based on previous engagement outcomes, MHSO will adjust engagement goals, aiming for higher participation rates and more effective collaboration with community leaders. In addition, MHSO will seek to create ongoing dialogue with stakeholders throughout the year and involve more community-driven initiatives, such as allowing community members to contribute to campaign creation.

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

## Law Enforcement Community Collaboration and Transparency

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

The MHSO plays a critical role in disseminating effective enforcement techniques to its law enforcement partners. Multiple trainings are offered to agencies throughout the State, covering topics such as evidence-based strategies and performance measures for gauging progress.

Police and Sheriff departments throughout the state participate in National Night Out events, an annual community-building campaign held on the first Tuesday in August that promotes police–community partnerships and neighborhood camaraderie to make communities safer. It provides residents with an opportunity to meet local officers in a relaxed and informal setting, fostering open dialogue, mutual understanding, and trust. All 23 Maryland State Police barracks participated in National Night Out 2025, along with every precinct of the Baltimore County Police Department. The Natural Resources Police attended National Night Out in 19 Maryland Counties.

Community Engagement staff worked with the Cumberland City Police Department, the Hyattsville City Police Department, and the Ocean City Police Department to host National Night Out events within the communities they serve.

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

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

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

## **Mobilizations and Paid Media Efforts**

In FFY 2025, the MHSO continued to expand its overarching highway safety campaign, "Be the Driver." This campaign highlights everyday situations that drivers, riders, and pedestrians frequently encounter, emphasizing the personal responsibility of each road user. Throughout the campaign, the MHSO poses the question: Will you be the driver who helps eliminate deaths and serious injuries on Maryland roads?

This fiscal year continued to progress the MHSO's live-action elements, including videos for occupant protection, impaired driving and motorcyclist safety. The pedestrian safety campaign was updated to include new crosswalk elements from a driver's perspective, and the bicycle safety campaign was revised to encompass e-bikes and e-scooters. Existing motorcyclist safety collateral was updated to be more realistic and to include winter gear. focused on distracted driving, and child passenger safety materials featuring children dressed in winter attire. Updated summer speed and aggressive driving campaign materials were created to include "chill out" messaging, introducing a lighthearted message intended to resonate with drivers and promote safe driving behaviors. The campaign employs an 'always-on' strategy, ensuring that one of the seven sub-themes is consistently promoted throughout the year, along with additional campaigns developed since the initial launch. Paid media efforts have been aligned with the National Highway Traffic Safety Administration's (NHTSA) communication calendar, popular holidays, and high-visibility enforcement (HVE) periods, as well as those of state and local law enforcement agencies.

## **Speed and Aggressive Driving Campaigns**

Maryland's overarching traffic safety campaign, "Be the Driver," was adapted to specifically address dangerous speeding and aggressive driving behaviors with a sub-campaign called "Be the Slow Down Driver." The MHSO's FFY 2025 summer aggressive driving paid media campaign launched on July 14 and ran through August 30, aligning in part with the NHTSA calendar enforcement wave and in coordination with a Maryland law enforcement HVE wave running July 10 through July 26. This campaign generated over 7 million impressions and 7,800 clicks to the aggressive driving landing page. Paid social was a primary tactic across both campaign waves, reminding drivers to slow down on Maryland's roadways. In addition to these two campaigns, the MHSO partnered with the Baltimore Ravens and Baltimore Orioles to encourage fans to slow down. Law enforcement partners actively enforced speed limits during HVE waves throughout the year.

## **Distracted Driving Campaigns**

"Be the Focused Driver" is another sub-theme of "Be the Driver," intended to call attention to dangerous distracted driving behaviors. The FFY 2025 distracted driving campaign was paused and did not occur due to a pause in funding. The MHSO utilized organic social media to reach audiences with messaging about distracted driving.

