Maryland
Annual Grant Application
Federal Fiscal Year 2025

Updated: 9/4/2024

Contents

Executive Summary

I am pleased to present Maryland's Annual Grant Application (AGA) for Federal Fiscal Year (FFY) 2025. This plan outlines the upcoming strategies, activities, and priority areas for the Maryland Highway Safety Office (MHSO), which is housed within Maryland Department of Transportation's Motor Vehicle Administration (MVA), under the guidance of the MVA Administrator, Ms. Christine Nizer, who also serves as Maryland's Governor's Representative for Highway Safety.

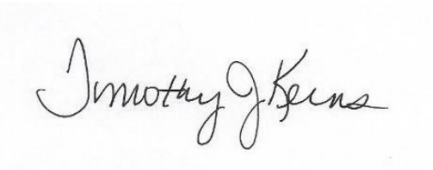
The risky driving behaviors observed since the COVID-19 pandemic have continued on Maryland roadways with increases in speed, impairment, and distracted driving. As a result, 621 people died in traffic-related crashes on Maryland's roads in 2023. Unfortunately, this represented an increase from the previous years. Additionally, pedestrian and bicycle fatalities continued to comprise one quarter of the state's roadway deaths and much work remains to reverse a recent national increase in roadway deaths.

The past year saw the state's highway safety programs adapt to the changes in procedures and activities to meet the requirements of the new Bipartisan Infrastructure Law (BIL). Still following the strategies and action steps in Maryland's Strategic Highway Safety Plan (SHSP) the MHSO continued its focus on core emphasis areas such as impaired driving, speeding, occupant protection, distracted driving, and pedestrian and bicycle safety as well as new areas of focus such as autonomous vehicles and a more specific focus on roadside and work zone safety. MHSO supported the development of more than 16 local highway safety plans, the state's seatbelt use rate remains around 92 percent, and outreach activities resumed in the schools and communities. Maryland's SHSP provides the Safe System framework to support the collaborative efforts between MDOT business units and allied agencies. The SHSP continues to use a data-driven approach to set safety targets, to guide our investments, and to maximize the use of our resources to improve highway safety in the state.

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

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

Sincerely,



Timothy J. Kerns, PhD

Triennial Highway Safety Plan Updates

3HSP Page Number	Change	Reasoning
Appendix H	Added Transportation disparity maps	Provide visual description of transportation underserved areas for engagement
Appendix I	Added Impaired Driving Strategic Plan	Maryland became a mid-range state in 2024

Highway Safety Strategies and Projects

The MHSO awards grants to projects that address priority areas in Maryland's SHSP, along with target groups identified within those areas. This year, projects within the identified transportation disadvantaged areas were prioritized. These projects must demonstrate the greatest potential to succeed and ultimately help Maryland eliminate crash-related deaths and injuries. Grants must be compatible with the MHSO's mission, program directives, and eligibility criteria. Final awardees reflect agencies deemed most capable of addressing the strategies and projects that aid Maryland in achieving its targets and objectives.

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

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

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

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

Maryland's Evidence-Based Traffic Enforcement Program

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

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

Data-Driven Problem Identification

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

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

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

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

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

Implementation of Evidence-Based Strategies

Maryland's evidence-based traffic safety enforcement methodology uses an integrated enforcement approach utilizing checkpoint inspections and saturation patrols, each as outlined in NHTSA's Countermeasures That Work guiding document. The data-driven, HVE methodology includes enforcement of traffic laws pertaining to impairment, speeding, occupant restraint usage, and other safety issues, coupled

with enforcement patrols that saturate specific areas, which are well-documented in local media and describe the effort as an impaired-driving or other appropriate campaign.

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

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

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

Continuous Monitoring

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

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

Non-Federal Funding Sources

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

Agency	Funding Source	Activities Funded
AAA	Private funds	Offers School Safety Patrol and other traffic safety support. Lobbies for highway safety legislation.
AARP	Private, non-Profit	AARP Smart Driver Training and other mature driver training programs.
Department of Health, Alcohol and Drug Abuse Administration (ADAA)	State funds and other solicited/awarded federal funding sources	Support to the Maryland Strategic Prevention Framework and continued maintenance of the treatment and pharmacy data through the Statewide Automated Record Tracking system, the Prescription Drug Monitoring Program, and the Controlled Dangerous Substance Integration Unit.
Department of Public Safety and Correctional Services (DPSCS)	State funds	Responsible for the Criminal Justice Information (CJI) System for the Maryland criminal justice community, including the courts; local, state, and federal law enforcement agencies; local detention centers; state prisons; state's attorneys; and parole and probation officers. The CJI System provides official records on persons arrested and convicted in Maryland. Agency also houses the MPCTC, which oversee the certification of enforcement officers for the state.
District Court of Maryland (DCM) and Judicial Information Systems (JIS)	State funds	Responsible for formatting and printing Maryland Uniform Complaint and Citation forms, setting pre- payable fine amounts, adjudicating traffic cases, and maintaining disposition data.
Governor’s Office of Crime Prevention, Youth, and Victim Services	State and federal funds	Responsible for improving public safety and administration of justice, and reducing/preventing crime, violence, delinquency, and substance abuse. To these ends, it helps draft legislation, policies, plans, programs, and budgets. Administers enforcement and community safety grants. Publishes race-based traffic stop data analysis and race-based traffic stops data dashboard annually.
Governors Highway Safety Association	Non-profit	Supports highway safety initiatives through grant opportunities and training throughout the year.
Health Services Cost Review Commission	State funds	Responsible for the regulation of hospital rates. Provides support and maintenance of the statewide integration system for all hospitals.

Agency	Funding Source	Activities Funded
Local jurisdiction, and municipal Public Works and Transportation Departments	Jurisdiction- specific, local and municipal funds	Support and maintenance of the collection of roadway data such as roadway maintenance, design, and other infrastructure information.
Maryland Cannabis Administration	State funds	Responsible for regulating the cultivation, manufacture, testing, and distribution of medical and adult-use cannabis in Maryland. Provides education on cannabis impaired driving through campaigns and materials given out at point of sales.
Maryland Chiefs of Police Association (MCPA)	Member dues, fees	Provides training and promotes professional standards for local enforcement officials. Association includes executive law enforcement officers, prosecutors, police legal advisers, members of the State Police Training Commission, private security directors, and interested citizens.
Maryland Department of Health– Kids in Safety Seats (KISS)	State funds	Administrative, technical and programmatic support for the KISS program, educational efforts aimed at the correct use of seat belts and child safety seats. These partners provide the training and certification of CPS technicians and instructors, and the promotion of child safety seat fitting stations.
Maryland Department of Health, Office of the Chief Medical Examiner	State funds	Support and continued maintenance of the collection of data on drivers involved in fatal crashes, and data provision to the Maryland State Police.
Maryland Department of Information and Technology (DoIT)	State funds	The designated state entity responsible for information technology across state agencies. Provides coordination for the purchase and management of all telecommunications devices and systems utilized by state agencies.
Maryland Department of Transportation Motor Vehicle Administration's Maryland Highway Safety Office (General Funds)	State funds	State funds pay salary and benefits for the following MHSO positions: Director, Deputy Director, Finance Section Manager, two finance managers, and the Data Processing and Quality Assurance Specialist.
Maryland Department of Transportation Motor Vehicle Administration (MDOT MVA)	State funds	MDOT MVA manages the State Ignition Interlock Program; monitors Maryland graduated drivers licensing laws; manages Medical Advisory Board and Motorcycle Safety Program; and supports systems for driver records, vehicle registrations and violations.

Agency	Funding Source	Activities Funded
Maryland State Police, Maryland Transportation Authority Police, local jurisdiction, and municipal law enforcement agencies – Enforcement Mobilization Projects	State, local and municipal funds	Maryland State Police, Maryland Transportation Authority Police, local jurisdictions, and municipal funding for regular duty pay/benefits, office space, supplies and equipment, court overtime, vehicles, and vehicle use on state, local and municipal roadways. In addition, these partners provide support to Child Passenger Safety fitting stations throughout the state by training and certifying CPS Technicians and by conducting child safety seat inspections. They also support and maintain systems tracking traffic citations and arrests, used in project evaluation and analysis.
Maryland State's Attorneys' Association	Member dues, fees	Coordination of statewide efforts to improve prosecution and adjudication of DUI cases.
MDOT Maryland Transit Administration (MDOT MTA)	State and federal funds	Provides and supports accessible statewide public transportation networks and services that are customer-focused, safe, appealing, reliable, and efficient. Provides security and law-enforcement services, is a key provider of traffic safety information, and uses traffic records to determine day of week and hour of day for best customer service and safety enforcement opportunities. Engages in research, development, and implementation of roadside data-capture technology to expedite the flow and safety of mass transit customers.
Mothers Against Drunk Driving (MADD)	Private, non-Profit	School and community-based traffic safety information programs.
Office of Administrative Hearings (OAH) and courts in local jurisdictions	Jurisdiction, local and municipal funds	Support and maintenance of hearings for the opt-in option under a points assignment associated with mandates for repeat offenders.
Regional Integrated Transportation Information System, Center for Advanced Transportation Technology Laboratory, University of Maryland	State and federal funding	Support and maintenance of automated data sharing, dissemination, and archiving system to communicate information among agencies and to the public.
State of Maryland Problem Solving Courts	State funding	Offers specialty courts focused on a collaborative, non-adversarial approach to

Agency	Funding Source	Activities Funded
		judicial supervision of eligible DUI/DWI offenders.
University of Maryland School of Pharmacy	State funds and other solicited/awarded federal funding sources such as Substance Abuse and Mental Health Services Administration	Support and continued maintenance of Maryland Statewide Epidemiologic Outcomes Workgroup (SEOW) and the Maryland Strategic Prevention Framework (MSPF) in 24 jurisdictions across the State.
Washington College	Private institution funds; other solicited/awarded federal funding sources	Direct support to highway safety programs incorporating geo-located traffic safety data.
Washington Regional Alcohol Program (WRAP)	Private, non- profit	School and community-based traffic safety information programs.

Public Participation and Engagement Efforts

Identifying Transportation Disadvantaged Communities

In April 2023, a group of data experts including the National Study Center for Trauma and EMS (NSC), Washington College, and MHSO representatives formalized a model for determining underserved and low-income areas throughout the State of Maryland. The methodology for determining these affected communities included two sets of disadvantaged populations – socioeconomic disadvantaged and transportation safety disadvantaged. Variables within socioeconomic disadvantaged include Risk (alcohol retailers and cannabis dispensaries), Poverty, and Race (non-white). Variables within transportation safety disadvantaged include Violations (home location), Under 18/Over 65, and Crashes (location where occurred).

At the time of submission, we utilized affected communities as noted in the Data Collection and Analysis/Community Identification section as our starting point. Moving forward, as we work with NSC and Washington College, these affected communities may change as we transition to this tool. The new matrix will supplement the existing datasets and lay the groundwork for ongoing engagement, identifying the most disadvantaged and priority audiences for future community engagement and outreach efforts. While the tool will be custom-built for MHSO and use state-specific, readily available traffic safety data in addition to socio-economic factors, the model borrows concepts and some of the framework from US DOT's Equitable Transportation Explorer.

Update since 2023: As of July 2024, the NSC and the Washington College GIS Program (WCGP) have made progress on refining the Maryland Traffic Safety Equity Composite Index as described in the FFY2024-2026 Highway Safety Plan. The model, which was theoretical at this time last year, has been tested by the NSC with simulated and limited real-world data to refine the methodology. NSC has presented the model in several venues, e.g., the TRB Annual Meeting and the Maryland Highway Safety Summit to gather more feedback to improve the model.

Moving from simulated data into using real data requires the development of an integrated dataset and an analysis application with GIS (mapping) capabilities and features. This application, which is called Overrepresented Risk Indicator Outcomes at Locations for Equity (ORIOLE), is currently in development at Washington College, but has been delayed from the original planned launch in Fall 2024 to sometime in 2025. NSC and WCGP continue to test and refine the model and consider the potential to integrate the Equitable Transportation Communities (ETC) methodology and census tracts into the zip code tabulation areas of ORIOLE and will train MHSO staff and partners on the model and application before deployment. MHSO also continues to coordinate with other MDOT modes and the MDOT Office of Planning and Capital Programming (OPCP) to determine effective collaboration strategies among the multi-modal agencies who have similar equity-focused engagement efforts planned and in development. One area of potential collaboration is implementing PPE strategies in Pedestrian Safety Action Plan (PSAP) corridors that intersect with disadvantaged communities.

In summary, the model is currently being tested; the application (ORIOLE) is in development; and enhancements to MHSO PPE in collaboration with other MDOT modes continue to unfold and evolve. The Maryland Traffic Safety Equity Composite Index and ORIOLE may be rolled out for PPE later in 2025 and will be evaluated thereafter, well into 2026. In the meantime, MHSO will continue to use the ETC methodology and focus on transportation disadvantaged communities.

Transportation disadvantaged areas throughout the state of Maryland were identified by utilizing the DOT Equitable Transportation Community (ETC) Explorer's five components of disadvantage. Components include transportation insecurity, environmental burden, social vulnerability, health vulnerability, and climate/disaster risk burden. Jurisdictions (23 counties and the City of Baltimore) with the highest overall disadvantage component scores were determined and each identified area was mapped and presented to MHSO staff with some relevant census information (e.g., population per square mile, ages, and languages spoken). Maps and population data for the top three transportation disadvantaged census tracts in each region and within each jurisdiction were sourced from censusreporter.org, which presents geographic boundaries and census data in accessible visualizations for staff.

PPE Efforts Based on Annual Report

Affected Community and Data:

Indian Head Villages was identified as a transportation disadvantaged area, at census tract 8501.01. Within this census tract, 69 percent of residents are African American. Located in Charles County, MD, Indian Head Villages is a HUD income restricted property and participates in the USDA Section 515 rural rental housing program. Residents earn 80% or less than the area median income. The property serves the 20616-zip code.

The community houses several liquors stores all within a two-block radius. There is a park and bus stop within the community. The park is littered with beer cans and bottles, as well as blunt wrappers.

Steps Taken to Produce Meaningful Engagement with Affected Community:

MHSO has engaged with those who reside, work, visit or have an interest in Indian Head Villages. This includes traditional transportation stakeholders and individuals and organized community member groups.

In March 2024, the MHSO Impaired Driving Program Manager met the elders of the Villages of Indian Head community. He was introduced to an older man whom everyone refers to as “The Mayor,” an influential voice and figure in the community. It was quickly determined that if the elder trusted our office representative, the rest of the community would follow his lead. Some members of the community were hesitant to talk and multiple times our manager was asked if he was law enforcement or associated with law enforcement (which he is not). A subsequent visit was made to the community barbershop and the faith-based community.

Issues Covered and Feedback:

The first step to collecting feedback on behavioral transportation issues was visiting the community and talking to residents not in a formal meeting setting but where they worked and socialized. Initial public feedback was that a lot of the behaviors exhibited within the community, lack of services, and decisions, are deep rooted. One person stated, “We know right from wrong, but if services and opportunities were never provided for you to do right, how can we correct our wrongs?” The MHSO manager determined quickly the community is fragile and he needed to demonstrate that his intention was genuine.

Many of the local businesses conduct community events throughout the year but stated they are at a standstill for the summer months due to the concern over the high volume of public cannabis smoking which they feel is not appropriate at a community event.

MHSO attended a small social gathering on Easter Sunday to listen to concerns of the community. Many of the elders expressed concern over cannabis impaired driving in the community. As one elder stated, “This generation has no clue of what they are putting into their body.” Another community member said, “You can walk by any car and see the blunt wrapping papers in the cup holder.”

The community was very in tune with this year’s legislative session, specifically House Bill 320: Cannabis Odor and Admission of Evidence. Some community members felt the bill would be a “one-way ticket back to jail.” Specific comments were “They will find a way to pull us over and tear the damn car up.” It was also discussed that a large sum of money does not always mean a gun is in the car. One resident asked, “What IS a large sum of money?” One gentleman shared that he carries large sums of cash on him for a responsible reason. He drops off money weekly to the mother of his child, so they are necessities in the home.

Accessibility Measures:

Accessible locations and time of day are important for engaging with this underserved community. Choosing Easter Sunday when a large percentage of the population was together for an Easter celebration, as well as mid to late day when many elderly residents enjoy a game of backgammon outside were excellent times to engage with this community. The churches and businesses were Americans with Disabilities Act of 1990 (ADA)-compliant facilities but many times engagement took place outside.

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

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

Based on feedback concerning cannabis-impaired driving, MHSO decided to run their cannabis campaign during the July 4th holiday with billboards in Bowie, Upper Marlboro and along Route 210 between Forest

Heights and Ft. Washington. These are areas frequented by the population at the Villages. Feedback from residents on the messaging and whether they feel it will deter cannabis impaired driving will be gathered during the next visit.

In June all five of the Indian Head/ Bryans Road liquor stores were visited and shown free large brown bags with a sober driving message. MHSO has utilized these bags in other areas of the state with overwhelming support from store owners. These relationships are opening the opportunity to revisit the stores and get feedback from the owners and managers about the message/graphic on the bag and what they feel would boost behavioral change among their clientele.

Feedback concerning House Bill 320 was documented.

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

Partnership Development and Ongoing Planning for Engagement

The following steps have been taken by MHSO to build relationships within transportation disadvantaged communities - the first step in meaningful public engagement. Over the next year additional feedback will be received and documented from these communities. This feedback will help contribute to the development of the State's countermeasure strategies for programming funds.

Bowie State University (Historically Black College and University)

Bowie State University is located within Prince George's County, Maryland. This county is overrepresented in total crashes, injury crashes and fatalities.

Over the span of 18 months, a relationship has been forged between MHSO and Bowie State. This began with several virtual meetings with staff and students, both wanting to ensure the Highway Safety Office's intentions were genuine. In April, the Occupant Protection, Distracted Driving and Impaired Driving Program Managers had their first on-campus visit by participating in the Yard Fest Event - a celebration of culture and influence of HBCUs. Survey cards were utilized to gauge student's thoughts on impaired driving issues. Although a small sample, results of this survey, along with verbal interaction with students, demonstrated a need for more education regarding impaired driving and cannabis. This event led them to the Bowie State Alcohol, Tobacco, and Other Drug Prevention Center where they are working, in tandem, to develop a Be the Driver Homecoming Edition (HBCU). Be the Driver is the over-arching traffic safety campaign of the MHSO.

The Highway Safety Office held their Emphasis Area Team Meeting (a combination of impaired driving, occupant protection and distracted driving) at Bowie State University in July 2024. Student groups will be addressing the group and will play a key role in providing feedback to behavioral traffic safety issues they see in their underserved community.