## **Impaired Driving Campaigns**

In 2024, the MHSO was awarded a \$20,000 grant from GHSA, Lyft, and Responsibility.org to provide rideshare credits to Marylanders. For this year's effort, the MHSO chose to focus credits in areas known to have a high concentration of impaired driving incidents. Prince George's County was the initial area of focus. From July 2024 to February 2025, the focus was on Prince George's County businesses, including liquor stores, nail salons, barbershops, fitness centers, and recreation centers. The MHSO also coordinated with Bowie State University to post the flyer in high-visibility areas on campus. The Lyft initiative was promoted by the BSU Alcohol, Tobacco, and Other Drugs (ATOD) program during high-volume activities, such as Homecoming 2024. BSU promoted the Lyft credit program during the CIAA Men's and Women's Basketball Tournament, February 25-March 1, 2025. During the campaign, more than 1,000 rides were redeemed through Lyft.

The alcohol and cannabis-impaired driving "Be the Make a Plan Driver" campaigns ran multiple times throughout the year. Campaigns included the holiday alcohol and cannabis impaired campaigns, summer-long campaigns for alcohol and cannabis, and partnerships with the Baltimore Orioles and Washington Commanders. Below is a snapshot of the alcohol and cannabis-impaired campaigns that ran during FFY 2025, all in coordination with the Maryland law enforcement HVE waves.

Campaign Name	Dates in Market	Impressions	Clicks to ZeroDeathsMD.gov
Holiday (Cannabis)	11/27–1/2	7.1 M+	12,800
Holiday (Alcohol)	11/27-1/2	26.9 M+	18,700+
Summer (Alcohol)	6/30 – 8/30	19.7 M+	8,300+
4 <sup>th</sup> of July (Cannabis)	7/1 – 8/1	22 M+	14,000+

## Motorcycle Safety Campaigns

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

As a result of feedback received during FFY 2025 motorcycle focus group meetings, the MHSO has reevaluated the use of “Be the Look Twice Driver” messaging and will be moving toward incorporating a “Share the Road” message moving forward, as this message appears to resonate better with motorcyclists and drivers.

The “Be the Look Twice Driver” campaign ran from July 14 to August 30, generating over 7.8 million impressions and 1,500 clicks to ZeroDeathsMD.gov. “Be the Sober Driver” (motorcyclist-focused) ran from July 21 to August 30, garnering more than 12.2 million impressions and 1,000 clicks to the ZeroDeathsMD.gov website. The campaign leveraged the deployment of message-branded bar coasters at bars frequented by motorcyclists, as well as messaging on local radio stations. Radio messaging generated 6.8 million impressions, marking the campaign’s greatest impact.

In addition to the behavior change campaigns, MHSO ran a successful campaign to promote registration of the Maryland Motor Officers Training Other Riders Safety (MOTORS) program. The campaign encouraged the registration of the classes and generated more than 5.3 million impressions and over 93,000 clicks to the sign-up page.

## Occupant Protection Campaigns

“Be the Buckled Up Driver” is the sub-theme campaign encouraging all passengers to buckle up – every seat, every car, every ride. The first campaign of the Fiscal Year ran during Thanksgiving, generating more than 2.4 million impressions and nearly 1,700 clicks to ZeroDeathsMD.gov. The Valentine’s Occupant Protection campaign ran from February 7 to February 15. This short campaign employed catchy phrases, such as “when something between you clicks,” in out-of-home, radio and social media messaging to engage audiences, generating over 5.7 million impressions and more than 4,000 clicks on the ZeroDeathsMD.gov website. During the NHTSA-declared Click It or Ticket timeframe in May, “Be the Buckled Up Driver” ran statewide, generating more than 15 million impressions and 17,100 clicks to ZeroDeathsMD.gov. In addition to the two campaigns, the partnership with the Baltimore Orioles included “Be the Buckled Up Driver” messaging posted behind home plate during select home games throughout the season. This messaging generated more than 9.2 million impressions during the course of the season.

During the fiscal year, the new live-action “Be the Buckled Up Driver” video was produced, bringing the previously animated campaign to life for use in future campaigns.

## **Child Passenger Safety Campaigns**

Protecting the youngest passengers in the vehicle is a priority for Maryland. In FFY 2025, Maryland experienced multiple pediatric vehicular heatstroke deaths. To raise awareness, the MHSO launched a heat stroke campaign, utilizing NHTSA's existing campaign materials. The campaign intended to reach parents and caregivers of young children, driving awareness of the importance of not leaving children behind in hot cars, as well as the dangers of gained access. The campaign ran from August 1 to August 30. The campaign generated more than 47.1 million impressions and 1,900 clicks to the ZeroDeathsMD.gov website.