Nepalese-American Community in Baltimore County

Following a recent fatal crash involving a pedestrian originally from Nepal, the community requested help in educating their children and parents on road safety. Community leaders suggested an organized event as soon as possible to maximize its impact. Working with the Maryland State Highway Administration, MHSO coordinated a walking and biking safety program for parents and children. Following the event, time was dedicated for community feedback regarding ways to enhance walking and biking safety.

Held at the Nepali American Cultural Center Hindu Buddha Mandir in Glen Arm, the location had two steps to enter the building so not ADA compliant, but the location was frequented by the Nepalese-American community and made them feel safe. The event was held on a Sunday, as requested by the community, to make it easier for residents to attend. Although one hour was dedicated to the event, MHSO and SHA staff were at the location 2.5 hours interacting with residents. Attendees were from zip codes 21236, 21128 and 21057.

Following the presentation, during a discussion format, the community asked for more presentations possibly each year in the spring and fall. There were questions about car seats and seat belts and a recommendation to include that in future meetings. Other parts of the state have large communities of Nepalese-American residents and feedback suggested MHSO should engage with those areas as well.

A future gathering with this community is being planned to review the Cheswick pedestrian campaign and ways to make the messaging more impactful to the Nepalese-American population. Behavioral traffic safety survey will also be distributed at that meeting.

Peoples' Community Alliance (PCA) – Eastern Shore of Maryland

Finding existing groups that service an underserved community is key to a Highway Safety Office engagement effort. MHSO staff attended a working group meeting with the Peoples' Community Alliance (PCA). The meeting was held at the Community Foundation of the Eastern Shore Building in Salisbury, MD, on the first floor which was ADA compliant.

There were 40 attendees, from local health departments, libraries, transit, local colleges, juvenile system, and local community organization representatives from Somerset and Wicomico and Worcester Counties.

The PCA Mission is to collaborate intentionally to reduce barriers to services in the tri-county area of the Lower Eastern Shore. It is represented and committed to serving Wicomico, Somerset and Worcester Counties. Their focus areas as they continue to work with underserved communities, are a commitment to food distribution, transportation, and resource allocation in the three counties. Seven areas within these counties are designated as transportation underserved communities and the area includes a very large Haitian Creole population.

The group's goal is to establish trusted points of contact for the communities they serve and as an organization, develop and bring ways to create community linkages to reach the underserved communities.

Discussion centered around housing needs and the impact of the housing crisis in their community. One member stated although transportation is available to some residents, they cannot afford the $3.00 bus ticket. Cultural and language barriers fare faced by the communities when attempting to reach resources. It was made clear that there is not much trust listening to government and a trusted community leader is needed to work with these underserved communities.

A list of deliverables was created by the group and includes (a) Developing a community survey or needs assessment among the diverse communities to get a better understanding of their needs, (b) Work on offering transit fare cards to the health department where people who need them can enroll, (c) Connect with Rebirth Inc who offer food pantry, social services guidance and interpretation for the Haitian Creole population, and (d) Create a mobile "resource day" that would visit communities to help residents navigate employment, transportation and social services systems.

No behavioral transportation issues surfaced during this meeting, but future gatherings will help the MHSO determine if this group is appropriate for forming meaningful public engagement in the future.

City of Frederick MD

The City of Frederick has two priority census tracts that fall under transportation disadvantaged. Working with a newly hired PROTECT Coordinator for the City, MHSO is focusing on engagement with communities through Boys and Girls Club leaders, local churches, and community/HOA associations.

Maryland Safety Program Areas – Action Plan

Impaired Driving Program

The impaired driving Emphasis Area Team (EAT) which serves as the State's task force through the Strategic Highway Safety Plan combating impaired driving in Maryland. Members of the EAT are dedicated individuals who each bring a unique viewpoint to the issue. The impaired driving strategic plan can be found in Appendix I, which includes a list of all team members.

Action Plan

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

Project Agency: Calvert Alliance Against Substance Abuse, Inc.	
Project Name: CAASA Impaired Driving Activities	
Agency Type: Non-profit	**Agency Location/Affected Community:** Calvert County
Program Area: Impaired Driving	**Project Number:** GN 25-241
Project Funds / Type: $4,320.00 / BIL 402	**Eligible Use of Funds:** AL
Will the project be used to meet the requirements of Â§ 1300.41(b)? No	
Countermeasures: Highway Safety Program Guideline No. 8 Impaired Driving	
Performance Target: C-5 (Appendix C)	
Project Description: CAASA will create awareness for the dangers of impaired driving by working with State and County law enforcement agencies. Will present to the Calvert County Commissioners with awards given to law enforcement officers in recognition of DUI arrests. CAASA will partner with schools and local agencies to provide outreach to students about the dangers of underage drinking and impaired driving, including the use of DUI simulators at two high schools. Pre and post surveys (English and Spanish) will be administered to students participating in the DUI simulator.	

Project Agency: Garrett County Liquor Control Board	
Project Name: Garrett County Training & Compliance Recognition	
Agency Type: Local Government	**Agency Location/Affected Community:** Garrett County
Program Area: Impaired Driving	**Project Number:** GN 25-253
Project Funds / Type: $10,980.00 / BIL 402	**Eligible Use of Funds:** AL
Will the project be used to meet the requirements of Â§ 1300.41(b)? No	
Countermeasures: Countermeasures That Work 11th Edition - Alcohol Compliance Vendor Checks – three stars	

Performance Target: C-5 (Appendix C)
Project Description: This project will allow the Garrett County Liquor Control Board to conduct TIPS for Concessions training opportunities for alcohol licensed non-profit organizations and volunteers throughout the year. It will also fund alcohol compliance checks of local businesses, education for licensees and staff on updated compliance and alcohol laws intended to reduce impaired driving and eliminate underage alcohol sales.

Project Agency: Mothers Against Drunk Driving	
Project Name: Underage Drinking and other Drug Use Prevention	
Agency Type: Non-profit	**Agency Location/Affected Community:** Statewide
Program Area: Impaired Driving	**Project Number:** GN 25-039
Project Funds / Type: $111,555.36 / BIL 405d AL (Note: Total includes Indirect Cost)	**Eligible Use of Funds:** FDLTR,M6OT
Will the project be used to meet the requirements of Â§ 1300.41(b)? No	
Uniform Guideline: Highway Safety Program Guideline No. 8 Impaired Driving	
Performance Target: C-5 (Appendix C)	
Project Description: This project will provide ongoing opportunities to fulfill MADD's mission to stop drunk driving and prevent underage drinking by educating and equipping youth to talk with each other about alcohol. During the grant year MADD will present to a minimum of 20 schools, community groups, and local area partner events to talk to teens and teach them why it is important to say no to alcohol. MADD's Power of Youth program will be presented to students in middle and high school. Funding will also support the printing of 5,000 Power of Youth booklets.	

Project Agency: Maryland Chiefs of Police	
Project Name: Maryland Chiefs of Police DUI Conferences and DUI Trainings	
Agency Type: Non-profit	**Agency Location/Affected Community:** Statewide
Program Area: Impaired Driving	**Project Number:** GN 25-184
Project Funds / Type: $145,090.00 / BIL 405d AL (Note: Total includes Indirect Cost)	**Eligible Use of Funds:** FDLTR
Will the project be used to meet the requirements of Â§ 1300.41(b)? No	
Countermeasures: Highway Safety Program Guideline No. 15 Traffic Enforcement Services	
Performance Target: C-5 (Appendix C)	

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

Project Agency: Maryland Sheriffs' Association, Inc.	
Project Name: MSA DUI Institute and Executive Leadership	
Agency Type: Non-profit	**Agency Location/Affected Community:** Statewide
Program Area: Impaired Driving	**Project Number:** GN 25-183
Project Funds / Type: $24,090.00 / BIL 405d AL (Note: Total includes Indirect Cost)	**Eligible Use of Funds:** FDLTR
Will the project be used to meet the requirements of Â§ 1300.41(b)? No	
Countermeasures: Highway Safety Program Guideline No. 15 Traffic Enforcement Services	
Performance Target: C-5 (Appendix C)	
Project Description: The Maryland Sheriff's Association will sponsor the University of Maryland's DUI Institute and DUI Conference. The registrations and awards offered by the MCPA allow patrol officers from across the state who excel in DUI enforcement to be trained in all aspects of the issues surrounding DUI enforcement and recognized for their efforts. This training is not designed to teach officers how to find, test, and apprehend suspected impaired drivers, but is designed to look at the bigger picture and issues surrounding DUI arrest.	

Project Agency: Maryland Highway Safety Office	
Project Name: MHSO Internal Impaired Media and Educational Materials	
Agency Type: State Government	**Agency Location/Affected Community:** Statewide
Program Area: Communications (DUI)	**Project Number:** GN 25-140
Project Funds / Type: $1,000,000.00 / BIL 405d AL	**Eligible Use of Funds:** FDLPEM
Will the project be used to meet the requirements of Â§ 1300.41(b)? No	
Countermeasures: Highway Safety Program Guideline No. 8 Impaired Driving	
Performance Target: C-5 (Appendix C)	
Project Description: This grant will support and facilitate projects within the Maryland Highway Safety Office's Communications Section to support new and on-going campaigns including the following: - Impaired driving campaign (alcohol and cannabis) - Impaired riding campaign - MD MOTORS	

Project Agency: Maryland Highway Safety Office	
Project Name: MHSO Staffing Grant 2	
Agency Type: State Government	**Agency Location/Affected Community:** Statewide
Program Area: MHSO Staffing 2	**Project Number:** GN 25-055
Project Funds / Type: $2,000.00 / BIL 402; $101,003.69 / SBIL 405d AL	**Eligible Use of Funds:** AL,FDLIDC
Will the project be used to meet the requirements of Â§ 1300.41(b)? No	
Countermeasures: MHSO Staffing grants support a wide variety of traffic safety countermeasures.	
Performance Target: C-5 (Appendix C)	
Project Description: This grant provides the mechanism to pay the salaries and benefits of the MHSO staff and be reimbursed by NHTSA for federal expenditures.	

Project Agency: Maryland State's Attorneys' Association	
Project Name: Traffic Safety Resource Prosecutor	
Agency Type: Non-profit	**Agency Location/Affected Community:** Statewide
Program Area: Impaired Driving	**Project Number:** GN 25-020
Project Funds / Type: $187,847.98 / BIL 405d AL; $33,756.92 / SBIL 405d AL (Note: Total includes Indirect Cost)	**Eligible Use of Funds:** M6OT
Will the project be used to meet the requirements of Â§ 1300.41(b)? No	
Assessment Recommendation: Hire a new Traffic Safety Resource Prosecutor to focus on the successful prosecution of novel cannabis evidentiary questions.	
Performance Target: C-5 (Appendix C)	
Project Description: This project supports Maryland's TSRP Program. The TSRP Program consists of a full-time attorney who provides statewide training, education, and technical support to traffic crimes prosecutors and law enforcement agencies. The project also includes funds for prosecutors to attend the DUI Institute for Prosecutors at the University of Maryland, a program developed in collaboration with the MSAA, and the MHSO. The TSRP also works with the State toxicologist, breath tech operators, DREs, crash reconstructionist and other specialists involved in the field of highway safety.	

Project Agency: Maryland State Police	
Project Name: Forensic Sciences Division (FSD)	
Agency Type: State Government	**Agency Location/Affected Community:** Statewide
Program Area: Impaired Driving	**Project Number:** GN 25-133
Project Funds / Type: $25,649.46 / BIL 405d AL; $65,750.94 / SBIL 405d AL	**Eligible Use of Funds:** M6OT
Will the project be used to meet the requirements of Â§ 1300.41(b)? No	

Countermeasures: Highway Safety Program Guideline No. 15 Traffic Enforcement Services
Performance Target: C-5 (Appendix C)
Project Description: As the only laboratory within the state approved for analyzing blood samples for alcohol and/or drugs in DUI/D related incidents, it is imperative that the toxicology unit functions properly in order to assist with DUI/D investigations. Support for these laboratories includes purchasing equipment and consumables that are needed for daily operations within the laboratory. Additionally, funding will be used to support contractual services to validate the new equipment used by the Toxicology Unit to ensure it is in compliance with accepted standards and practices. Trainings such as the Robert F Borkenstein "Alcohol and Highway Safety " and the "Effects of Drugs on Human Performances and Behavior" courses will be utilized to give laboratory staff access to high quality training that can be reinvested back into the laboratory. Other trainings associated with this grant includes Sending two FSD Scientists to the American Academy of Forensic Science (AAFS) Meeting, sending two FSD Scientists to the International Association for Chemical Testing (IACT) Meeting, Sending one Scientist to the ABFT Certification Preparatory Course. These trainings can be used to learn about new trend, techniques, and accreditation standards that are being utilized in DUID programs around the country, which can be invested back into the State of Maryland for suitable approaches to DUI/D investigations.

Project Agency: Maryland State Police - DRE	
Project Name: DRE Training	
Agency Type: State Government	**Agency Location/Affected Community:** Statewide
Program Area: Impaired Driving	**Project Number:** GN 25-129
Project Funds / Type: $240,100.00 / BIL 405d AL	**Eligible Use of Funds:** FDLTR,M6OT
Will the project be used to meet the requirements of Â§ 1300.41(b)? No	
Countermeasures: Highway Safety Program Guideline No. 8 Impaired Driving	
Performance Target: C-5 (Appendix C)	
Project Description: This grant will fund the statewide DRE Coordinator and the statewide efforts to train, retrain, and certify drug recognition experts and drug recognition expert instructors. Three DRE classes will be conducted in order to train new DREs at a rate faster than current DREs exit the program. The funds will also help recertify drug recognition experts and drug recognition expert instructors every two years. ARIDE and DRE manuals will be funded as well as items needed for DREs to conduct roadside evaluations.	

Project Agency: Restaurant Association of Maryland	
Project Name: Restaurants Against Impaired Driving (RAID)	
Agency Type: Non-profit	**Agency Location/Affected Community:** Montgomery and Prince George’s Counties
Program Area: Impaired Driving	**Project Number:** GN 25-161

Project Funds / Type: $49,307.81 / BIL 405d AL (Note: Total includes Indirect Cost)	**Eligible Use of Funds:** M6OT
Will the project be used to meet the requirements of Â§ 1300.41(b)? No	
Uniform Guideline: Highway Safety Program Guideline No. 8 Impaired Driving	
Performance Target: C-5 (Appendix C)	
Project Description: The Restaurant Association of Maryland (RAM) will address the problem of restaurant/bar employees who serve alcohol in Montgomery and Prince George's counties not being educated in responsible alcohol service. They will focus on locations where the majority of employees are Latino. RAM will convert certification materials into Spanish, including study guide, exam questions, educational materials and class promotional materials. RAM will hold 12 responsible alcohol service classes during the grant year with a Spanish speaking instructor. Classes will be held free of charge for employees and businesses, promoted through grassroots efforts and social media in Latino neighborhoods and communities where restaurants and bars are located.	

Project Agency: St. Mary's County Health Department	
Project Name: Student Education to Reduce Impaired Driving	
Agency Type: State Government	**Agency Location/Affected Community:** St. Mary's County
Program Area: Impaired Driving	**Project Number:** GN 25-065
Project Funds / Type: $14,500.00 / BIL 405d AL	**Eligible Use of Funds:** M6OT
Will the project be used to meet the requirements of Â§ 1300.41(b)? No	
Countermeasures: Highway Safety Program Guideline No. 8 Impaired Driving	
Performance Target: C-5 (Appendix C)	
Project Description: This project supports St. Mary's County high schools during Project Graduation in the form of driving simulators. Utilizing the Drive Square company, two simulators at each of the four county high schools will be utilized for students. In addition to a virtual impaired driving experience testing students' skills and giving them an understanding of how driving under the influence can impact driving skills, four educational sessions will be provided as a complement to the simulators. St. Mary's Project Graduation event serves the County's three public high schools and two private high schools over four nights. Graduates and guests are required to commit to remaining alcohol and drug-free during the event.	

Project Agency: University of Baltimore Center for Advancing Prevention Excellence	
Project Name: SJOL Maryland	
Agency Type: Higher Education	**Agency Location/Affected Community:** Statewide
Program Area: Impaired Driving	**Project Number:** GN 25-198

Project Funds / Type: $102,296.26 / BIL 405d AL (Note: Total includes Indirect Cost)	**Eligible Use of Funds:** B6CS,M6OT
Will the project be used to meet the requirements of Â§ 1300.41(b)? No	
Assessment Recommendation: Task the State Judicial Outreach Liaison to design and deliver a judicial education program with learning objectives and measurable outcomes on the legal and scientific issues encountered in driving while impaired cases.	
Performance Target: C-5 (Appendix C)	
Project Description: Judges are responsible for sentencing impaired drivers, and therefore, are in a unique position to have an impact on offenders who are arrested for impaired driving and other illegal driving practices. This project will fund a State Judicial Outreach Liaison (SJOL) position to bring the latest research to judges on the front line. This position will also function as teacher, writer, and consultant, to share the latest research and best practices on addressing impaired driving offenders with the judges in Maryland. The SJOL will, upon request, also provide important insight to policymakers attempting to improve impaired driving traffic safety.	

Project Agency: Worcester County Health Department	
Project Name: Worcester County Health Department Alcohol Licensee Recognition Event	
Agency Type: State Government	**Agency Location/Affected Community:** Ocean City
Program Area: Impaired Driving	**Project Number:** GN 25-066
Project Funds / Type: $24,178.53 / BIL 402 (Note: Total includes Indirect Cost)	**Eligible Use of Funds:** AL
Will the project be used to meet the requirements of Â§ 1300.41(b)? No	
Countermeasures: Countermeasures that Work 11th Edition - Alcohol Compliance Vendor Checks – three stars	
Performance Target: C-5 (Appendix C)	
Project Description: This project supports a minimum of 100 compliance checks that are conducted by the Worcester County Sheriff's Office and Ocean City Police Department, many of them in the Ocean City resort area. Funding also supports the partial payment of a part-time coordinator who works with the police departments conducting the checks, handles all grant functions, and coordinates a recognition event for totally compliant alcohol licensees.	

Project Agency: Washington Regional Alcohol Program	
Project Name: FY 2025 Public Information & Education and Youth Outreach	
Agency Type: Non-profit	**Agency Location/Affected Community:** Statewide
Program Area: Impaired Driving	**Project Number:** GN 25-077

Project Funds / Type: $2,040.00 / BIL 405d AL; $235,055.27 / SBIL 405d AL (Note: Total includes Indirect Cost)	**Eligible Use of Funds:** M6OT
Will the project be used to meet the requirements of Â§ 1300.41(b)? No	
Countermeasures: Countermeasures that Work 11th Edition - Alternative Transportation – three stars	
Performance Target: C-5 (Appendix C)	
Project Description: WRAP's individual programs include youth, parental, and adult outreach as well as law enforcement recognition, the SoberRide campaign, and the "Maryland Remembers" memorial event. WRAP is an active member of Maryland's SHSP Team. Additionally, WRAP's President co-chairs the SHSP Impaired Driving EAT.	