The Child Passenger Safety (CPS) Month campaign ran throughout September, incorporating refreshed collateral with the messaging, "Car seats aren't one size fits all." The campaign generated over 12.5 million impressions and 10,300 clicks to the CPS landing page.

## **Pedestrian and Bicyclist Safety Campaigns**

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

The Bicycle Safety Month campaign generated more than 20 million impressions and 6,000 clicks to the ZeroDeathsMD.gov website. Overall, out-of-home placements, including bus signage and billboards, drove results for this campaign, increasing awareness in areas where drivers share the road with bicyclists. From August 15-September 9, the Pedestrian and Bicycle Back to School campaign delivered more than 8.8 million impressions and 7,900 clicks to the ZeroDeathsMD.gov website. During October, the Pedestrian Safety Month campaign generated more than 11.9 million impressions and 4,800 clicks to ZeroDeathsMD.gov, overlapping with the MD law enforcement HVE wave calendar (October 3-13). The campaign ran again in May, Bike Safety Month, and generated more than 10.3 million impressions and 4,550 clicks to ZeroDeathsMD.gov.

In addition to "Be the Share the Road Driver," the MHSO continues its partnership with SHA and the Town of Ocean City's Bicycle and Pedestrian Advisory Committee for the Cheswick the Crab campaign. Cheswick is named after Matthew Cheswick, a 22-year-old who was struck and killed by a vehicle while walking along Coastal Highway in 2012. SHA and the MHSO fund the paid media for the campaign. The MHSO's portion of the campaign, which ran from May through September, generated more than 24.2 million impressions and 2,000 clicks to the Cheswick – Walk Safe landing page.

## **Work Zone and Roadside Safety Campaigns**

In FFY 2025, the MHSO expanded its roadside and work zone safety outreach through partnerships with major professional sports organizations, including the Baltimore Ravens, Washington Commanders, and the Baltimore Orioles. Campaign messaging reinforced the Move Over Law and encouraged motorists to stay alert during roadside and work zone encounters through a mix of radio advertising, digital display and video placements, in-stadium signage, concourse and digital banners, and email outreach. At the time of this report, final campaign performance metrics were not yet available for the majority of placements; however, Orioles-specific efforts included a permanent club-level sign at Oriole Park promoting work zone awareness, 81 :30-second radio spots aired across the Orioles Radio Network, and :15-second pre-roll video ads on Orioles.com geotargeted to Maryland audiences, generating more than 200,000 impressions and 190 clicks.

## Digital Media

### Social Media

Facebook and Instagram were the MHSO's primary social media platforms with additional engagement on X. Organic content encouraged behavioral change, recognized individuals and agencies, and shared photos from sponsored events. The MHSO posted 772 organic messages on social media platforms in FFY 2025 with over 10,000 engagements across all platforms. The ZeroDeathsMD Facebook page garnered nearly 59 million impressions and over 6,700 engagements between organic and paid media posts. The ZeroDeathsMD Twitter/X account garnered over 98,000 impressions and 1,700 engagements. The ZeroDeathsMD Instagram page garnered over 22.5 million impressions and 1,500 engagements across both organic and paid media posts.

The three most popular posts from the MHSO included a back-to-school post featuring a visual of when to stop for a school bus, with 47 shares; a roadside emergencies post explaining what to do in the event of a breakdown, with 38 shares; and a message urging caution while driving around farm equipment, with 36 shares.

### Social Media Toolkits

The MHSO released a monthly social media toolkit throughout FFY 2025 to enable partners to easily share Be the Driver messaging on their respective pages. Toolkits were available for download from the ZeroDeathsMD.gov website under Digital Resources and contained at least 40 social media posts, including copy and graphics formatted for Facebook, X, and Instagram. The topics for each toolkit mirrored paid media in market from the MHSO, as well as popular holidays and season-specific messages. Throughout the Fiscal Year, the toolkits were downloaded more than 1,500 times.

### Additional Communications & Media Engagements

In FFY 2025, the MHSO supported several high-visibility communications and media engagement activities to amplify traffic safety messaging and complement its digital outreach efforts. These included a Cheswick the Crab press event in Ocean City to promote the annual launch of the Walk Smart, Drive Smart, Bike Smart campaign, helping raise awareness of pedestrian and bicyclist safety in Ocean City, a high-traffic summer travel destination. The MHSO also held a July 4th press event, highlighting impaired driving enforcement and the Maryland State Police's SPIDRE Team, to reinforce sober-driving and high-visibility enforcement messaging during a peak travel period. Further advancing work zone safety outreach, the MHSO initiated a statewide K-12 school Work Zone Safety Poster Contest, with contest winners announced during the State Highway Administration's National Work Zone Awareness Week press event. Collectively, these activities expanded the reach of the MHSO's priority safety messages through earned media and community engagement, strengthened partnerships with state and local agencies, and reinforced Maryland's commitment to reducing roadway injuries and fatalities.

### ZeroDeathsMD.gov

Since the redevelopment of ZeroDeathsMD.gov, the website has become a one-stop shop for grantees, law enforcement partners, and the public. Throughout the Fiscal Year, updates and improvements were made to the website. During FFY 2025, over 520,000 visitors accessed the MHSO website. The top five most-visited pages, excluding the homepage, were MD MOTORS, Child Passenger Safety, Crash Data, Work Zone Safety, and Young Drivers & Teenage Driving Safety.

# Maryland Highway Safety Office Initiatives

## Annual Events

### Maryland Remembers

On December 16, 2024, the MHSO, in partnership with WRAP, hosted the 21st annual Maryland Remembers event. Previously, the event was held specifically for families who lost a loved one in an impaired driving crash. However, due to the continued epidemic of crashes on Maryland roadways, the event was opened to families of victims of all motor vehicle crashes. Lt. Governor Miller was joined by MDOT Assistant Secretary Tony Bridges, MVA Administrator Chrissy Nizer, and Maryland State Police Superintendent Col. Roland L. Butler, Jr., at the event, along with almost 100 family members. During the ceremony, Administrator Nizer presented Chesapeake Region Safety Council's Debbie Kirkpatrick Jennings with the Kevin Quinlan Award in recognition of her dedication to highway safety and her leadership in cannabis-impaired driver detection training and the statewide mock crash program.

### Highway Safety Summit

In April 2025, the MHSO, in partnership with DRIVE SMART Virginia, hosted the annual Maryland Highway Safety Summit. The Summit is a meeting of safety leaders and stakeholders in Maryland who are working together to reach the goal of eliminating traffic fatalities and serious injuries by 2030. The event highlighted Maryland's collaborative approach to bringing together federal, State, and local partners, and featured keynote speakers, panel discussions, an exhibitor showcase, and breakout sessions that addressed key traffic safety concerns. More than 300 participants attended the Summit.

## Community Engagement and Other Initiatives

Throughout the year, the Community Engagement Team (CET) used "Cruz"—a three-foot-tall, remote-controlled, talking robotic car—to educate children across Maryland. A comprehensive safety tool for students in PreK–2, Cruz helps teach safe walking, riding, seat belt use, and other traffic safety topics. Hundreds of children learned from Cruz during visits to nursery schools, elementary schools, and libraries statewide.

The Eastern Shore Community Engagement (CE) Manager provided extensive outreach and education in FFY 2025, with a primary focus on older driver safety. This included presentations at more than 50 senior centers and coordinating CarFit clinics. CarFit helps older drivers better understand their vehicle's features, modern technologies, and how prescription medications may impact driving. CarFit training was also provided to law enforcement officers in Queen Anne's County.

The CE Manager collaborated with Dorchester County during the Summer Reading kickoff at the Cambridge Library, providing children's safety resources, educational books, and activities. Additional outreach included partnerships with organizations such as Diakonia, which serves homeless individuals and families on the Lower Eastern Shore, and H.O.P.E. in Salisbury, where bike and pedestrian safety presentations were offered to at-risk clients. The CE Manager also supported employers and other agencies upon request.

In addition to regional duties, the Eastern Shore CE Manager serves as the MHSO liaison to Maryland's Connected and Automated Vehicle (CAV) Coordinating Committee. The CAV Committee met twice this year, focusing on developing a 10-year accomplishments report and supporting a new Johns Hopkins University

Institute of Assured Autonomy course on Maryland's commercial vehicle technology infrastructure and future V2X deployment.