Mid-range State means a State that has an average impaired driving fatality rate that is higher than 0.30 and lower than 0.60.

Year		Alcohol-Impaired Driving Fatalities (BAC = .08+)			
		Total Fatalities in all Crashes	Number	Percent	Per 100 Million VMT
2020	**Maryland**	573	189	33	.37
2021	**Maryland**	563	190	34	.33
2022	**Maryland**	564	207	37	.36
				Five-year Average	.35

Source: FARS 2022 ARF. Subject to change.

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

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

Agency	Grant Number	Program Area	Obligated Amount	Funding Code	Eligible Use
Aberdeen Police Department	LE 25-227	Impaired Driving	$477.38	BIL 402	AL
Allegany County Sheriff's Office	LE 25-023	Impaired Driving	$6,500.00	BIL 402	AL
Anne Arundel County Police Department	LE 25-123	Impaired Driving	$20,000.00	BIL 402	AL
Baltimore City Police Department	LE 25-249	Impaired Driving	$3,000.00	BIL 402	AL
Baltimore County Police Department	LE 25-043	Impaired Driving	$135,000.00	BIL 402	AL
Bel Air Police Department	LE 25-102	Impaired Driving	$2,987.04	BIL 402	AL
Berlin Police Department	LE 25-026	Impaired Driving	$3,000.00	BIL 402	AL
Calvert County Sheriff's Office	LE 25-155	Impaired Driving	$15,000.00	BIL 402	AL
Caroline County Sheriff's Office	LE 25-163	Impaired Driving	$992.63	BIL 402	AL
Carroll County Sheriff's Office	LE 25-050	Impaired Driving	$26,000.00	BIL 402	AL
Cecil County Sheriff's Office	LE 25-174	Impaired Driving	$3,000.00	BIL 402	AL
Charles County Sheriff's Office	LE 25-171	Impaired Driving	$31,000.00	BIL 402	AL
Chestertown Police Department	LE 25-014	Impaired Driving	$945.00	BIL 402	AL
City of Bowie	LE 25-148	Impaired Driving	$3,500.00	BIL 402	AL
City of Hyattsville Police Department	LE 25-204	Impaired Driving	$3,000.00	BIL 402	AL
Denton Police Department	LE 25-085	Impaired Driving	$960.00	BIL 402	AL
Easton Police Department	LE 25-233	Impaired Driving	$7,800.00	BIL 402	AL
Elkton Police Department	LE 25-037	Impaired Driving	$2,500.00	BIL 402	AL
Frederick County Sheriff's Office	LE 25-098	Impaired Driving	$8,000.00	BIL 402	AL
Frederick Police Department	LE 25-007	Impaired Driving	$18,000.00	BIL 402	AL

Agency	Grant Number	Program Area	Obligated Amount	Funding Code	Eligible Use
Frostburg City Police Department	LE 25-086	Impaired Driving	$1,000.00	BIL 402	AL
Fruitland Police Department	LE 25-090	Impaired Driving	$4,966.00	BIL 402	AL
Gaithersburg Police Department	LE 25-044	Impaired Driving	$10,000.00	BIL 402	AL
Garrett County Sheriff's Office	LE 25-095	Impaired Driving	$3,976.00	BIL 402	AL
Greenbelt Police Department	LE 25-110	Impaired Driving	$3,000.00	BIL 402	AL
Hampstead Police Department	LE 25-080	Impaired Driving	$1,500.00	BIL 402	AL
Harford County Sheriff's Office	LE 25-153	Impaired Driving	$45,000.00	BIL 402	AL
Havre de Grace Police Department	LE 25-116	Impaired Driving	$1,000.00	BIL 402	AL
Howard County Department of Police	LE 25-131	Impaired Driving	$35,000.00	BIL 402	AL
Kent County Sheriff’s Office	LE 25-017	Impaired Driving	$1,000.00	BIL 405d AL	FDLHVE
Manchester Police Department	LE 25-059	Impaired Driving	$2,500.00	BIL 402	AL
Maryland State Police - Mobile Unit	LE 25-130	Impaired Driving	$52,200.00	BIL 405d AL	FDLBAC
Maryland State Police - Mobile Unit	LE 25-130	Impaired Driving	$20,000.00	BIL 405d AL	FDLHVE
Maryland State Police - SPIDRE	LE 25-194	Impaired Driving	$400,000.00	BIL 402	AL
Maryland State Police - Statewide	LE 25-193	Impaired Driving	$39,500.00	BIL 405d AL	FDLTR
Maryland State Police - Statewide	LE 25-193	Impaired Driving	$208,500.00	BIL 405d AL	FDLHVE
Maryland Transportation Authority Police	LE 25-070	Impaired Driving	$33,000.00	BIL 405d AL	FDLHVE
Montgomery County Maryland	LE 25-063	Impaired Driving	$95,000.00	BIL 402	AL
Montgomery County Sheriff's Office	LE 25-064	Impaired Driving	$4,000.00	BIL 402	AL
Mount Airy Police Department	LE 25-179	Impaired Driving	$2,000.00	BIL 402	AL

Agency	Grant Number	Program Area	Obligated Amount	Funding Code	Eligible Use
Ocean City Police Department	LE 25-160	Impaired Driving	$25,000.00	BIL 402	AL
Ocean Pines Police Department	LE 25-136	Impaired Driving	$1,035.00	BIL 402	AL
Prince George's County Police Department	LE 25-225	Impaired Driving	$80,000.00	BIL 402	AL
Princess Anne Police Department	LE 25-164	Impaired Driving	$2,982.00	BIL 402	AL
Queen Anne's County Sheriff's Office	LE 25-105	Impaired Driving	$20,009.00	BIL 402	AL
Riverdale Park Police Department	LE 25-237	Impaired Driving	$3,000.00	BIL 402	AL
Salisbury Police Department	LE 25-083	Impaired Driving	$2,000.00	BIL 402	AL
Somerset County Sheriff's Office	LE 25-101	Impaired Driving	$3,840.00	BIL 402	AL
St. Mary's County Sheriff's Office	LE 25-053	Impaired Driving	$12,000.00	BIL 402	AL
Sykesville Police Department	LE 25-028	Impaired Driving	$2,000.00	BIL 402	AL
Talbot County Sheriff's Office	LE 25-071	Impaired Driving	$4,000.00	BIL 402	AL
Town of La Plata Police Department	LE 25-003	Impaired Driving	$2,500.00	BIL 402	AL
University of Maryland Department of Public Safety	LE 25-212	Impaired Driving	$9,000.00	BIL 402	AL
Washington County Sheriff's Office	LE 25-033	Impaired Driving	$10,000.00	BIL 402	AL
Wicomico County Sheriff's Office	LE 25-094	Impaired Driving	$4,980.00	BIL 402	AL
Worcester County Sheriff's Office	LE 25-203	Impaired Driving	$2,000.00	BIL 402	AL

Occupant Protection Program

Occupant Protection Plan

Problem Identification

In Maryland during 2022, over 2,141 unbelted occupants of passenger vehicles or light trucks were injured and 146 were killed in crashes. Despite increases in observed belt use rates in Maryland and across the nation, 36 percent of all Marylanders killed in motor vehicle crashes were not wearing seat belts. The number of unknown restraint use attributes in crash reports indicates there is an undercounting of unbelted occupants – the number is most likely half of all of occupant fatalities were unbelted. Research has shown that seat belts, when used properly, reduce the risk of fatal injury to front-seat passengers by 45 percent and reduce the risk of moderate to critical injury by 50 percent.

In 2022, Maryland law enforcement agencies issued a total of 9,785 citations for seat belt use violations (which includes 1,877 child safety seat and 523 rear seat violations), reflecting decreases of 13 percent compared to 2021, and an 83 percent reduction since 2014.The MHSO will continue to analyze these data trends and work with its law enforcement partners to understand the changes seen in law enforcement interventions for traffic violations.

Frequency of Unrestrained Occupant Crashes

In 2022, there were 146 unrestrained occupants killed in crashes, 2,141 overall unrestrained injuries, and 395 unrestrained seriously injured occupants. These unbelted motor vehicle occupants represented 43 percent of all vehicle occupants fatally injured in crashes statewide and 26 percent of all statewide traffic fatalities. The seriously injured unbelted motor vehicle occupants represented 19 percent of all vehicle occupants seriously injured in crashes statewide and 13 percent of all seriously injured in the State in a traffic-related crash.

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

Crashes with unrestrained occupants occurred consistently throughout the week but were more frequent on Friday and Saturday (one out of three). Thirty-nine percent of all fatal crashes with at least one unrestrained occupant occurred on Saturday or Sunday. Two-thirds of all unrestrained injury crashes happened between noon and midnight. Although 34 percent of all crashes with unrestrained occupants occurred between 7 p.m. and 6 a.m., 54 percent of all fatal crashes involving unrestrained occupants occurred during that time, which indicates that serious crashes involving unrestrained occupants are more likely to occur at nighttime.

More than 80 percent of all crashes involving unrestrained occupants occurred in nine jurisdictions – Anne Arundel, Baltimore, Cecil, Charles, Harford, Howard, Montgomery, Prince George's Counties, and Baltimore City. These same locations accounted for 79 percent of all injury crashes involving unrestrained occupants, and 78 percent of fatal crashes involving unrestrained occupants.

Typical Profile of Unrestrained Occupants

On average, more than one half of all unrestrained occupants were male (58 percent), including those injured (56 percent), seriously injured (65 percent) and those who were killed (74 percent). The mean age for injured occupants was 27 and was 39 for fatally injured occupants. Among all unrestrained drivers, 67 percent were male, and the mean age was 37. Among all unrestrained passengers, 51 percent were male, and the mean age was 14.

Child Passenger Safety Results

Analysis of child passenger safety results for motor vehicle occupants under age eight indicated that, in 2021 in Maryland, 8,213 children were involved in crashes, with 81.5 percent of those riding in the back seat and 45 percent were documented by law enforcement as either not using a child passenger safety seat (32 percent) or unknown if child passenger safety seat was used (13 percent). If children are reported as using any restraint other than an appropriate child safety seat, they are considered improperly restrained or unrestrained. Of the unrestrained and unknown if restrained, 83 percent were uninjured, and 17 percent were injured, with one child fatality of age seven or younger. Similarly, 83 percent of restrained children were uninjured, 17 percent were injured, and four were killed.

By age, restraint use was more common among younger children of child seat age (at least 67 percent up to age 4, and 46 percent at age five), while restraint use dropped among booster seat age children (33 percent at age six, and 24 percent at age seven).

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

Observational Occupant Protection Survey Results

NHTSA Sites

The overall observed seat belt usage rate for drivers and right front seat passengers observed in the State of Maryland in June 2023, after weighting by probability of roadway selection and jurisdictional roadway specific VMT, was 92.1%. The 2023 usage rate represented a 0.6 percentage point decrease from the previous year. The Statewide standard error of 0.9% was well below the NHTSA threshold of 2.5%, yielding a 95% confidence interval of 90.3% to 93.9% for the combined usage rate. These rates were based on observation of 28,805 vehicles and 35,363 occupants, representing decreases of 14.5% and 16.2% in the number of vehicles and occupants observed, respectively, in the 2022 survey.

Belt use was highest among passenger cars and SUVs (92.6%) relative to pick-up trucks (89.0%). Seat belt usage was also highest among all front seat occupants traveling on Primary roads (93.6%) relative to Secondary (92.6%) and Local roads (81.3%). Since 2022, these rates represent increases for trucks and Secondary roadways.

Harford County (97.8%) had the highest usage rate among Maryland's 14 NHTSA jurisdictions, followed by Montgomery (94.9%), and Prince George's (93.8%) counties. There were ten jurisdictions with combined rates of at least 90%; Charles (88.6%), Washington (81.7%) and Caroline (76.1%) counties experienced the lowest rates. Overall, six of the 14 jurisdictions experienced an increase in combined usage rates over the past year. For occupants of passenger cars or SUVs, ten jurisdictions had usage rates of at least 90%. Among occupants of pick-up trucks, five jurisdictions had a usage rate above 90% and two jurisdictions (Washington and Caroline counties) experienced rates below 80%. Unweighted analysis indicated that drivers had a slightly higher Statewide usage rate (93.4%) than front seat passengers (91.4%).

Seat belt usage could not be ascertained for 4.2% of all drivers and passengers. Unknown belt use was more prevalent in pick-up trucks (7.1%) than in passenger cars (3.7%), higher for drivers (5.0%) than for

passengers (0.4%), and higher on Secondary roads (4.3%) compared to Primary roads (4.1%) and Local roads (3.1%).

Examination of individual record-level data, for the instance in which both a driver and passenger were observed in the front seat, indicated that 93.1% of passengers were belted when the driver was belted. However, if the driver was unbelted, only 35.5% of passengers were observed to wear their belt. This large difference in passenger belt use occurred in cars and SUVs (93.5% for belted drivers vs. 34.0% for unbelted drivers) as well as in trucks (90.6% for belted drivers vs. 39.3% for unbelted drivers). There was also an association with roadway classification, with the Secondary or Local roadways corresponding to a larger difference in passenger belt use between belted and unbelted drivers than the discrepancy seen on Primary roads. Finally, cell phone usage was ascertained when possible, indicating that belted drivers were less likely than unbelted drivers to use a hand-held cell phone while driving (1.7% vs. 3.7%, respectively). Drivers on a hand-held cell phone had a lower seat belt usage rate (86.7%) than drivers who were not observed using a cell phone (93.6%).

An additional analysis was carried out to compare urban vs. rural jurisdictions and roadways among the 14 NHTSA jurisdictions. In 2023, the unweighted percent seat belt usage was higher in urban compared to rural jurisdictions for all vehicle types, whereas the 2022 rates were higher in the rural jurisdictions. When comparing the 2023 restraint use findings on specific roadway segments classified as being either urban or rural, rates in all vehicles remained higher on urban roads.

Non-NHTSA Sites

In addition to the weighted sample-designed Maryland Front Seat Belt Usage Survey of 14 jurisdictions, as required by the National Highway Traffic Safety Administration (NHTSA), limited data collection was also conducted within the 10 remaining jurisdictions in Maryland to gain an approximation of the seat belt usage rate in those areas. Because these jurisdictions were not included in the sampling frame of the NHTSA Observational Survey of Seat Belt Use, the findings were not weighted. Only three randomly chosen sites were observed in each jurisdiction; hence, due to its potential instability, the standard error was not estimated. Unlike the NHTSA survey plan, any roadway type could be selected for observation, as roadways were not chosen according to vehicle miles traveled (VMT) proportion.

Approximately 98.8% of all drivers and right front-seat passengers traveling in the 10 non-NHTSA jurisdictions were belted, representing a 5.4 percentage point increase over the past year (unweighted analysis). Belt use did not differ between drivers and passengers. In addition, higher usage rates were found in passenger cars or SUVs (99.1%) than in pick-up trucks (98.2%), and on Secondary as opposed to Primary or Local roadways. Each non-NHTSA jurisdiction had a usage rate of at least 97.0%. Five-year average jurisdictional rates ranged between 87.3% (Kent County) and 95.8% (Talbot County). Seat belt usage could not be ascertained for 2.6% of all front-seat occupants.

NHTSA Jurisdictions	Seat Belt Rates (2023)
Anne Arundel	92.7%
Baltimore	89.7%
Caroline	76.1%
Carroll	90.2%

Cecil	92.4%
Charles	88.6%
Frederick	90.7%
Harford	97.8%
Howard	93.6%
Montgomery	94.9%
Prince George's	93.8%
St. Mary's	90.7%
Washington	81.7%
Baltimore City	91.7%

Non- NHTSA Jurisdictions	Seat Belt Rates (2019-2023 AVG)
Allegany	93.9%
Calvert	94.5%
Dorchester	91.1%
Garrett	91.6%
Kent	87.3%
Queen Anne's	91.9%
Somerset	93.0%
Talbot	95.8%
Wicomico	90.2%
Worcester	92.9%

The perceived importance of and reported seat belt use among Maryland drivers appears to be widespread, but not universal. About two-thirds of MHSO's Road Safety Attitude and Behaviors Survey respondents said they always wear a seat belt while riding in the back seat of a vehicle. Maryland last conducted a rear seat observation study in 2019 that revealed the best-case rate for these passengers was 79 percent, lower than the annual average for front seat usage. Education and enforcement on rear seat usage will need to be a priority focus. Exposure to unbelted occupants increases the risk of injury or death to others in the vehicle by 40% as they can become projectiles in the event of a crash.

Priority Ranking

Program Area	Priority Jurisdictions (Injuries/Fatalities)	Priority Zip Codes (Fatalities)	Town Name (Fatalities)	Priority Zip Codes (Injuries)	Town Name (Injuries)	Priority Zip Codes (Traffic Stops - Offender Home)	Town Name (Stops - Home)	Priority Zip Codes (Traffic Stops - Stop Location)	Town Name (Stops - Location)
Unrestrained Occupants	Baltimore City	21205	Baltimore	21217	Druid	21206	Raspeburg	21225	Brooklyn
		21223	Franklin	21223	Franklin	21215	Arlington	21206	Raspeburg
		21215	Arlington	21202	Baltimore	21229	Carroll	21224	Highlandtown
		21217	Druid	21215	Arlington	21224	Highlandtown	21215	Arlington
		21229	Carroll	21218	Baltimore	21225	Brooklyn	21239	Northwood
	Baltimore County	21207	Gwynn Oak	21207	Gwynn Oak	21222	Dundalk	21237	Rosedale
		21220	Middle River	21222	Dundalk	21221	Essex	21208	Pikesville
		21222	Dundalk	21237	Rosedale	21220	Middle River	21207	Gwynn Oak
		21237	Rosedale	21234	Parkville	21234	Parkville	21221	Essex
		21221	Essex	21227	Halethorpe	21207	Gwynn Oak	21093	Lutherville Timonium
	Wicomico County	21801	Salisbury	21801	Salisbury	21804	Salisbury	21801	Salisbury
		21837	Mardela Springs	21804	Salisbury	21801	Salisbury	21804	Salisbury
		21850	Pittsville	21850	Pittsville	21826	Fruitland	21830	Hebron
		21804	Salisbury	21875	Delmar	21875	Delmar	21850	Pittsville
		21830	Hebron	21837	Mardela Springs	21850	Pittsville	21849	Parsonsburg
	Kent County	21651	Millington	21620	Chestertown	21620	Chestertown	21620	Chestertown
		21620	Chestertown	21651	Millington	21661	Rock Hall	21651	Millington
				21635	Galena	21651	Millington	21635	Galena
				21661	Rock Hall	21678	Worton	21661	Rock Hall
				21678	Worton	21635	Galena	21678	Worton
	Somerset County	21822	Eden	21853	Princess Anne	21853	Princess Anne	21853	Princess Anne
		21838	Marion Station	21838	Marion Station	21817	Crisfield	21822	Eden
				21871	Westover	21822	Eden	21871	Westover
				21817	Crisfield	21871	Westover	21817	Crisfield
				21822	Eden	21838	Marion Station	21838	Marion Station
	Dorchester County	21631	East New Market	21613	Cambridge	21613	Cambridge	21613	Cambridge
		21643	Hurlock	21643	Hurlock	21643	Hurlock	21869	Vienna
				21631	East New Market	21631	East New Market	21631	East New Market
				21869	Vienna	21869	Vienna	21643	Hurlock
				21622	Church Creek	21659	Rhodesdale	21659	Rhodesdale
	Garrett County	21550	Oakland	21550	Oakland	21550	Oakland	21550	Oakland
		21520	Accident	21531	Friendsville	21536	Grantsville	21536	Grantsville
		21531	Friendsville	21536	Grantsville	21561	Swanton	21541	McHenry
		21536	Grantsville	21520	Accident	21531	Friendsville	21531	Friendsville
		21561	Swanton	21538	Kitzmiller	21520	Accident	21561	Swanton

Solution

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

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

the Driver video for the occupant protection program area.