The MHSO's Northern Region CE Manager also leads the office's Older Driver Safety efforts. Three statewide Older Driver Safety meetings were also held in FFY 2025, covering topics such as age-friendly mobility and highlighting Howard County's Livable Communities Program. These meetings brought together community organizations, 50+ Center participants, the Commission on Aging, and AARP leadership to identify priorities and long-term strategies. The CE Manager also provided a virtual presentation to the Anne Arundel County Area Agency on Aging Advisory Council on MHSO resources to support safe driving among older adults.

In Western Maryland, the CE Manager strengthened partnerships with employers, including Meritus Medical Center. CarFit education was offered to hospital staff, and local law enforcement participated in the training. In total, 17 new CarFit technicians were certified, and officers collaborated with senior centers to support older driver education and proper vehicle fit.

Washington County Public Schools continued as a key partner through a two-day teen driver safety event. In collaboration with State Farm, MADD, and Impact Teen Drivers, the event reached more than 500 students. The Western Maryland CE Manager highlighted the rollover simulator, DUI goggles, and additional educational materials.

The Western Maryland CE Manager also leads the MHSO's younger driver safety initiatives and hosted two hybrid Younger Driver Focus meetings in FY 2025. More than 60 stakeholders attended sessions featuring presentations from the Gaithersburg Police Department's Community Outreach officer on the DARE program, a Frederick County Sheriff's Office crash reconstructionist on "From the Eyes of Enforcement," and other partners focused on reducing crashes involving younger drivers.

In Southern Maryland, the CE Manager coordinated presentations at multiple public and private elementary and high schools. Older students received impaired-driving education, including a mock crash demonstration using a DUI simulator and pedal cart activities with impairment goggles. Younger students were engaged through lessons on seat belt use and pedestrian and bicycle safety.

Five CarFit events were held across Southern Maryland, in Montgomery, Charles, and St. Mary's counties. Approximately 40 older drivers received individualized vehicle-fit assessments and education. Two CarFit technician training courses certified 19 new volunteers, including both civilians and law enforcement officers.

A new partnership with the Town of Chesapeake Beach emerged in FFY 2025. MHSO staff attended town hall meetings, one of which directly helped advance a stalled sidewalk project through coordination with the SHA. Once completed, the sidewalk will provide a safe walking route for students and parents to travel to the local elementary school along a heavily traveled road currently lacking a shoulder.

The Southern Maryland CE Manager also oversees the MD MOTORS program, which provides advanced motorcycle rider training taught by Maryland motor officers. In FFY 2025, the program expanded to the Eastern Shore through VFW Post 5118 in Easton, bringing the number of public training locations to four and extending access to personnel at Fort Meade Military Base. An additional 20 instructors—primarily retired law enforcement motor officers and trainers—completed certification this year.

Two motorcycle safety focus meetings were held to engage industry experts and discuss strategies to reduce motorcyclist fatalities and serious injuries. One resulting action item was collaborating with a local dealership to

modernize safety signage and redesign yard signs. The traditional “Look Twice” message will be replaced with “Share the Road,” which is expected to resonate more effectively with motorists.

## Law Enforcement

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

A High-Visibility Enforcement (HVE) strategy is used to create deterrence and change unlawful traffic behaviors. The combination of enforcement and public awareness campaigns educates drivers and promotes voluntary compliance with the law. HVE directs funding toward program areas identified through data analysis as having the greatest impact on reducing crash fatalities and serious injuries. An HVE calendar is provided to law enforcement agencies to support planning of operations during designated HVE periods.

Law Enforcement Liaisons (LELs) support these efforts by working directly with agencies on training and the organization of enforcement activities. In addition, the section collaborates closely with the Maryland Chiefs of Police Association (MCPA), the Maryland Sheriffs’ Association (MSA), and the Maryland Crash Reconstruction Committee (MCRC).

With support from the Maryland Chiefs of Police Association, the FFY 2025 Maryland Impaired Driving Conference for Law Enforcement was held from October 27 to October 30, 2024, in Ocean City, Maryland, and was attended by more than 65 participants. The conference provided patrol and training officers with the most up-to-date trends and countermeasures related to impaired driving enforcement. Participation was encouraged among patrol officers with one to five years of experience and Assistant State’s Attorneys from across the State, with registration fees, meals, and accommodations provided at no cost.