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

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

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

Countermeasure Strategies

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

Legislation and Licensing

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

Enforcement

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

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

Other Strategies for Behavior Change

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

Occupant Protection Emphasis Area Team Contact List

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

Participation in Click-it-or-Ticket

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

In FFY 2024 the following agencies participated in CIOT enforcement and are expected to participate in FFY 2025.

- Aberdeen Police Department
- Allegany County Police Department
- Anne Arundel County Police Department
- Baltimore County Police Department
- Bel Air Police Department
- Berlin Police Department
- Bowie Police Department
- Calvert County Sheriff's Office
- Laurel Police Department
- Maryland State Police
- Maryland Transportation Authority Police
- Maryland Capitol Police
- Maryland Department of Natural Resources Police
- Mount Airy Police Department
- Ocean City Police Department

- Carroll County Sheriff's Office
- Cecil County Sheriff's Office
- Charles County Sheriff's Office
- Edmonston Police Department
- Elkton Police Department
- Frederick Police Department
- Frostburg Police Department
- Fruitland Police Department
- Hampstead Police Department
- Harford County Sheriff's Office
- Howard County Police Department
- Hyattsville Police Department
- Kent County Sheriff's Office
- Prince George's County Police Department
- Princess Anne Police Department
- Queen Anne's County Sheriff's Office
- Riverdale Police Department
- Rockville Police Department
- Salisbury University Police Department
- Sykesville Police Department
- Talbot County Sheriff's Office
- Washington County Sheriff's Office
- Wicomico County Sheriff's Office
- Worcester County Sheriff's Office

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

Anticipated Dates	Activity
December – April	Campaign pre-planning for May CIOT effort
May 5– June 12	Paid and earned media efforts based on dates outlined in NHTSA's communication calendar
May 19– June 1	Enforcement period based on MHSO's annual HVE calendar
June	Seat belt observation survey conducted
September	Annual seat belt use rate announced
November	Secondary CIOT wave around Thanksgiving

Child Restraint Inspection Stations and Child Passenger Safety Technicians

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

In April 2023, a group of data experts including the National Study Center for Trauma and EMS, Washington College, and MHSO representatives formalized a model for determining underserved and low-income areas throughout the state. The methodology for determining these communities included two sets of disadvantaged populations – socioeconomic disadvantaged and transportation safety disadvantaged. Variables within socioeconomic disadvantaged include Risk (alcohol retailers and cannabis dispensaries), Poverty, and Race (non-white). Variables within transportation safety disadvantaged include Violations (home location), Under 18/Over 65, and Crashes (location where occurred). This tool will be utilized in FFY 2025 and beyond to identify where child passenger safety efforts should be focused.

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

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

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

Current public access information, locations, and hours of operation for these child passenger safety seat inspection stations can be found on the following websites:

- NHTSA – https://www.nhtsa.gov/equipment/car-seats-and-booster-seats#installation-help-inspection
- SAFE KIDS – http://www.safekids.org/in-your-area/coalitions/maryland-state.html
- Kids in Safety Seats (KISS) – KISS is taking appointments for virtual services and in person appointments: https://phpa.health.maryland.gov/oehfp/kiss/Pages/Home.aspx

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

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

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

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

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

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

Child Passenger Safety Classes

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

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

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

Action Plan

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

Project Agency: Crash Center for Research and Education (CORE)	
Project Name: Crash Science Training for Emergency Clinicians and Law Enforcement First Responders	
Agency Type: Non-profit	**Agency Location/Affected Community:** Statewide
Program Area: Occupant Protection	**Project Number:** GN 25-196
Project Funds / Type: $26,680.53 / BIL 405b OP (Note: Total includes Indirect Cost)	**Eligible Use of Funds:** M1CPS,M1TR
Will the project be used to meet the requirements of Â§ 1300.41(b)? No	
Countermeasures: Highway Safety Program Guideline No. 11 Emergency Medical Services	
Performance Target: C-4 (Appendix C)	
Project Description: In partnership with the Maryland Institute for Emergency Medical Services Systems (MIEMSS) Crash Core proposes to develop and deliver crash science training for emergency clinicians/first responders. The training will include instruction on the implications of a crash scene (what happened and how), occupant ramifications based on crash damage (front, side, rear, rollover), identification of the use/nonuse of a restraint/car seat, and patient/occupant location, how these factors contribute to injury, and how/why to improve accuracy in data documentation. Emergency clinicians would benefit from an enhanced anticipation of injuries (based on what they observe at the scene), an improved emergency treatment plan and transport decision-making, and an improvement in accurately documenting a crash to decrease the rate of unknown or missing safety equipment use, cause of injury and location of the patient.	

Project Agency: Maryland Institute for EMS Systems	
Project Name: Maryland CPS & OP Healthcare Project (EMS & Hospitals)	
Agency Type: State Government	**Agency Location/Affected Community:** Statewide
Program Area: Occupant Protection	**Project Number:** GN 25-113
Project Funds / Type: $1,220.00 / BIL 402; $92,832.42 / BIL 405b OP	**Eligible Use of Funds:** B1CPS_US, M1CPS, UNATTD
Will the project be used to meet the requirements of Â§ 1300.41(b)? No	
Countermeasures: Countermeasures that Work 11th Edition - Communication Strategies for Low Belt Use Groups as Part of HVE - four stars	
Performance Target: C-4 (Appendix C)	
Project Description: This project seeks to reduce the incidence of injuries and deaths in Maryland due to vehicle crashes through a variety of occupant protection (OP) interventions. This project will promote proper and consistent use of car safety seats among children, seatbelt use among youth and caregivers, and occupant protection measures taken by healthcare and EMS personnel to keep themselves and their	

patients as safe as possible. In addition, the project will disseminate up-to-date and culturally relevant OP and CPS information. Data and research on OP will inform the planning of interventions, and evaluation will refine the process. This project will utilize the heat temperature gauge thermometer at public events, conferences, and other high-traffic areas to educate the public on Unattended Passenger Awareness.

Project Agency: Morgan State University	
Project Name: Development of a Highway Safety Outreach Program for Young Drivers	
Agency Type: Higher Education	**Agency Location/Affected Community:** Statewide
Program Area: Occupant Protection	**Project Number:** GN 25-229
Project Funds / Type: $10,080.00 / BIL 402 (Note: Total includes Indirect Cost)	**Eligible Use of Funds:** OP
Will the project be used to meet the requirements of Â§ 1300.41(b)? No	
Countermeasures: Highway Safety Program Guideline No. 4 Driver Education	
Performance Target: C-4 (Appendix C)	
Project Description: This grant will fund updates to the eye tracking software utilized in existing driving simulator. The software enables the measurement of eye movement, eye positions, and point of gaze through various technological processes. These measurements are extremely important with distracted driving projects.	

Project Agency: University of Maryland Baltimore, NSC	
Project Name: Seat Belt Observation Project	
Agency Type: State Government	**Agency Location/Affected Community:** Statewide
Program Area: Occupant Protection	**Project Number:** GN 25-075
Project Funds / Type: $148,779.48 / BIL 405b OP; $2,166.95 / SBIL 405b OP Low (Note: Total includes Indirect Cost)	**Eligible Use of Funds:** M1CPS,M2PE
Will the project be used to meet the requirements of Â§ 1300.41(b)? No	
Countermeasures: Countermeasures that Work 11th Edition - Primary Enforcement Seat Belt Use Laws – five stars	
Performance Target: C-4 (Appendix C)	
Project Description: The NSC will conduct the entire front occupant seat belt observational survey for the State of Maryland including administration of the collection of observational survey, compiling, analyzing, and interpreting the observational seat belt survey data, and providing the final report to MHSO and NHTSA. Surveyors will also collect driver cell phone usage data.	

Project Agency: Maryland Department of Health	
Project Name: Maryland Kids In Safety Seats	
Agency Type: State Government	**Agency Location/Affected Community:** Statewide
Program Area: Occupant Protection	**Project Number:** GN 25-096
Project Funds / Type: $66,669.01 / BIL 402; $238,089.08 / BIL 405b OP; $42,740.83 / SBIL 405b OP (Note: Total includes Indirect Cost)	**Eligible Use of Funds:** B1CPS_US,M1CPS,UNATTD
Will the project be used to meet the requirements of Â§ 1300.41(b)? No	
Countermeasures: Countermeasures that Work 11th Edition - Child Restraint Inspection Stations – three stars	
Performance Target:	
Project Description: To address the plethora of needs across the state, Kids In Safety Seats proposes a multiprong approach to ensure the program works as effectively and efficiently as possible. This grant includes child safety seat outreach, training, certification of technicians and instructors, and a comprehensive program to educate parents and caregivers. Virtual seat events are also offered, enabling residents in every county of the state to receive car seat installation assistance. This project will utilize the heat temperature gauge thermometer at public events, conferences, and other high-traffic areas to educate the public on Unattended Passenger Awareness.	

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

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

Agency	Grant Number	Program Area	Obligated Amount	Funding Code	Eligible Use
Allegany County Sheriff's Office	LE 25-024	Occupant Protection	$813.60	BIL 402	OP
Allegany County Sheriff's Office	LE 25-024	Occupant Protection	$2,186.40	BIL 402	OP
Berlin Police Department	LE 25-027	Occupant Protection	$1,500.00	BIL 402	OP
Caroline County Sheriff's Office	LE 25-187	Occupant Protection	$992.63	BIL 402	OP
Carroll County Sheriff's Office	LE 25-049	Occupant Protection	$7,500.00	BIL 402	OP
Chestertown Police Department	LE 25-013	Occupant Protection	$800.00	BIL 402	OP
Denton Police Department	LE 25-143	Occupant Protection	$960.00	BIL 402	OP
Easton Police Department	LE 25-234	Occupant Protection	$1,560.00	BIL 402	OP
Frederick County Sheriff's Office	LE 25-097	Occupant Protection	$3,000.00	BIL 402	OP
Frederick Police Department	LE 25-008	Occupant Protection	$5,000.00	BIL 402	OP
Frostburg City Police Department	LE 25-087	Occupant Protection	$1,000.00	BIL 402	OP
Fruitland Police Department	LE 25-091	Occupant Protection	$1,995.00	BIL 402	OP
Hampstead Police Department	LE 25-230	Occupant Protection	$800.00	BIL 402	OP
Kent County Sheriff’s Office	LE 25-016	Occupant Protection	$1,000.00	BIL 402	OP
Manchester Police Department	LE 25-060	Occupant Protection	$2,000.00	BIL 402	OP
Mount Airy Police Department	LE 25-182	Occupant Protection	$1,000.00	BIL 402	OP
Ocean City Police Department	LE 25-137	Occupant Protection	$5,000.00	BIL 402	OP
Ocean Pines Police Department	LE 25-139	Occupant Protection	$990.00	BIL 402	OP
Princess Anne Police Department	LE 25-165	Occupant Protection	$1,491.00	BIL 402	OP
Queen Anne's County Sheriff's Office	LE 25-106	Occupant Protection	$6,018.00	BIL 402	OP
Salisbury Police Department	LE 25-081	Occupant Protection	$1,000.00	BIL 402	OP
Salisbury University Police Department	LE 25-045	Occupant Protection	$1,995.84	BIL 402	OP

Agency	Grant Number	Program Area	Obligated Amount	Funding Code	Eligible Use
Somerset County Sheriff's Office	LE 25-120	Occupant Protection	$1,440.00	BIL 402	OP
Sykesville Police Department	LE 25-029	Occupant Protection	$1,500.00	BIL 402	OP
Talbot County Sheriff's Office	LE 25-072	Occupant Protection	$2,000.00	BIL 402	OP
Washington County Sheriff's Office	LE 25-034	Occupant Protection	$5,000.00	BIL 402	OP
Wicomico County Sheriff's Office	LE 25-093	Occupant Protection	$1,980.00	BIL 402	OP
Worcester County Sheriff's Office	LE 25-202	Occupant Protection	$1,500.00	BIL 402	OP

Distracted Driving Program

Action Plan

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

Project Agency: Chesapeake Region Safety Council	
Project Name: Mock Crash, Speaker Presentation and Mock Trials Program	
Agency Type: Non-profit	**Agency Location/Affected Community:** Statewide
Program Area: Distracted Driving	**Project Number:** GN 25-107
Project Funds / Type: $10,560.00 / BIL 402 (Note: Total includes Indirect Cost)	**Eligible Use of Funds:** DD
Will the project be used to meet the requirements of Â§ 1300.41(b)? No	
Countermeasures: Highway Safety Program Guideline No. 4 Driver Education	
Performance Target: Distracted Driving Fatalities and Serious Injuries (Appendix C)	
Project Description: Chesapeake Region Safety Council will plan and execute fully developed, realistic crash scenes, with first responder arrival, extrication, treatment, arrest, and victim removal for local high schools. Each scene will focus on a risk-taking behavior, with each crash having a different level of severity, agreed upon with school leadership. Immediately following the crash scene, a question-and-answer session between attendees and first responders will occur with the option to include court-related sentencing program later. Formal presentations from highway safety partners such as the insurance industry, Fire, EMS, Law Enforcement, at-fault drivers, and victim community will follow each program.	

Project Agency: Johns Hopkins Hospital	
Project Name: Distracted Driving Education and Awareness	
Agency Type: Non-profit	**Agency Location/Affected Community:** Baltimore City
Program Area: Distracted Driving	**Project Number:** GN 25-218
Project Funds / Type: $4,361.95 / BIL 402	**Eligible Use of Funds:** DD
Will the project be used to meet the requirements of Â§ 1300.41(b)? No	
Countermeasures: Highway Safety Program Guideline No. 4 Driver Education	
Performance Target: Distracted Driving Fatalities and Serious Injuries (Appendix C)	
Project Description: Johns Hopkins seeks to leverage interactive education and community engagement to reduce the incidence of distracted driving accidents and create a safer environment on the road. develop and deploy interactive educational initiatives to raise awareness about the dangers of distracted driving in Baltimore City. Will utilize innovative materials such as drowsy and distracted driving goggles and distracted driving activity mat, the program will offer participants hands-on experiences that illustrate the consequences of driving while distracted. Educational tools will be integrated into a series of outreach	

events as part of Johns Hopkins Hospital Injury Prevention Program, targeting diverse audiences across schools, community centers, workplaces, and local events.

Project Agency: University of Maryland Medical System Foundation	
Project Name: Minds of the Future	
Agency Type: Non-profit	**Agency Location/Affected Community:** Statewide
Program Area: Distracted Driving	**Project Number:** GN 25-114
Project Funds / Type: $30,559.75 / BIL 402	**Eligible Use of Funds:** DD
Will the project be used to meet the requirements of Â§ 1300.41(b)? No	
Countermeasures: Highway Safety Program Guideline No. 4 Driver Education	
Performance Target: Distracted Driving Fatalities and Serious Injuries (Appendix C)	
Project Description: UMMS plans to develop a multi-faceted and immersive educational experience to address reckless and distracted driving, including use of a virtual reality driving simulator. The simulator will serve as an interactive supplement to enhance existing components of the program: an educational lecture from a certified ThinkFirst® instructor, a Shock Trauma video to illustrate the medical implications of unsafe driving, and live storytelling from a teen survivor of trauma. Participants will also be encouraged to sign a Safe Driver/Passenger Pledge. The program goal is to reach 20 schools/groups during the fiscal year.	

Project Agency: Impact Teen Drivers Fund	
Project Name: Engage, Educate, and Empower Maryland Teens and Their Influencers with Evidence-based Programming	
Agency Type: Non-profit	**Agency Location/Affected Community:** Statewide
Program Area: Distracted Driving	**Project Number:** GN 25-197
Project Funds / Type: $38,568.75 / BIL 405e DD; $60,086.40 / SBIL 405e DD (Note: Total includes Indirect Cost)	**Eligible Use of Funds:** B8APE
Will the project be used to meet the requirements of Â§ 1300.41(b)? No	
Countermeasures: Countermeasures that Work 11th Edition – GDL Passenger Limits For Younger Drivers – five stars	
Performance Target: Distracted Driving Fatalities and Serious Injuries (Appendix C)	
Project Description: Impact Teen Drivers implements programs aimed at engaging, educating, and empowering young individuals to make informed decisions as both passengers and drivers through multiple programs and workshops. Impact will provide train the trainer traffic safety educational programs geared toward high school students. They will also provide programming in high schools through their own staff. Employing a multifaceted approach, ITD will collaborate with partners across Maryland to eliminate preventable crashes, recognizing the	

holistic impact on the entire community, including families, classmates, teammates, educators, and healthcare professionals.

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

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

Agency	Grant Number	Program Area	Obligated Amount	Funding Code	Eligible Use
Anne Arundel County Police Department	LE 25-119	Distracted Driving	$20,000.00	BIL 402	DD
Baltimore City Police Department	LE 25-248	Distracted Driving	$1,500.00	BIL 402	DD
Baltimore County Police Department	LE 25-040	Distracted Driving	$40,000.00	BIL 402	DD
Bel Air Police Department	LE 25-100	Distracted Driving	$1,991.36	BIL 402	DD
Calvert County Sheriff's Office	LE 25-156	Distracted Driving	$4,000.00	BIL 402	DD
Cecil County Sheriff's Office	LE 25-173	Distracted Driving	$2,000.00	BIL 402	DD
Charles County Sheriff's Office	LE 25-170	Distracted Driving	$5,000.00	BIL 402	DD
City of Bowie	LE 25-073	Distracted Driving	$1,000.00	BIL 402	DD
City of Hyattsville Police Department	LE 25-200	Distracted Driving	$1,500.00	BIL 402	DD
Elkton Police Department	LE 25-019	Distracted Driving	$2,500.00	BIL 402	DD
Greenbelt Police Department	LE 25-147	Distracted Driving	$3,000.00	BIL 402	DD
Harford County Sheriff's Office	LE 25-151	Distracted Driving	$22,000.00	BIL 402	DD
Havre de Grace Police Department	LE 25-115	Distracted Driving	$1,000.00	BIL 402	DD
Howard County Department of Police	LE 25-132	Distracted Driving	$12,000.00	BIL 402	DD
Maryland State Police - Statewide	LE 25-192	Distracted Driving	$58,000.00	BIL 402	DD
Maryland Transportation Authority Police	LE 25-069	Distracted Driving	$20,000.00	BIL 402	DD
Montgomery County Maryland	LE 25-062	Distracted Driving	$12,000.00	BIL 402	DD
Prince George's County Police Department	LE 25-223	Distracted Driving	$30,000.00	BIL 402	DD
Riverdale Park Police Department	LE 25-236	Distracted Driving	$2,000.00	BIL 402	DD
St. Mary's County Sheriff's Office	LE 25-052	Distracted Driving	$3,000.00	BIL 402	DD
University of Maryland Department of Public Safety	LE 25-210	Distracted Driving	$1,500.00	BIL 402	DD

Speeding and Aggressive Driving Program

Action Plan

Speeding/Aggressive driving prevention projects funded for FFY 2023 are representative of evidence-based countermeasures and address speeding- and aggressive driving-related issues primarily relying on HVE efforts.

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

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

Agency	Grant Number	Program Area	Obligated Amount	Funding Code	Eligible Use
Aberdeen Police Department	LE 25-226	Speed	$477.38	BIL 402	SC
Allegany County Sheriff's Office	LE 25-022	Speed	$3,000.15	BIL 402	SC
Anne Arundel County Police Department	LE 25-122	Speed	$16,000.00	BIL 402	SC
Baltimore City Police Department	LE 25-250	Speed	$1,500.00	BIL 402	SC
Baltimore County Police Department	LE 25-042	Speed	$38,000.00	BIL 402	SC
Bel Air Police Department	LE 25-103	Speed	$4,986.36	BIL 402	SC
Berlin Police Department	LE 25-025	Speed	$1,500.00	BIL 402	SC
Calvert County Sheriff's Office	LE 25-154	Speed	$9,000.00	BIL 402	SC
Caroline County Sheriff's Office	LE 25-185	Speed	$992.63	BIL 402	SC
Carroll County Sheriff's Office	LE 25-048	Speed	$7,500.00	BIL 402	SC
Cecil County Sheriff's Office	LE 25-175	Speed	$2,000.00	BIL 402	SC
Charles County Sheriff's Office	LE 25-169	Speed	$13,000.00	BIL 402	SC
Chestertown Police Department	LE 25-012	Speed	$800.00	BIL 402	SC
City of Bowie	LE 25-150	Speed	$1,000.00	BIL 402	SC
City of Hyattsville Police Department	LE 25-207	Speed	$1,000.00	BIL 402	SC
Denton Police Department	LE 25-142	Speed	$960.00	BIL 402	SC
Easton Police Department	LE 25-159	Speed	$2,860.00	BIL 402	SC
Elkton Police Department	LE 25-038	Speed	$2,500.00	BIL 402	SC

Agency	Grant Number	Program Area	Obligated Amount	Funding Code	Eligible Use
Frederick County Sheriff's Office	LE 25-099	Speed	$5,000.00	BIL 402	SC
Frederick Police Department	LE 25-009	Speed	$12,000.00	BIL 402	SC
Frostburg City Police Department	LE 25-088	Speed	$800.00	BIL 402	SC
Fruitland Police Department	LE 25-092	Speed	$1,995.00	BIL 402	SC
Greenbelt Police Department	LE 25-109	Speed	$1,000.00	BIL 402	SC
Hampstead Police Department	LE 25-231	Speed	$800.00	BIL 402	SC
Harford County Sheriff's Office	LE 25-152	Speed	$22,000.00	BIL 402	SC
Havre de Grace Police Department	LE 25-117	Speed	$1,500.00	BIL 402	SC
Howard County Department of Police	LE 25-125	Speed	$20,000.00	BIL 402	SC
Kent County Sheriff’s Office	LE 25-015	Speed	$1,000.00	BIL 402	SC
Manchester Police Department	LE 25-058	Speed	$2,000.00	BIL 402	SC
Maryland State Police - Statewide	LE 25-191	Speed	$145,000.00	BIL 402	SC
Maryland Transportation Authority Police	LE 25-068	Speed	$25,000.00	BIL 402	SC
Montgomery County Maryland	LE 25-061	Speed	$12,000.00	BIL 402	SC
Mount Airy Police Department	LE 25-181	Speed	$1,000.00	BIL 402	SC
Ocean City Police Department	LE 25-158	Speed	$7,000.00	BIL 402	SC
Ocean Pines Police Department	LE 25-138	Speed	$900.00	BIL 402	SC
Prince George's County Police Department	LE 25-221	Speed	$40,000.00	BIL 402	SC
Princess Anne Police Department	LE 25-167	Speed	$1,491.00	BIL 402	SC
Queen Anne's County Sheriff's Office	LE 25-104	Speed	$16,000.40	BIL 402	SC
Riverdale Park Police Department	LE 25-239	Speed	$2,000.00	BIL 402	SC
Salisbury Police Department	LE 25-082	Speed	$1,000.00	BIL 402	SC
Somerset County Sheriff's Office	LE 25-121	Speed	$2,400.00	BIL 402	SC
St. Mary's County Sheriff's Office	LE 25-051	Speed	$4,500.00	BIL 402	SC
Sykesville Police Department	LE 25-030	Speed	$1,500.00	BIL 402	SC
Talbot County Sheriff's Office	LE 25-047	Speed	$2,000.00	BIL 402	SC
University of Maryland Department of Public Safety	LE 25-211	Speed	$2,500.00	BIL 402	SC
Washington County Sheriff's Office	LE 25-032	Speed	$2,999.00	BIL 402	SC
Wicomico County Sheriff's Office	LE 25-089	Speed	$4,980.00	BIL 402	SC
Worcester County Sheriff's Office	LE 25-205	Speed	$1,500.00	BIL 402	SC

Motorcycle Safety Program

Problem Identification

Compared to 2021, motorcycle-involved crashes in 2022 were statistically unchanged, with eight fewer crashes, two fewer fatalities, and three fewer injuries. Between 2018 and 2022, an average of 1,300 motorcycle-involved crashes occurred on Maryland roads each year. For this same recent five-year period, motorcycle-involved crashes accounted for two-and-a-half percent of injuries and 14 percent of fatalities, an indication that motorcycles are over-represented in fatal crashes.

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

MHSO and grantees will use raw number ranking to determine the jurisdictions where additional education to motorists and motorcyclists is necessary.

Frequency of Motorcycle Crashes

Warmer weather is conducive to motorcycle riding, so it is not surprising that higher proportions of motorcycle-involved crashes occurred during the warm-weather months of May through September. Crashes were significantly more common during the weekend days, with more than half (55 percent) occurring Friday through Sunday. Motorcycle-involved crashes were most common (50 percent) between 2 p.m. and 7 p.m.

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

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

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

Jurisdiction	Motorcycle Total Crashes	Licensed Motorcyclists	Rate
Prince George's	183	20,732	88.3
Baltimore	175	27,812	62.9
Anne Arundel	148	26,545	55.8
Baltimore City	134	8,081	165.8
Montgomery	125	22,872	54.7
Frederick	80	15,569	51.4
Harford	69	14,626	47.2
Washington	53	9,276	57.1
Howard	50	10,339	48.4
Cecil	47	6,757	69.6

St. Mary's	43	7,007	61.4
Charles	38	8,893	42.7
Worcester	38	3,536	107.5
Wicomico	29	4,455	65.1
Carroll	28	12,297	22.8
Calvert	24	6,433	37.3
Allegany	21	4,386	47.9
Queen Anne's	16	3,442	46.5
Garrett	14	2,385	58.7
Dorchester	12	1,741	68.9
Caroline	8	2,456	32.6
Talbot	8	1,918	41.7
Kent	5	1,103	45.3
Somerset	2	1,025	19.5
Statewide	**1,350**	**224,386**	**60.2**

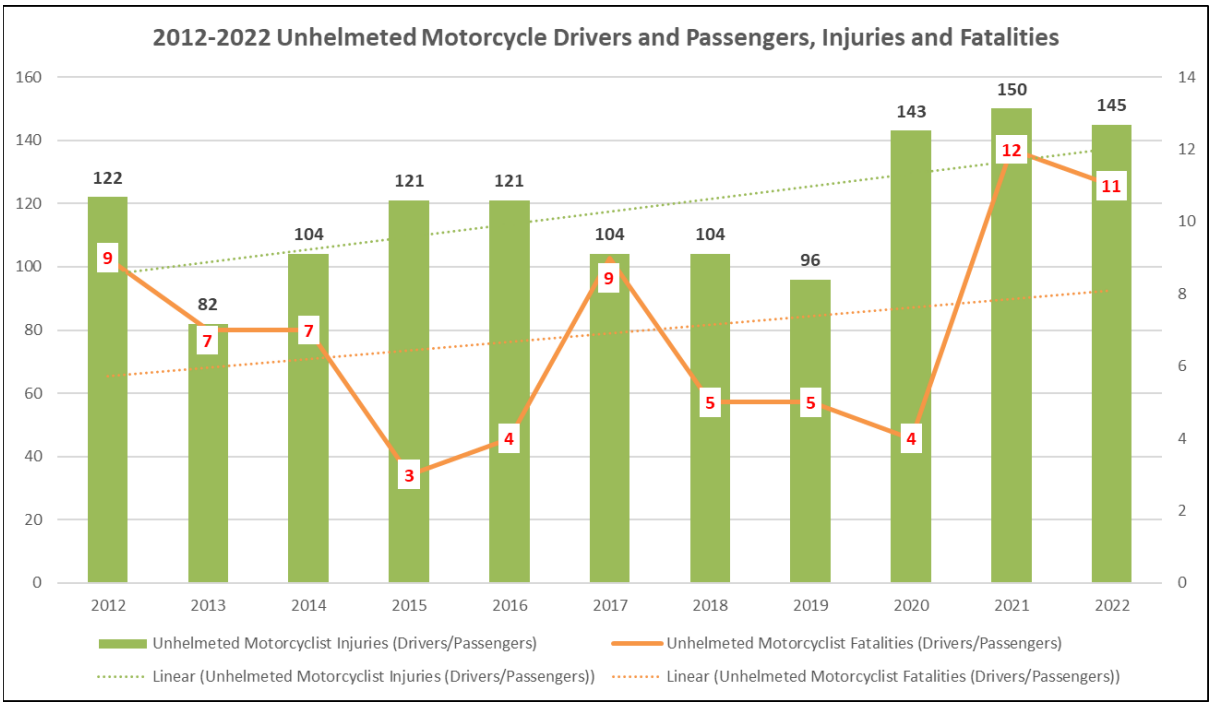
Typical Profile of Motorcycle Operator in Crashes

Crash data suggested the typical profile of Maryland motorcycle operators involved in a crash as male, ages 21 to 39 (44 percent), with more than two in every three wearing a safety helmet (69 percent). For fatal crashes, however, this age group represents over 50% of deaths, with males representing 97% of motorcycle riders killed. Most motorcycle crashes occurred in Baltimore and Prince George's Counties, mainly urban areas.

Helmet Law Violations in Maryland

Maryland has had a comprehensive mandatory helmet law for decades, but the accurate capturing of helmet use on the crash report may present some data challenges, particularly if the helmet was DOT-compliant. Crash data for 2022 indicated that 14 percent of injured motorcycle operators in a crash were known to not be wearing a helmet and 15 percent of operator fatalities were unhelmeted, illustrating a concerning trend in recent years for unhelmeted motorcyclists in Maryland (and shown in the chart below).

In any crash involving a motorcycle, the motorcycle rider is at most risk for injury or death. For example, in 2018-2022, there was an average of 1,300 motorcycle-involved crashes each year in Maryland. In crashes involving a motorcycle, 94% of the injuries were to the motorcycle operator, as well as 99% of the drivers killed indicating that the motorcycle operator is the most vulnerable road user in a crash (single vehicle and multi-vehicle).


2012-2022 Unhelmeted Motorcycle Drivers and Passengers, Injuries and Fatalities
160
140
120
100
80
60
40
20
0
14
12
10
8
6
4
2
0
122
82
104
121
121
104
104
96
143
150
145
9
7
7
3
4
9
5
5
4
12
11
2012
2013
2014
2015
2016
2017
2018
2019
2020
2021
2022
Unhelmeted Motorcyclist Injuries (Drivers/Passengers)
Unhelmeted Motorcyclist Fatalities (Drivers/Passengers)
Linear (Unhelmeted Motorcyclist Injuries (Drivers/Passengers))
Linear (Unhelmeted Motorcyclist Fatalities (Drivers/Passengers))

Priority Ranking

Program Area	Priority Jurisdictions (Injury/Fatal)	Priority Zip Codes (Fatalities)	Town Name (Fatalities)	Priority Zip Codes (Injuries)	Town Name (Injuries)	Priority Zip Codes (Traffic Stops - Offender Home)	Town Name (Stops - Home)	Priority Zip Codes (Traffic Stops - Stop Location)	Town Name (Stops - Location)
Motorcycle	Worcester County	21842	Ocean City	21842	Ocean City	21811	Berlin	21842	Ocean City
		21863	Snow Hill	21811	Berlin	21842	Ocean City	21811	Berlin
				21851	Pocomoke City	21863	Snow Hill	21872	Whaleyville
				21863	Snow Hill	21841	Newark	21863	Snow Hill
				21813	Bishopville	21851	Pocomoke City	21813	Bishopville
	Wicomico County	21804	Salisbury	21801	Salisbury	21804	Salisbury	21801	Salisbury
		21849	Parsonsburg	21804	Salisbury	21801	Salisbury	21804	Salisbury
		21801	Salisbury	21830	Hebron	21850	Pittsville	21830	Hebron
		21830	Hebron	21875	Delmar	21849	Parsonsburg	21850	Pittsville
		21874	Willards	21849	Parsonsburg	21826	Fruitland	21826	Fruitland
	St. Mary's County	20653	Lexington Park	20659	Mechanicsville	20659	Mechanicsville	20659	Mechanicsville
		20650	Leonardtown	20653	Lexington Park	20653	Lexington Park	20636	Hollywood
		20659	Mechanicsville	20619	California	20619	California	20653	Lexington Park
				20650	Leonardtown	20636	Hollywood	20619	California
				20636	Hollywood	20650	Leonardtown	20650	Leonardtown
	Charles County	20601	Waldorf	20603	Waldorf	20602	Waldorf	20601	Waldorf
		20646	La Plata	20646	La Plata	20603	Waldorf	20646	La Plata
		20603	Waldorf	20601	Waldorf	20601	Waldorf	20602	Waldorf
		20602	Waldorf	20602	Waldorf	20646	La Plata	20603	Waldorf
		20612	Benedict	20695	White Plains	20640	Indian Head	20695	White Plains
	Baltimore City	21202	Baltimore	21224	Highlandtown	21225	Brooklyn	21201	Baltimore
		21213	Clifton	21225	Brooklyn	21206	Raspeburg	21225	Brooklyn
		21215	Arlington	21215	Arlington	21224	Highlandtown	21224	Highlandtown
		21230	Morrell Park	21201	Baltimore	21229	Carroll	21230	Morrell Park
		21217	Druid	21230	Morrell Park	21216	Baltimore	21215	Arlington
	Cecil County	21921	Elkton	21921	Elkton	21921	Elkton	21901	North East
		21904	Port Deposit	21901	North East	21901	North East	21921	Elkton
		21901	North East	21911	Rising Sun	21911	Rising Sun	21904	Port Deposit
		21911	Rising Sun	21918	Conowingo	21903	Perryville	21903	Perryville
		21918	Conowingo	21904	Port Deposit	21918	Conowingo	21911	Rising Sun
	Calvert County	20657	Lusby	20678	Prince Frederick	20657	Lusby	20657	Lusby
		20676	Port Republic	20657	Lusby	20678	Prince Frederick	20736	Owings
		20685	Saint Leonard	20639	Huntingtown	20639	Huntingtown	20685	Saint Leonard
		20732	Chesapeake Beach	20736	Owings	20685	Saint Leonard	20678	Prince Frederick
		20736	Owings	20732	Chesapeake Beach	20736	Owings	20639	Huntingtown
	Carroll County	21158	Westminster	21157	Westminster	21157	Westminster	21157	Westminster
		21074	Hampstead	21158	Westminster	21784	Sykesville	21784	Sykesville
		21102	Manchester	21784	Sykesville	21158	Westminster	21048	Finksburg
		21157	Westminster	21074	Hampstead	21074	Hampstead	21158	Westminster
		21787	Taneytown	21102	Manchester	21048	Finksburg	21074	Hampstead
	Dorchester County	21869	Vienna	21613	Cambridge	21613	Cambridge	21613	Cambridge
		21622	Church Creek	21869	Vienna	21643	Hurlock	21643	Hurlock
		21643	Hurlock	21643	Hurlock	21631	East New Market	21631	East New Market
				21835	Linkwood	21869	Vienna	21869	Vienna
				21622	Church Creek	21648	Madison	21835	Linkwood
	Washington County	21740	Hagerstown	21742	Hagerstown	21740	Hagerstown	21740	Hagerstown
		21713	Boonsboro	21713	Boonsboro	21742	Hagerstown	21742	Hagerstown
		21750	Hancock	21783	Smithsburg	21795	Williamsport	21713	Boonsboro
		21742	Hagerstown	21750	Hancock	21713	Boonsboro	21783	Smithsburg
		21756	Keedysville	21782	Sharpsburg	21722	Clear Spring	21795	Williamsport
	Frederick County	21702	Frederick	21771	Mount Airy	21701	Frederick	21701	Frederick
		21771	Mount Airy	21702	Frederick	21702	Frederick	21702	Frederick
		21701	Frederick	21703	Frederick	21703	Frederick	21704	Frederick
		21703	Frederick	21704	Frederick	21771	Mount Airy	21703	Frederick
		21704	Frederick	21788	Thurmont	21769	Middletown	21771	Mount Airy
	Allegany County	21502	Cumberland	21502	Cumberland	21502	Cumberland	21502	Cumberland
		21521	Barton	21532	Frostburg	21532	Frostburg	21532	Frostburg
		21530	Flintstone	21521	Barton	21557	Rawlings	21557	Rawlings
				21539	Lonaconing	21530	Flintstone	21530	Flintstone
				21766	Little Orleans	21521	Barton	21562	Westernport
	Harford County	21009	Abingdon	21001	Aberdeen	21040	Edgewood	21014	Bel Air
		21014	Bel Air	21085	Joppa	21001	Aberdeen	21085	Joppa
		21017	Belcamp	21014	Bel Air	21009	Abingdon	21001	Aberdeen
		21001	Aberdeen	21047	Fallston	21085	Joppa	21015	Bel Air
		21015	Bel Air	21009	Abingdon	21014	Bel Air	21040	Edgewood
	Anne Arundel County	21061	Glen Burnie	21060	Glen Burnie	21122	Pasadena	21122	Pasadena
		21054	Gambrills	20711	Lothian	21061	Glen Burnie	21061	Glen Burnie
		21122	Pasadena	21054	Gambrills	21144	Severn	21401	Annapolis
		21401	Annapolis	21090	Linthicum Heights	21060	Glen Burnie	21037	Edgewater
		21076	Hanover	21076	Hanover	21401	Annapolis	21108	Millersville

Solution

Funded projects will help address motorcycle safety issues through partnerships among government agencies and stakeholder groups such as motorcycle dealers and motorcycle clubs. These partnerships involve scheduled outreach activities geared toward reducing motorcycle-involved crashes in areas where crash rates (raw data) are highest.