Planning and coordination of multiple training events and conferences for law enforcement statewide continued throughout the year. In January, a Surviving the Stop Conference was hosted in Ocean City, Maryland, from January 26 to January 29, 2025. This training provided 100 officers with current safety and wellness information and techniques relevant to patrol and training officers engaged in law enforcement duties.

Implementation of the Leading Effective Traffic Enforcement Program (LETEP) also continued during FFY 2025. LETEP provides advanced training focused on the use of data and countermeasures from multiple highway safety disciplines. The program equips officers with tools to develop jurisdiction-specific highway safety projects targeting behaviors such as speeding, distraction, and impaired driving. A virtual LETEP class was held in March 2025, with 18 Maryland law enforcement officers participating.

Funding was provided to the Maryland Crash Reconstruction Committee for its crash investigation conference held in March 2025. The conference featured sessions designed to assist crash reconstructionists in conducting traffic crash investigations statewide and was attended by nearly 100 law enforcement officers.

A Traffic Safety Conference for Patrol Supervisors was presented in March 2025 in Ocean City, Maryland. The conference provided supervisors with a deeper understanding of the science behind highway safety and emphasized the importance of evaluating the effectiveness of enforcement strategies. The curriculum encouraged participants to examine the why, how, and whether their efforts are reducing serious crashes. The conference was offered to patrol supervisors holding the rank of corporal, sergeant, or lieutenant, as well as others who met specific training criteria.

During FFY 2025, continued promotion and enhancement of the Traffic Safety Specialist (TSS) Program supported statewide consistency in recognizing law enforcement officers with demonstrated expertise in highway

safety and traffic enforcement. The program is open to certified police officers, deputy sheriffs, state troopers, and eligible federal law enforcement officers with jurisdiction in Maryland. Three designation levels exist, each requiring increasing experience, training, and proficiency. In FFY 2025, 72 officers earned TSS I designation, 12 earned TSS II, and one earned TSS III, with recognition provided at an awards luncheon held in April 2025. Technical assistance was also provided to two other states developing similar programs.

Each June, an annual DUI Institute is held at the University of Maryland to enhance officers' ability to make high-quality alcohol-impaired driving arrests with a higher likelihood of conviction. The 40-hour, college-level course is taught by university faculty and national experts and covers social concerns, management perspectives, emerging enforcement strategies, courtroom presentation skills, and advanced Standardized Field Sobriety Testing (SFST). In 2025, 28 officers from 19 law enforcement agencies graduated on June 6. Since inception, more than 600 officers have completed the program.

Leadership development in highway safety was further emphasized during the Maryland Chiefs' Association and Maryland Sheriffs' Association Annual Professional Development Conference held in September 2025. More than 300 law enforcement executives and staff attended training focused on the role of leadership in advancing highway safety initiatives.

Each of these law enforcement activities was funded through grants identified in the FFY 2025 Activities Contributing to Performance Targets section.

## **TRAFFIC RECORDS**

### **ORIOLE**

Beginning in 2023, the MHSO partnered with the Washington College Geospatial Innovation Program (WCGIP) and the University of Maryland, Baltimore National Study Center (NSC) to develop a model to support Public Participation and Engagement (PPE) efforts. First implemented in the FFY 2024-2026 Highway Safety Plan, the methodology identifies communities with persistent safety exposure. The model was refined in 2025 to reflect community feedback and evolving program needs.