A component of the Motorcycle Safety emphasis area is the Be the LOOK TWICE Driver subtheme of the MHSO's Be the Driver campaign. Media campaigns will be coordinated to increase motorists' awareness of motorcycle safety issues and will use a variety of communication techniques to reach targeted audiences. In addition to public information and education, adequate rider training and licensure are major components of Maryland's efforts to decrease motorcycle-involved crashes, in addition to improved enforcement of the state's traffic safety laws.

Numerous rider courses are offered through the Maryland Motorcycle Safety Program. The state's goals are to improve rider skill and to increase awareness levels and "share the road" among motorcyclists and other vehicle drivers. In FFY 2022, the MHSO assumed majority of the motorcycle rider outreach formerly conducted by the MDOT MVA, including other items that are used for training and outreach activities throughout the year. In addition, MD MOTORS (Motor Officers Training Other Riders Safety), a motorcycle course developed by the Maryland State Police Motor Unit, in conjunction with motorcyclist input, launched in FFY 2022. Each year an average of 10 classes are held. The program continues to evolve and address additional requests from the motorcyclist community, including new locations and accommodations for those with disabilities.

Countermeasure Strategies

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

Legislation and Licensing

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

Enforcement

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

Evaluation

The MHSO evaluates traffic safety programs through output and outcome measures. Outcome measures include crash data (fatality and serious injury). Projects funded through the MHSO are required to have an effective evaluation component. Depending on the level of grant funds obligated and the scope of the project, impact or output measures are reported and evaluated throughout the grant cycle. Impact evaluation will be an ongoing process using information collected through community engagement and activities.

Outcome Measures

			BASE YEARS (Historical Data)				
	PERFORMANCE PLAN CHART – FFY2025 Annual Grant Application		**2018** **2014-2018**	**2019** **2015-2019**	**2020** **2016-2020**	**2021** **2017-2021**	**2022** **2018-2022**
C-7	Motorcyclist Fatalities	State	57	75	78	76	74
	Reduce motorcyclist fatalities 9 percent from 72.0 (2018-2022) to 65.3 (2024-2028 target) by December 31, 2026.	5-Year Avg.	69.4	71.2	72.8	73.6	72.0
C-8	Unhelmeted Motorcyclist Fatalities	State	9	7	6	15	18
	Reduce unhelmeted motorcyclist fatalities 15 percent from 11.0 (2018-2022) to 9.4 (2024-2028 target) by December 31, 2026.	5-Year Avg.	11.0	10.0	9.4	10.8	11.0
	Motorcyclist Serious Injuries Reduce motorcyclist serious injuries 23 percent from 309.6 (2018-2022) to 238.8 (2024-2028 target) by December 31, 2026.	State	298	277	314	329	330
		5-Year Avg.	285.0	286.6	301.4	307.6	309.6

FFY2025						FFY2024-2026 Targets		
Performance Measure	**Target Period**	**Target Year(s)**	**Target Value FFY24 HSP**	**Data Source/ FFY24 Progress Results**	**On Track to Meet FFY24 Target Y/N/In-Progress**	**Target Value FFY24 HSP**	**Target Value FFY25 HSP**	**Target Value FFY26 HSP**
C-7) Motorcyclist Fatalities (State)	5 year	2022-2026	66.4	2018-2022 State 72.0	N	66.4	65.9	65.3
C-8) Unhelmeted Motorcyclist Fatalities (State)	5 year	2022-2026	9.8	2018-2022 State 11.0	N	9.8	9.6	9.4
Motorcyclist Serious Injuries (State)	5 year	2022-2026	247.6	2018-2022 State 309.6	N	247.6	243.2	238.8

Action Plan

Project Agency: Crash Center for Research and Education (CORE)	
Project Name: MD Motors Coordination and Eval	
Agency Type: Non-profit	**Agency Location/Affected Community:** Statewide
Program Area: Motorcycle	**Project Number:** GN 25-216
Project Funds / Type: $40,398.88 / BIL 402 (Note: Total includes Indirect Cost)	**Eligible Use of Funds:** MC
Will the project be used to meet the requirements of Â§ 1300.41(b)? No	
Countermeasures: Highway Safety Program Guideline No. 3 Motorcycle Safety	
Performance Target: C-7; C-8 (Appendix C)	
Project Description: Crash Core will continue to carry out the designed pre-/post-program evaluation comparing the participants' knowledge with that of a control group. The objectives of the study and evaluation are to determine if the program was implemented as intended; support expansion and replication efforts; evaluate the effectiveness of the program on improved knowledge and awareness; and evaluate the effectiveness of the program on improved riding skills. Drivers who participated in prior trainings will be contacted for follow-up. This project will also allow for Crash Core to complete administration and coordination of the MD MOTORS program.	

Project Agency: Maryland Highway Safety Office	
Project Name: MHSO Internal Impaired Media and Educational Materials	
Agency Type: State Government	**Agency Location/Affected Community:** Statewide
Program Area: Communications (DUI)	**Project Number:** GN 25-140
Project Funds / Type: $186,856.81 / BIL 402; $43,143.19 / BIL 405f MC	**Eligible Use of Funds:** M11MA,MC,PM
Will the project be used to meet the requirements of Â§ 1300.41(b)? No	
Countermeasures: Highway Safety Program Guideline No. 8 Impaired Driving	
Performance Target: C-4; C-7 (Appendix C)	
Project Description: This grant will support and facilitate projects within the Maryland Highway Safety Office's Communications Section to support new and ongoing campaigns including the following: - Impaired driving campaign (alcohol and cannabis) - Impaired riding campaign - MD MOTORS	

Project Agency: Maryland State Police - Statewide	
Project Name: Maryland M.O.T.O.R.S.	
Agency Type: State Government	**Agency Location/Affected Community:** Statewide
Program Area: Motorcycle	**Project Number:** GN 25-011
Project Funds / Type: $111,042.08 / BIL 402	**Eligible Use of Funds:** MC
Will the project be used to meet the requirements of Â§ 1300.41(b)? No	
Countermeasures: Highway Safety Program Guideline No. 3 Motorcycle Safety	
Performance Target: C-7; C-8 (Appendix C)	
Project Description: The curriculum, developed by Maryland State Police Motor Officers with the assistance of MHSO and Crash Core will be used to educate civilian motorcycle riders about motorcycle safety, and awareness. Several classes will be conducted from April through September. Each class will have a maximum of 16 students with a ratio of 1 Motor Officer to every 2 civilian motorcycle operators. These classes will be approximately 6-8 hours long and be offered in various locations throughout the State of Maryland. There will be no charge for participants.	

Project Agency: Pulling for Veterans	
Project Name: Veteran Motorcycle Safety Course	
Agency Type: Non-profit	**Agency Location/Affected Community:** Statewide
Program Area: Motorcycle	**Project Number:** GN 25-235
Project Funds / Type: $43,400.00 / BIL 402	**Eligible Use of Funds:** MC
Will the project be used to meet the requirements of Â§ 1300.41(b)? No	
Countermeasures: Highway Safety Program Guideline No. 3 Motorcycle Safety	
Performance Target: C-7; C-8 (Appendix C)	
Project Description: Pulling for Veterans will partner with Harley Davidson of Frederick, to provide free motorcycle safety certification classes to Veterans and their immediate family members, to enhance their safety on the road and improve mental health for involved veterans. Pulling for Veterans will work closely with Harley Davidson of Frederick to promote the program and facilitate veteran enrollment. The grant will sponsor 50 veterans and family members for the New Rider course and an additional 50 for the Continuing to Ride and Improving the ride courses. Veterans and family members enrolled in the program will receive a subsidy to cover the cost of the certification course or the continuing rider and improved rider programs offered at Harley-Davidson Frederick, MD.	

Nonmotorist (Pedestrian/Bicyclist) Safety Programs

Action Plan

Project Agency: Anne Arundel County Office of Transportation	
Project Name: Bicycle Safety Training Program	
Agency Type: County Government	**Agency Location/Affected Community:** Anne Arundel County
Program Area: Pedestrian/Bicycle	**Project Number:** GN 25-256
Project Funds / Type: $25,482.80 / Bikeways	**Eligible Use of Funds:** CAPP
Will the project be used to meet the requirements of Â§ 1300.41(b)? No	
Countermeasure: Highway Safety Program Guideline No. 14 Pedestrian and Bicycle Safety	
Performance Target: C-11 (Appendix C)	
Project Description: AACPS seeks to expand their pilot bicycle safety training to all county elementary schools for students in grades 3-5 (program started in 2023-24 with 8 of 17 schools). They will work directly with Pedal Power Kids to provide equipment and deliver the training which will consist of in class group presentations and hands-on bicycle training over a one-week period.	

Project Agency: Baltimore Metropolitan Council	
Project Name: Look Alive with Signal Woman	
Agency Type: Non-profit	**Agency Location/Affected Community:** Baltimore City
Program Area: Pedestrian/Bicycle	**Project Number:** GN 25-079
Project Funds / Type: $450,000.00 / BIL 405g NMS	**Eligible Use of Funds:** BGSP
Will the project be used to meet the requirements of Â§ 1300.41(b)? No	
Countermeasures: Highway Safety Program Guideline No. 14 Pedestrian and Bicycle Safety	
Performance Target: C-10; C-11 (Appendix C)	
Project Description: This project supports and expands the Baltimore Metropolitan Region's Look Alive pedestrian and bicycle safety education and media campaign. This campaign, featuring "Signal Woman" aims to provide educational outreach for pedestrians, bicyclists, and drivers to raise awareness of the rules that protect the most vulnerable road users. The FY 2025 campaign will help educate drivers, pedestrians and cyclists and bring down the number of crashes, injuries, and fatalities.	

Project Agency: Children's Safety Village	
Project Name: Traffic/Pedestrian Safety	
Agency Type: Non-profit	**Agency Location/Affected Community:** Washington County
Program Area: Pedestrian/Bicycle	**Project Number:** GN 25-036
Project Funds / Type: $4,950.00 / SMDF	**Eligible Use of Funds:** MVA
Will the project be used to meet the requirements of Â§ 1300.41(b)? No	
Countermeasures: Countermeasures That Work 11th Edition **–** Pedestrian Safety Elementary-Age Child Pedestrian Training – three stars	
Performance Target: C-10; C-11 (Appendix C)	
Project Description: This grant will provide for the purchase of one mini-car to aid in the Children's Safety Village's ongoing youth traffic safety programming efforts, providing bike, car, pedestrian and personal safety lessons to approximately 2,500 second grade students per year. Collaboration with Washington County Public Schools enables Children's Safety Village to educate students during the school day with classroom teachers providing pre and post testing on lessons learned.	

Project Agency: Free Bikes 4 Kidz Maryland	
Project Name: Maryland Bicycle Safety Education program enhancement	
Agency Type: Non-profit	**Agency Location/Affected Community:** Howard County
Program Area: Pedestrian/Bicycle	**Project Number:** GN 25-018
Project Funds / Type: $10,782.50 / Bikeways	**Eligible Use of Funds:** CAPP
Will the project be used to meet the requirements of Â§ 1300.41(b)? No	
Countermeasure: Highway Safety Program Guideline No. 14 Pedestrian and Bicycle Safety	
Performance Target: C-11 (Appendix C)	
Project Description: This grant will allow Free Bikes 4 Kidz Maryland to purchase bicycle helmets and inner tubes to enhance their efforts with Howard County's existing bicycle safety education program and their own bicycle and helmet giveaway program for underserved youth within Howard County. Free Bikes 4 Kidz, together with their partners (Bike HoCo and Howard County Public Schools) will give elementary school children thorough bicycle safety training and, with parental permission, a helmet for those children who do not own one. Donated bicycles will be refurbished and used with elementary school students during the educational trainings	

Project Agency: Maryland Highway Safety Office	
Project Name: Media for Pedestrian, Bikeway & SMDF Projects	
Agency Type: State Government	**Agency Location/Affected Community:** Statewide
Program Area: Pedestrian/Bicycle	**Project Number:** GN 25-141
Project Funds / Type: $310,000.00 / SMDF	**Eligible Use of Funds:** MVA
Will the project be used to meet the requirements of Â§ 1300.41(b)? No	
Countermeasures: Highway Safety Program Guideline No. 14 Pedestrian and Bicycle Safety	
Performance Target: C-10; C-11 (Appendix C)	
Project Description: The MHSO Pedestrian and Bicycle Safety Program will implement media campaigns, outreach educational activities, and other projects statewide to change behaviors of drivers, pedestrians and bicyclists and reduce the number of traffic collisions involving pedestrians and bicyclists.	

Project Agency: Maryland Highway Safety Office	
Project Name: MHSO Staffing Grant 2	
Agency Type: State Government	**Agency Location/Affected Community:** Statewide
Program Area: MHSO Staffing 2	**Project Number:** GN 25-055
Project Funds / Type: $36,420.64 / BIL 405g NMS; $57,118.72 / SBIL 405g NMS	**Eligible Use of Funds:** BGPE
Will the project be used to meet the requirements of Â§ 1300.41(b)? No	
Countermeasures: MHSO Staffing grants support a wide variety of traffic safety countermeasures.	
Performance Target: All performance targets	
Project Description: This grant provides the mechanism to pay the salaries and benefits of the MHSO staff and be reimbursed by NHTSA for federal expenditures.	

Project Agency: Metropolitan Washington Council of Governments	
Project Name: Street Smart Pedestrian and Bicycle Safety Program	
Agency Type: Non-profit	**Agency Location/Affected Community:** Prince George's County, Montgomery County, Frederick County
Program Area: Pedestrian/Bicycle	**Project Number:** GN 25-242
Project Funds / Type: $179,841.61 / BIL 402; $70,158.39 / BIL 405h NM	**Eligible Use of Funds:** FHPE,PS
Will the project be used to meet the requirements of Â§ 1300.41(b)? No	
Countermeasures: Highway Safety Program Guideline No. 14 Pedestrian and Bicycle Safety	
Performance Target: C-10; C-11 (Appendix C)	

Project Description: This project supports the Washington Metropolitan Region's Street Smart pedestrian and bicycle safety education and media campaign by providing advertising, public relations support, and other tools to its member jurisdictions. Jurisdictions then carry out the necessary engineering and enforcement elements.

Project Agency: Ocean Pines Police Department	
Project Name: Share the Road Ocean Pines	
Agency Type: Local Government	**Agency Location/Affected Community:** Ocean Pines
Program Area: Pedestrian/Bicycle	**Project Number:** GN 25-201
Project Funds / Type: $600.00 / SMDF	**Eligible Use of Funds:** MVA
Will the project be used to meet the requirements of Â§ 1300.41(b)? No	
Countermeasures: Countermeasures that Work 11th Edition – Promote Bicycle Helmet Use with Education – three stars	
Performance Target: C-10; C-11 (Appendix C)	
Project Description: Ocean Pines Police Department seeks to improve the safety of vulnerable road users in Ocean Pines through community engagement, education, enforcement, and engineering. They will distribute educational and safety materials, plan and deliver safe bicycling and walking events, and work with local businesses to educate the workforce on safe walking and cycling. OPPD will place articles in local newspapers and PSAs on social media promoting sharing the road. They will enforce speed zones and stop-sign violations and issue warnings to those walking and biking without appropriate lights or visibility, distributing lights and reflective materials. They will work to improve signage and road markings in areas with high pedestrian and bike traffic, identifying potential roadway and intersection modifications through guided observation.	

Project Agency: Ocean Pines Police Department	
Project Name: Share the Road Ocean Pines	
Agency Type: Local Government	**Agency Location/Affected Community:** Ocean Pines
Program Area: Pedestrian/Bicycle	**Project Number:** GN 25-201
Project Funds / Type: $720.00 / Bikeways	**Eligible Use of Funds:** CAPP
Will the project be used to meet the requirements of Â§ 1300.41(b)? No	
Countermeasures: Countermeasures that Work 11th Edition – Promote Bicycle Helmet with Education – three stars	
Performance Target: C-10; C-11 (Appendix C)	
Project Description: Ocean Pines Police Department seeks to improve the safety of vulnerable road users in Ocean Pines through community engagement, education, enforcement, and engineering. They will distribute educational and safety materials, plan and deliver safe bicycling and walking events, and work with local	

businesses to educate the workforce on safe walking and cycling. OPPD will place articles in local newspapers and PSAs on social media promoting sharing the road. They will enforce speed zones and stop-sign violations and issue warnings to those walking and biking without appropriate lights or visibility, distributing lights and reflective materials. They will work to improve signage and road markings in areas with high pedestrian and bike traffic, identifying potential roadway and intersection modifications through guided observation.

Project Agency: Ocean Pines Police Department	
Project Name: Share the Road Ocean Pines	
Agency Type: Local Government	**Agency Location/Affected Community:** Ocean Pines
Program Area: Pedestrian/Bicycle	**Project Number:** GN 25-201
Project Funds / Type: $3,192.00 / SMDF	**Eligible Use of Funds:** MVA
Will the project be used to meet the requirements of Â§ 1300.41(b)? No	
Countermeasures: Countermeasures that Work 11th Edition – Promote Bicycle Helmet with Education – three stars	
Performance Target: C-10; C-11 (Appendix C)	
Project Description: Ocean Pines Police Department seeks to improve the safety of vulnerable road users in Ocean Pines through community engagement, education, enforcement, and engineering. They will distribute educational and safety materials, plan and deliver safe bicycling and walking events, and work with local businesses to educate the workforce on safe walking and cycling. OPPD will place articles in local newspapers and PSAs on social media promoting sharing the road. They will enforce speed zones and stop-sign violations and issue warnings to those walking and biking without appropriate lights or visibility, distributing lights and reflective materials. They will work to improve signage and road markings in areas with high pedestrian and bike traffic, identifying potential roadway and intersection modifications through guided observation.	

Project Agency: Ocean Pines Police Department	
Project Name: Share the Road Ocean Pines	
Agency Type: Local Government	**Agency Location/Affected Community:** Ocean Pines
Program Area: Pedestrian/Bicycle	**Project Number:** GN 25-201
Project Funds / Type: $160.00 / SMDF	**Eligible Use of Funds:** MVA
Will the project be used to meet the requirements of Â§ 1300.41(b)? No	
Countermeasures: Countermeasures that Work 11th Edition – Promote Bicycle Helmet with Education – three stars	
Performance Target: C-10; C-11 (Appendix C)	

Project Description: Ocean Pines Police Department seeks to improve the safety of vulnerable road users in Ocean Pines through community engagement, education, enforcement, and engineering. They will distribute educational and safety materials, plan and deliver safe bicycling and walking events, and work with local businesses to educate the workforce on safe walking and cycling. OPPD will place articles in local newspapers and PSAs on social media promoting sharing the road. They will enforce speed zones and stop-sign violations and issue warnings to those walking and biking without appropriate lights or visibility, distributing lights and reflective materials. They will work to improve signage and road markings in areas with high pedestrian and bike traffic, identifying potential roadway and intersection modifications through guided observation.

Project Agency: Prince George's County - Department of Public Works and Transportation	
Project Name: Street Smart VR Challenge with Vision Zero Prince George's	
Agency Type: County Government	**Agency Location/Affected Community:** Prince George's County
Program Area: Pedestrian/Bicycle	**Project Number:** GN 25-245
Project Funds / Type: $31,000.00 / SMDF	**Eligible Use of Funds:** MVA
Will the project be used to meet the requirements of Â§ 1300.41(b)? No	
Countermeasures: Highway Safety Program Guideline No. 14 Pedestrian and Bicycle Safety	
Performance Target: C-10; C-11 (Appendix C)	
Project Description: This project supports the Washington Metropolitan Region's pedestrian and bicycle safety education and media campaign by providing advertising, public relations support, and other tools to its member jurisdictions. Jurisdictions then carry out the necessary engineering and enforcement elements.	

Project Agency: Talbot Thrive	
Project Name: Enhancing Bicycle Safety Among Talbot County Children Through a Bike Rodeo Initiative	
Agency Type: Non-profit	**Agency Location/Affected Community:** Talbot County
Program Area: Pedestrian/Bicycle	**Project Number:** GN 25-199
Project Funds / Type: $3,200.00 / SMDF	**Eligible Use of Funds:** MVA
Will the project be used to meet the requirements of Â§ 1300.41(b)? No	
Countermeasures: Countermeasures that Work 11th Edition – Promote Bicycle Helmet with Education – three stars	
Performance Target: C-10; C-11 (Appendix C)	
Project Description: This grant will fund the implementation of a series of Bike Rodeos serving 100-200 youth across targeted and underserved communities in Talbot County designed to teach children essential biking and pedestrian safety skills, safe cycling practices and the importance of bicycle and helmet safety in	

a fun and engaging manner. Bike rodeos will include free bike inspection/maintenance and will ensure that each participant receives a properly fitted helmet and educational materials.

Project Agency: Talbot Thrive	
Project Name: Enhancing Bicycle Safety Among Talbot County Children Through a Bike Rodeo Initiative	
Agency Type: Non-profit	**Agency Location/Affected Community:** Talbot County
Program Area: Pedestrian/Bicycle	**Project Number:** GN 25-199
Project Funds / Type: $2,569.10 / Bikeways	**Eligible Use of Funds:** CAPP
Will the project be used to meet the requirements of Â§ 1300.41(b)? No	
Countermeasures: Countermeasures that Work 11th Edition – Promote Bicycle Helmet Safety with Education- Three Stars	
Performance Target: C-10; C-11 (Appendix C)	
Project Description: This grant will fund the implementation of a series of Bike Rodeos serving 100-200 youth ages 2 and up across targeted and underserved communities in Talbot County designed to teach children essential biking and pedestrian safety skills, safe cycling practices and the importance of bicycle and helmet safety in a fun and engaging manner. Bike rodeos will include free bike inspection/maintenance and will ensure that each participant receives a properly fitted helmet and educational materials.	

Project Agency: Talbot Thrive	
Project Name: Enhancing Bicycle Safety Among Talbot County Children Through a Bike Rodeo Initiative	
Agency Type: Non-profit	**Agency Location/Affected Community:** Talbot County
Program Area: Pedestrian/Bicycle	**Project Number:** GN 25-199
Project Funds / Type: $10,338.25 / SMDF	**Eligible Use of Funds:** MVA
Will the project be used to meet the requirements of Â§ 1300.41(b)? No	
Countermeasures: Countermeasures that Work 11th Edition – Promote Bicycle Helmet with Education – three stars	
Performance Target: C-10; C-11 (Appendix C)	
Project Description: This grant will fund the implementation of a series of Bike Rodeos serving 100-200 youth across targeted and underserved communities in Talbot County designed to teach children essential biking and pedestrian safety skills, safe cycling practices and the importance of bicycle and helmet safety in a fun and engaging manner. Bike rodeos will include free bike inspection/maintenance and will ensure that each participant receives a properly fitted helmet and educational materials.	

Project Agency: BYKE Collective	
Project Name: Night Light BYKE Life	
Agency Type: Non-profit	**Agency Location/Affected Community:** Baltimore City
Program Area: Pedestrian/Bicycle	**Project Number:** GN 25-111
Project Funds / Type: $39,720.31 / SMDF (Note: Total includes Indirect Cost)	**Eligible Use of Funds:** MVA
Will the project be used to meet the requirements of Â§ 1300.41(b)? No	
Countermeasures: Highway Safety Program Guideline No. 14 Pedestrian and Bicycle Safety	
Performance Target: C-10; C-11 (Appendix C)	
Project Description: This project will increase accessibility to resources and practices about bike safety risk reduction tactics for people of color in Baltimore City between the ages of 8-24 years. By providing resources and education about pedestrian rights and awareness, BYKE Collective will equip youth residents to become more aware of their safety. This project will be shared with four youth-center bike organizations, which primarily serve people of color populations (approximately 80 percent Black/ African American and 20 Page 78 percent Latinx) between 13-24 years of age, with direct services in five city council districts (10, 11, 12, 23, 14) and expanding services in five other city council districts (2, 3, 6, 7, 9). BYKE Collective will host several education events as well as youth-led bike rides. To ensure the authenticity and community buy-in, BYKE collective will hire youth ambassadors from each partner organization to lead these activities. Youth ambassadors will be tasked with learning about pedestrian and bike safety practices, importance of reflective apparel, and will host night bikes rides throughout Baltimore City	

Project Agency: Washington Area Bicyclist Association	
Project Name: Vision Zero Youth Leadership Institute	
Agency Type: Non-profit	**Agency Location/Affected Community:** Prince George's County
Program Area: Pedestrian/Bicycle	**Project Number:** GN 25-046
Project Funds / Type: $137,197.07 / SMDF (Note: Total includes Indirect Cost)	**Eligible Use of Funds:** MVA
Will the project be used to meet the requirements of Â§ 1300.41(b)? No	
Countermeasures: Countermeasures that Work 11th Edition – Safe Routes to School – three stars	
Performance Target: C-11 (Appendix C)	
Project Description: The project will center youth leaders as they conduct outreach to school leaders in Prince George's County. With support from Zero Deaths Maryland, under the umbrella of the 'Vision Zero Youth Leadership Institute', WABA will select a team of four youth (age 14-18) Vision Zero Leaders who live in Prince George's County to work with WABA staff to design and implement a community engagement plan introducing youth involved traffic crash data to school leaders in Prince George's County. The team of youth Vision Zero leaders will host a youth town-hall with over 100 students (age 14-18) in attendance.	

During the town-hall, the leaders will explain how to report traffic crashes, discuss the importance of driving safety, and introduce a how-to toolkit to give the students instructions on how to become Vision Zero Leaders at their school. After the town-hall, the toolkit will be uploaded to WABA's website for any youth to use. Youth leaders will be active in a variety of professional development sessions and will receive mentorship that will allow them to grow their professional skills in transportation advocacy.

Project Agency: Maryland State Highway Administration	
Project Name: MDOT SHA Pedestrian Safety Educational Grant	
Agency Type: State Government	**Agency Location/Affected Community:** Anne Arundel, Baltimore, Howard, Montgomery and Prince George's Counties
Program Area: Pedestrian/Bicycle	**Project Number:** GN 25-146
Project Funds / Type: $59,077.45 / SMDF	**Eligible Use of Funds:** MVA
Will the project be used to meet the requirements of Â§ 1300.41(b)? No	
Countermeasures: Highway Safety Program Guideline No. 14 Pedestrian and Bicycle Safety	
Performance Target: C-10; C-11 (Appendix C)	
Project Description: To reduce pedestrian-involved crashes, injuries and fatalities, the State Highway Administration will expand on the successful OC WalkSmart, DriveSmart, BikeSmart campaign featuring Cheswick the Crab. New creative will be developed showing Cheswick safely using crosswalks in rural and urban areas to represent the Maryland counties where the first five corridors identified as priority areas in the Pedestrian Safety Action Plan (PSAP) are located. The corridors where context-driven designs will be applied to improve safety and mobility are in Anne Arundel, Baltimore, Howard, Montgomery and Prince George's counties. Outreach personnel will take Cheswick to community events in these designated counties to teach pedestrian safety and offer interactive learning opportunities.	

Project Agency: Neighborhood Design Center	
Project Name: Made You Look: A Toolkit for Community-led Multimodal Safety Efforts Across Maryland	
Agency Type: Non-profit	**Agency Location/Affected Community:** Statewide
Program Area: Pedestrian/Bicycle	**Project Number:** GN 25-010
Project Funds / Type: $129,230.64 / SMDF (Note: Total includes Indirect Cost)	**Eligible Use of Funds:** MVA
Will the project be used to meet the requirements of Â§ 1300.41(b)? No	
Countermeasures: Highway Safety Program Guideline No. 14 Pedestrian and Bicycle Safety	
Performance Target: C-10; C-11 (Appendix C)	
Project Description: NDC will build upon the successes of the Made You Look toolkit over the past six years. The toolkit is a step-by-step guide to help communities through the process of securing funding,	

community listening/engagement and more to create Art in the Right of Way projects in their neighborhoods – with a goal of traffic calming and safer spaces for pedestrians and bicyclists. The NDC will train staff on the implementation of the Made You Look toolkit and continue adapting the toolkit for Prince George's County.

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

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

Agency	Grant Number	Program Area	Obligated Amount	Funding Code	Eligible Use
Aberdeen Police Department	LE 25-228	Pedestrian/Bicycle	$477.28	SMDF	MVA
Anne Arundel County Police Department	LE 25-124	Pedestrian/Bicycle	$8,000.00	SMDF	MVA
Baltimore County Police Department	LE 25-041	Pedestrian/Bicycle	$35,000.00	SMDF	MVA
Bel Air Police Department	LE 25-108	Pedestrian/Bicycle	$1,991.36	SMDF	MVA
Calvert County Sheriff's Office	LE 25-157	Pedestrian/Bicycle	$3,000.00	SMDF	MVA
Carroll County Sheriff's Office	LE 25-002	Pedestrian/Bicycle	$2,500.00	SMDF	MVA
Cecil County Sheriff's Office	LE 25-176	Pedestrian/Bicycle	$1,500.00	SMDF	MVA
Charles County Sheriff's Office	LE 25-172	Pedestrian/Bicycle	$10,000.00	SMDF	MVA
City of Bowie	LE 25-149	Pedestrian/Bicycle	$1,500.00	SMDF	MVA
City of Hyattsville Police Department	LE 25-206	Pedestrian/Bicycle	$1,000.00	SMDF	MVA
Havre de Grace Police Department	LE 25-118	Pedestrian/Bicycle	$700.00	SMDF	MVA
Howard County Department of Police	LE 25-134	Pedestrian/Bicycle	$7,500.00	SMDF	MVA
Maryland State Police - Statewide	LE 25-195	Pedestrian/Bicycle	$12,000.00	SMDF	MVA
Mount Airy Police Department	LE 25-180	Pedestrian/Bicycle	$1,000.00	SMDF	MVA
Ocean City Police Department	LE 25-162	Pedestrian/Bicycle	$20,000.00	SMDF	MVA
Prince George's County Police Department	LE 25-224	Pedestrian/Bicycle	$20,000.00	SMDF	MVA
Princess Anne Police Department	LE 25-166	Pedestrian/Bicycle	$1,995.00	SMDF	MVA

Agency	Grant Number	Program Area	Obligated Amount	Funding Code	Eligible Use
Riverdale Park Police Department	LE 25-238	Pedestrian/Bicycle	$1,000.00	SMDF	MVA
University of Maryland Department of Public Safety	LE 25-213	Pedestrian/Bicycle	$3,000.00	SMDF	MVA

Traffic Safety Information System Improvement Program

Action Plan

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

Project Agency: Crash Center for Research and Education (CORE)	
Project Name: Development of the 2026-2030 TRSP	
Agency Type: Non-profit	**Agency Location/Affected Community:** Statewide
Program Area: Traffic Records	**Project Number:** GN 25-261
Project Funds / Type: $95,228.00 / BIL 405c TR Data (Note: Total includes Indirect Cost)	**Eligible Use of Funds:** B3DSA
Will the project be used to meet the requirements of Â§ 1300.41(b)? No	
Countermeasures: Highway Safety Program Uniform Guideline No. 10 Traffic Records	
Performance Target: All performance targets	
Project Description: Crash Core will develop the State of Maryland's 2026-2030 Traffic Records Strategic Plan. Crash Core staff will engage and request participation and contribution from various community and stakeholder groups including local, local, state and federal government agencies, non-governmental organizations, regional authorities and other community advocates.	

Project Agency: University of Maryland Baltimore, NSC	
Project Name: Traffic Safety Citations Analysis	
Agency Type: State Government	**Agency Location/Affected Community:** Statewide
Program Area: Traffic Records	**Project Number:** GN 25-074
Project Funds / Type: $258,583.55 / BIL 405c TR Data (Note: Total includes Indirect Cost)	**Eligible Use of Funds:** B3DSA

Will the project be used to meet the requirements of Â§ 1300.41(b)? No
Countermeasures: Highway Safety Program Uniform Guideline No. 10 Traffic Records
Performance Target: All performance targets
Project Description: This project supports data analysis for the MHSO and statewide partners and administrative support for MHSO's Traffic Records Program.

Project Agency: Washington College	
Project Name: Traffic Safety Geospatial Analysis and Applications	
Agency Type: Higher Education	**Agency Location/Affected Community:** Statewide
Program Area: Traffic Records	**Project Number:** GN 25-035
Project Funds / Type: $306,880.92 / BIL 405c TR Data (Note: Total includes Indirect Cost)	**Eligible Use of Funds:** M3DA
Will the project be used to meet the requirements of Â§ 1300.41(b)? No	
Countermeasures: Highway Safety Program Uniform Guideline No. 10 Traffic Records	
Performance Target: All performance targets	
Project Description: This project will focus on strategies that will improve the ability to use data-driven analysis to reduce crashes and deaths on Maryland roads. This project also includes attendance at conferences to promote highway safety projects and practices in Maryland and provides training sessions, presentations, webinars, and technical support to MHSO staff, LEA partners, EA teams, etc. on all products/services provided by Washington College, in addition to GIS techniques and processes for traffic safety related datasets. The web application Traffic Safety Portal will be maintained and updated. This project, in conjunction with the University of Maryland Baltimore, NSC, will provide administrative support for MHSO's Traffic Records Program.	

Police Traffic Service Program

Action Plan

Police traffic services projects funded for FFY 2025 are listed below:

Project Agency: Garrett County Liquor Control Board	
Project Name: Garrett County Training & Compliance Recognition	
Agency Type: Local Government	**Agency Location/Affected Community:** Garrett County
Program Area: Impaired Driving	**Project Number:** GN 25-253
Project Funds / Type: $4,200.00 / BIL 402	**Eligible Use of Funds:** PT
Will the project be used to meet the requirements of Â§ 1300.41(b)? No	

Countermeasures: Countermeasures that Work 11th Edition - Alcohol Compliance Vendor Checks – three stars
Performance Target: All performance targets
Project Description: This project will allow the Garrett County Liquor Control Board to conduct TIPS for Concessions training opportunities for alcohol licensed non-profit organizations and volunteers throughout the year. It will also fund alcohol compliance checks of local businesses, education for licensees and staff on updated compliance and alcohol laws intended to reduce impaired driving and eliminate underage alcohol sales.

Project Agency: Maryland Chiefs of Police	
Project Name: MCPA Special Project Conferences and Trainings	
Agency Type: Non-profit	**Agency Location/Affected Community:** Statewide
Program Area: Special Projects	**Project Number:** GN 25-186
Project Funds / Type: $128,425.00 / BIL 402 (Note: Total includes Indirect Cost)	**Eligible Use of Funds:** PT
Will the project be used to meet the requirements of Â§ 1300.41(b)? No	
Countermeasures: Highway Safety Program Guideline No. 15 Traffic Enforcement Services	
Performance Target: All performance targets	
Project Description: The Maryland Chiefs of Police Annual Training Conference held in September 2025, is the start of bridging the gap of training needs. The top-level executives are offered a variety of educational sessions, including information on the state's Vision Zero goal. Training sessions are planned to help educate the executives on traffic safety issues, new and emerging trends, countermeasures, and the goals of the SHSP. Leading Effective Traffic Enforcement Programs (LETEP) training is also scheduled to take place in November 2024 and March 2025. This grant also supports Maryland's Traffic Safety Specialist Program, Annual Governor's Highway Safety Association Conference attendance, Highway Safety Training for Patrol Supervisors, the annual DUI Conference, and DRE Conference.	

Project Agency: Wor-Wic Community College	
Project Name: Training Traffic Programs	
Agency Type: Higher Education	**Agency Location/Affected Community:** Statewide
Program Area: Special Projects	**Project Number:** GN 25-135
Project Funds / Type: $2,400.00 / BIL 402	**Eligible Use of Funds:** PT
Will the project be used to meet the requirements of Â§ 1300.41(b)? No	
Countermeasures: Highway Safety Program Guideline No. 15 Traffic Enforcement Services	

Performance Target: All performance targets
Project Description: This project provides law enforcement training (ARIDE, Radar Speed Measurement, NHTSA Instructor Development, and Collision Reconstruction) for law enforcement officials on the Eastern Shore who are unable to travel to trainings offered elsewhere.

Program Support

Action Plan

Program support projects funded for FFY 2025 are listed below:

Project Agency: Baltimore County Police Dept - Crash Recon	
Project Name: Crash Reconstruction	
Agency Type: Local Government	**Agency Location/Affected Community:** Statewide
Program Area: Special Projects	**Project Number:** GN 25-076
Project Funds / Type: $26,000.00 / BIL 402	**Eligible Use of Funds:** AI
Will the project be used to meet the requirements of Â§ 1300.41(b)? No	
Countermeasures: Highway Safety Program Guideline No. 15 Traffic Enforcement Services	
Performance Target: All performance targets	
Project Description: This project supports training to Maryland's Crash Reconstructionist personnel throughout the state by Maryland's Crash Reconstruction Committee. The program provides students with updates in this technology-driven field of crash reconstructions and ensures courses are highly specialized and effective.	