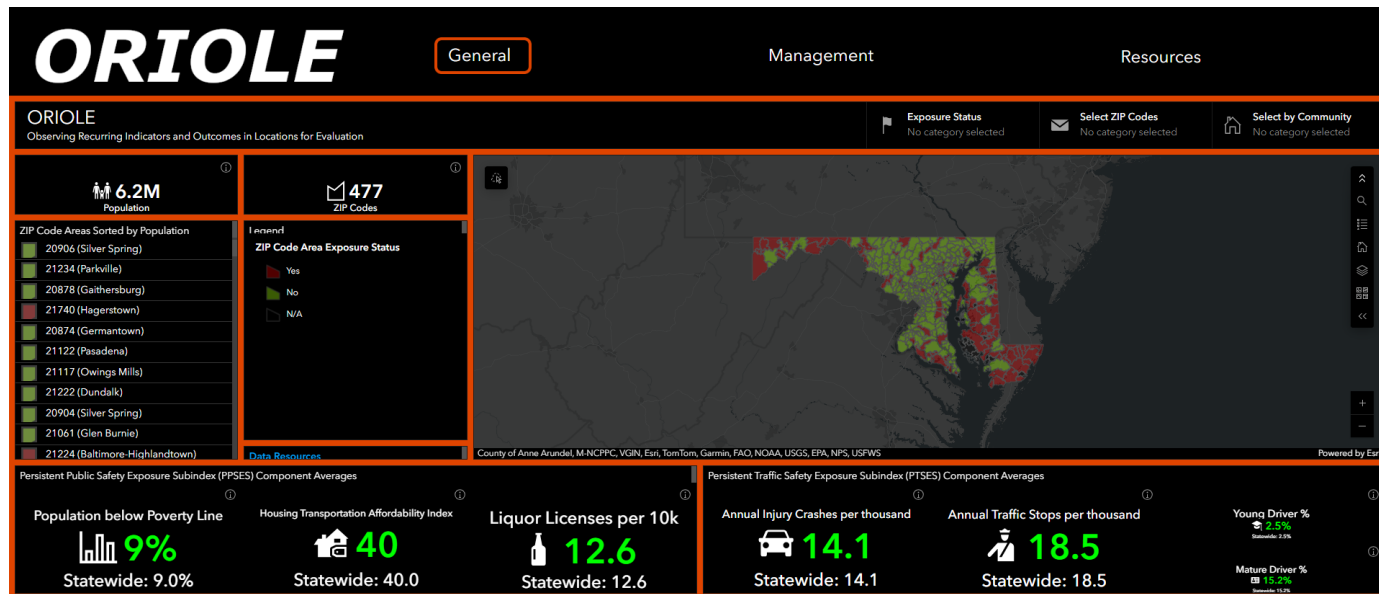
The model was designed to be simple, transparent, and based on readily available data while remaining sensitive enough for practical use. It combines two components, Persistent Public Safety Exposure and Persistent Traffic Safety Exposure, into an overall Persistent Safety Exposure Index (PSEI), which can also be disaggregated based on program needs.

Zip code was selected as the unit of analysis because it is easily understood, compatible with Census ZCTA data, and well-suited for GIS mapping and problem identification. Data for all index components are readily available at this level.

The Public Safety Exposure component includes measures of poverty, housing and transportation affordability, and alcohol availability. The Traffic Safety Exposure component includes injury crashes, traffic enforcement activity based on driver residence, and higher-risk driver populations, including younger and older drivers. A final PSEI score is calculated using a percentile threshold to identify priority areas.

ORIOLE, Observing Recurring Indicators and Outcomes in Locations for Evaluation, is an interactive application that visualizes the PSEI and allows staff to adjust variables to prioritize ZCTAs for program planning and grant-

funded activities. A streamlined version offers user-friendly mapping for program managers, with additional layers that support PPE strategies by identifying community assets, such as schools and libraries.



## Traffic Records Strategic Plan

The MHSO, in collaboration with the Traffic Records Coordinating Committee (TRCC) and Crash Core, developed the 2026, 2030 Traffic Records Strategic Plan (TRSP). The plan was informed by a review of prior TRSPs, NHTSA Traffic Records Assessments, GHSA guidance, and best practices from other states.

Crash Core led stakeholder outreach through surveys and meetings with the TRCC and its subcommittees, ensuring that data owners and users were engaged throughout the process. The final plan includes system-specific strategies and performance measures aligned with the 2026, 2030 Strategic Highway Safety Plan and federal requirements. The TRSP was approved and will take effect in calendar year 2026.

## Data Capacity Enhancement

In FFY 2025, the MHSO obtained direct access to crash and citation data and added a data analyst to its staff. This position enhances the MHSO's ability to conduct timely analyses, respond to data requests, and support evidence-based decision-making. The analyst also initiated the development of a crash data dashboard to enhance accessibility and transparency.