Project Agency: Baltimore Metropolitan Council	
Project Name: Local SHSP in the Baltimore Region	
Agency Type: Non-profit	**Agency Location/Affected Community:** Statewide
Program Area: Special Projects	**Project Number:** GN 25-078
Project Funds / Type: $144,134.75 / BIL 402	**Eligible Use of Funds:** CP
Will the project be used to meet the requirements of Â§ 1300.41(b)? Yes	
Countermeasures: Highway Safety Program Guideline No. 4 Driver Education	
Performance Target: All performance targets	
Project Description: To support each phase of strategic planning in each jurisdiction, this proposal will support a full-time position at the Baltimore Metropolitan Council (BMC) to provide expert guidance, logistical support, and enhanced connections to the statewide SHSP. In FY 2025, this will include implementation and interim evaluations for Anne Arundel, Baltimore, Carroll, Harford, and Howard Counties	

as well as Baltimore City plans, a comprehensive evaluation of the previous plan in Harford County (if not completed in FY 2024), support of the development and implementation of a plan in Queen Anne's County, and ongoing analytical support through the BMC crash data dashboard.

Project Agency: Crash Center for Research and Education (CORE)	
Project Name: Comparison of Race Distribution for In-Person Traffic Stops versus Automated Enforcement	
Agency Type: Non-profit	**Agency Location/Affected Community:** Statewide
Program Area: Special Projects	**Project Number:** GN 25-260
Project Funds / Type: $92,604.88 / BIL 1906 (Note: Total includes Indirect Cost)	**Eligible Use of Funds:** F1906CMD
Will the project be used to meet the requirements of Â§ 1300.41(b)? No	
Countermeasures: Highway Safety Program Uniform Guideline No. 15 Traffic Enforcement Services	
Performance Target: All performance targets	
Project Description: This study will produce objective information comparing the rate of traffic citations for white versus black, indigenous, people of color (BIPOC) drivers through automated enforcement compared with (officer issued) in-person traffic stops.	

Project Agency: Crash Center for Research and Education (CORE)	
Project Name: Development of the 2026-2030 SHSP	
Agency Type: Non-profit	**Agency Location/Affected Community:** Statewide
Program Area: Special Projects	**Project Number:** GN 25-214
Project Funds / Type: $113,678.00 / BIL 402 (Note: Total includes Indirect Cost)	**Eligible Use of Funds:** CP
Will the project be used to meet the requirements of Â§ 1300.41(b)? Yes	
Countermeasures: Highway Safety Program Guideline No. 4 Driver Education	
Performance Target: All performance targets	
Project Description: Crash Core proposes to develop the State of Maryland's 2026-2030 SHSP in collaboration with Maryland's Department of Transportation, the Highway Safety Office and its safety partners. Crash Core will engage and request participation and contribution from a wide range of community and stakeholder groups including local, state and federal government agencies, non-governmental organizations, regional authorities and other community advocates. They will host hybrid meetings during non-traditional times to solicit input from non-traditional community partners. They will provide ongoing feedback to the Executive Committee and MHSO throughout the development of the SHSP. Crash Core will produce drafts for approval and a final copy of the 2026-2030 SHSP to the SHSP Executive Council.	

Project Agency: DRIVE SMART Virginia	
Project Name: 2025 Maryland Highway Safety Summit	
Agency Type: Non-profit	**Agency Location/Affected Community:** Statewide
Program Area: Special Projects	**Project Number:** GN 25-067
Project Funds / Type: $99,805.68 / BIL 402 (Note: Total includes Indirect Cost)	**Eligible Use of Funds:** CP
Will the project be used to meet the requirements of Â§ 1300.41(b)? Yes	
Countermeasures: Highway Safety Program Guideline No. 20 Occupant Protection	
Performance Target: All performance targets	
Project Description: DRIVE SMART Virginia will assist the Maryland Highway Safety office in planning for the 2025 Maryland Highway Safety Summit. DRIVE SMART will invite expert speakers from across the country to bring their knowledge to Maryland for breakout sessions. The track topics will be discussed with Maryland and focus on the topics MDOT feels are most important. DRIVE SMART will secure and contract with the Summit property, research, invite, and coordinate speakers, manage the event app, and plan for conference A/V needs and logistics through the property contract. In addition, DRIVE SMART will review/summarize survey results from participants.	

Project Agency: Maryland Chiefs of Police	
Project Name: MCPA Special Project Conferences and Trainings	
Agency Type: Non-profit	**Agency Location/Affected Community:** Statewide
Program Area: Special Projects	**Project Number:** GN 25-186
Project Funds / Type: $22,000.00 / BIL 402 (Note: Total includes Indirect Cost)	**Eligible Use of Funds:** CP
Will the project be used to meet the requirements of Â§ 1300.41(b)? No	
Countermeasures: Highway Safety Program Guideline No. 15 Traffic Enforcement Services	
Performance Target: All performance targets	
Project Description: The Maryland Chiefs of Police Annual Training Conference held in September 2025, is the start of bridging the gap of training needs. The top-level executives are offered a variety of educational sessions, including information on the state's Vision Zero goal. Training sessions are planned to help educate the executives on traffic safety issues, new and emerging trends, countermeasures, and the goals of the SHSP. Leading Effective Traffic Enforcement Programs (LETEP) training is also scheduled to take place in November 2024 and March 2025. This grant also supports Maryland's Traffic Safety Specialist Program, Annual Governor's Highway Safety Association Conference attendance, Highway Safety Training for Patrol Supervisors, the annual DUI Conference, and DRE Conference.	

Project Agency: Maryland Highway Safety Office	
Project Name: Work Zone Safety	
Agency Type: State Government	**Agency Location/Affected Community:** Statewide
Program Area: Work Zone Safety	**Project Number:** GN 25-126
Project Funds / Type: $620,000.00 / BIL 402	**Eligible Use of Funds:** CP,PM
Will the project be used to meet the requirements of Â§ 1300.41(b)? No	
Countermeasures: Highway Safety Program Guideline No. 4 Driver Education	
Performance Target: All performance targets	
Project Description: This grant will support and facilitate projects within the Maryland Highway Safety Office's Communications Section for continued support of the Work Zone Safety Campaign. This covers the areas of pedestrian safety, impaired driving prevention, distracted driving behaviors and speeding. This will also encompass Slow Down, Move Over in temporary work zones.	

Project Agency: Maryland Highway Safety Office	
Project Name: Roadway Safety and Move Over	
Agency Type: State Government	**Agency Location/Affected Community:** Statewide
Program Area: Roadside Safety	**Project Number:** GN 25-127
Project Funds / Type: $397,651.09 / BIL 402	**Eligible Use of Funds:** CP,PM
Will the project be used to meet the requirements of Â§ 1300.41(b)? No	
Countermeasures: Highway Safety Program Guideline No. 14 Pedestrian and Bicycle Safety	
Performance Target: All performance targets	
Project Description: This grant will support and facilitate projects within the Maryland Highway Safety Office's Communications Section to support new and on-going campaigns for roadside safety and the Move Over law. This public information campaign will educate the public regarding the safety of vehicles and individuals stopped at the roadside for the purpose of reducing roadside deaths and injuries.	

Project Agency: Maryland Highway Safety Office	
Project Name: MHSO Media & Internal Projects	
Agency Type: State Government	**Agency Location/Affected Community:** Statewide
Program Area: Communications	**Project Number:** GN 25-128
Project Funds / Type: $875,000.00 / BIL 402; $600,000.00 / BIL 405b OP; $200,000.00 / BIL 405e	**Eligible Use of Funds:** CP, PM, B8APE, M11MA, MC, B1CPS_US, M1CPS, SC

DD; $44,741.77 / BIL 405f MC; $5,258.23 / SBIL 405f MC	
Will the project be used to meet the requirements of Â§ 1300.41(b)? No	
Countermeasures: Highway Safety Program Guideline No. 14 Pedestrian and Bicycle Safety	
Performance Target: All performance targets	
Project Description: This grant will support and facilitate projects within the Maryland Highway Safety Office's Communications Section to support new and on-going campaigns including the following: - Overarching umbrella campaign - continuing to create new collateral and keep the campaign up to date - Distracted driving campaign - Occupant protection safety campaign - Child Passenger Safety - promote use of child safety seats and new under BIL - prevent heatstroke/leaving of children in vehicles - Speed campaign - Motorcycle awareness campaign - ZeroDeathsMD.gov website - Continue upgrades to website and development of dashboards - Teen driver safety - promote safety among teen drivers with collateral garnered specifically toward teens. The motorcycle awareness campaign will be directed toward drivers to look twice for motorcyclists, specifically in Prince George's, Anne Arundel, Baltimore Counties, and Baltimore City.	

Project Agency: Maryland Highway Safety Office	
Project Name: Outreach Events	
Agency Type: State Government	**Agency Location/Affected Community:** Statewide
Program Area: Special Projects	**Project Number:** GN 25-262
Project Funds / Type: $5,000.00 / SMDF	**Eligible Use of Funds:** MVA
Will the project be used to meet the requirements of Â§ 1300.41(b)? No	
Countermeasures: Highway Safety Program Guideline No. 4 Driver Education	
Performance Target: All performance targets	
Project Description: Pay for registration for outreach events and purchase supplies for outreach.	

Project Agency: Maryland Highway Safety Office	
Project Name: MHSO Staffing Grant 1	
Agency Type: State Government	**Agency Location/Affected Community:** Statewide
Program Area: MHSO Staffing 1	**Project Number:** GN 25-054
Project Funds / Type: $288,604.14 / SBIL 402; $92,053.77 / BIL 405b OP; $52,958.63 / BIL 405c TR Data; $103,514.40 / SBIL 405c TR Data; $805,691.78 / BIL 402	**Eligible Use of Funds:** M3DA, PT, M1PE, CP, AL, PA
Will the project be used to meet the requirements of Â§ 1300.41(b)? No	
Countermeasures: MHSO Staffing grants support a wide variety of traffic safety countermeasures.	

Performance Target: All performance targets
Project Description: This grant provides the mechanism to pay the salaries and benefits of the MHSO staff and be reimbursed by NHTSA for federal expenditures.

Project Agency: Maryland Highway Safety Office	
Project Name: MHSO Staffing Grant 2	
Agency Type: State Government	**Agency Location/Affected Community:** Statewide
Program Area: MHSO Staffing 2	**Project Number:** GN 25-055
Project Funds / Type: $64,847.69 / BIL 402	**Eligible Use of Funds:** CP,PA
Will the project be used to meet the requirements of Â§ 1300.41(b)? No	
Countermeasures: MHSO Staffing grants support a wide variety of traffic safety countermeasures.	
Performance Target: All performance targets	
Project Description: This grant provides the mechanism to pay the salaries and benefits of the MHSO staff and be reimbursed by NHTSA for federal expenditures.	

Project Agency: Maryland Highway Safety Office	
Project Name: MHSO Staffing Grant 2	
Agency Type: State Government	**Agency Location/Affected Community:** Statewide
Program Area: MHSO Staffing 2	**Project Number:** GN 25-055
Project Funds / Type: $388,048.02 / BIL 402	**Eligible Use of Funds:** CP
Will the project be used to meet the requirements of Â§ 1300.41(b)? No	
Countermeasures: MHSO Staffing grants support a wide variety of traffic safety countermeasures.	
Performance Target: All performance targets	
Project Description: This grant provides the mechanism to pay the salaries and benefits of the MHSO staff and be reimbursed by NHTSA for federal expenditures.	

Project Agency: Maryland Highway Safety Office	
Project Name: MHSO Staffing Grant 3	
Agency Type: State Government	**Agency Location/Affected Community:** Statewide
Program Area: MHSO Staffing 3	**Project Number:** GN 25-056
Project Funds / Type: $14,251.00 / SMDF	**Eligible Use of Funds:** MVA
Will the project be used to meet the requirements of Â§ 1300.41(b)? No	
Countermeasures: MHSO Staffing grants support a wide variety of traffic safety countermeasures.	
Performance Target: All performance targets	
Project Description: This grant provides the mechanism needed to allow MVA to pay the salaries and benefits of the MHSO staff and be reimbursed by NHTSA for federal expenditures.	

Project Agency: Maryland Highway Safety Office
Project Name: MHSO Staffing Grant 3

Agency Type: State Government	**Agency Location/Affected Community:** Statewide
Program Area: MHSO Staffing 3	**Project Number:** GN 25-056
Project Funds / Type: $241,917.51 / SMDF	**Eligible Use of Funds:** MVA
Will the project be used to meet the requirements of Â§ 1300.41(b)? No	
Countermeasures: MHSO Staffing grants support a wide variety of traffic safety countermeasures.	
Performance Target: All performance targets	
Project Description: This grant provides the mechanism needed to allow MVA to pay the salaries and benefits of the MHSO staff and be reimbursed by NHTSA for federal expenditures.	

Project Agency: Maryland Highway Safety Office	
Project Name: MHSO Staffing Grant 3	
Agency Type: State Government	**Agency Location/Affected Community:** Statewide
Program Area: MHSO Staffing 3	**Project Number:** GN 25-056
Project Funds / Type: $406,802.00 / STATE	**Eligible Use of Funds:** ST
Will the project be used to meet the requirements of Â§ 1300.41(b)? No	
Countermeasures: MHSO Staffing grants support a wide variety of traffic safety countermeasures.	
Performance Target: All performance targets	
Project Description: This grant provides the mechanism needed to allow MVA to pay the salaries and benefits of the MHSO staff and be reimbursed by NHTSA for federal expenditures.	

Project Agency: Maryland Highway Safety Office	
Project Name: MHSO Planning and Administration	
Agency Type: State Government	**Agency Location/Affected Community:** Statewide
Program Area: Planning & Administration	**Project Number:** GN 25-057
Project Funds / Type: $79,502.87 / BIL 402	**Eligible Use of Funds:** CP,PA
Will the project be used to meet the requirements of Â§ 1300.41(b)? No	
Countermeasures: MHSO Staffing grants support a wide variety of traffic safety countermeasures.	
Performance Target: All performance targets	
Project Description: This grant provides a mechanism to track payments for everyday Planning and Administration costs such as travel, printing and supplies. By tracking these expenses in this grant, these funds are captured for MHSO reporting purposes with our other federal funds.	

Project Agency: Chesapeake Region Safety Council	
Project Name: Chesapeake Region Safety Council Law Enforcement Liaisons	
Agency Type: Non-profit	**Agency Location/Affected Community:** Statewide
Program Area: Special Projects	**Project Number:** GN 25-209
Project Funds / Type: $357,687.17 / BIL 402 (Note: Total includes Indirect Cost)	**Eligible Use of Funds:** PT
Will the project be used to meet the requirements of Â§ 1300.41(b)? No	

Countermeasures: Law Enforcement Services Section support a wide variety of traffic safety countermeasures.
Performance Target: All performance targets
Project Description: This project will support the Maryland Highway Safety Office's Law Enforcement Services Section. The section coordinates directly with the office's largest group of grantees--law enforcement. The law enforcement community across Maryland is a critical component of the state's strategy regarding highway safety. This project will support the hiring of four Law Enforcement Liaisons (LELs). The LELs will ensure active engagement and collaboration between the MHSO and the local law enforcement community. They will oversee the MHSO's law enforcement grants (approx. 90 grants) and projects, promote and coordinate participation in the MHSO's high visibility enforcement waves, recruit, coordinate and deliver training. It will also be the LELs responsibilities to ensure alignment of law enforcement priorities within Maryland's Strategic Highway Safety Plan.

Project Agency: Maryland Highway Safety Office	
Project Name: MHSO GPS Grant System	
Agency Type: State Government	**Agency Location/Affected Community:** Statewide
Program Area: Grant Management System (GPS)	**Project Number:** GN 25-259
Project Funds / Type: $1,050.00 / BIL 402	**Eligible Use of Funds:** PA
Will the project be used to meet the requirements of Â§ 1300.41(b)? No	
Countermeasures: GPS supports a wide variety of traffic safety countermeasures.	
Performance Target: All performance targets	
Project Description: This grant will allow the Maryland Highway Safety Office to track payments on the contract with 4NP Inc. for the application developers to continue to work on building out and doing the maintenance and support on the grants management system. This includes design, programming, testing, implementation, and troubleshooting.	

Project Agency: Maryland Highway Safety Office	
Project Name: MHSO GPS Grant System	
Agency Type: State Government	**Agency Location/Affected Community:** Statewide
Program Area: Grant Management System (GPS)	**Project Number:** GN 25-259
Project Funds / Type: $231,258.80 / BIL 402	**Eligible Use of Funds:** CP
Will the project be used to meet the requirements of Â§ 1300.41(b)? No	
Countermeasures: GPS supports a wide variety of traffic safety countermeasures.	
Performance Target: All performance targets	
Project Description: This grant will allow the Maryland Highway Safety Office to track payments on the contract with 4NP Inc. for the application developers to continue to work on building out and doing the maintenance and support on the grants management system. This includes design, programming, testing, implementation, and troubleshooting.	

Project Agency: MML PEA Committee 2024/2025	
Project Name: 2025 MML/PEA	
Agency Type: Local Government	**Agency Location/Affected Community:** Statewide
Program Area: Special Projects	**Project Number:** GN 25-031
Project Funds / Type: $8,000.00 / BIL 402	**Eligible Use of Funds:** CP
Will the project be used to meet the requirements of Â§ 1300.41(b)? No	
Countermeasures: MML supports a wide variety of traffic safety countermeasures.	
Performance Target: All performance targets	
Project Description: The Maryland Municipal League Police Executive Association Training Conference held in April is the start of bridging the gap in traffic safety training needs for law enforcement. MML-PEA has partnered with MHSO to promote the states' goal of "Zero Deaths," with top-level executives being offered a variety of educational sessions. One 90-minute plenary training session along with a lunch speaker is planned to help educate the executives on new and emerging traffic safety issues, countermeasures, and the goals of the "Zero Deaths" campaign.	

Project Agency: Washington College	
Project Name: Police Decision-Making Processes and Discretion in Traffic Stops	
Agency Type: Higher Education	**Agency Location/Affected Community:** Statewide
Program Area: Racial Profiling Data Collection	**Project Number:** GN 25-257
Project Funds / Type: $41,834.03 / BIL 1906 (Note: Total includes Indirect Cost)	**Eligible Use of Funds:** F1906CMD
Will the project be used to meet the requirements of Â§ 1300.41(b)? No	
Countermeasures: Highway Safety Program Uniform Guideline No. 15 Traffic Enforcement Services	
Performance Target: All performance targets	
Project Description: Maryland has quantitative data on traffic stops in Maryland. GOCCP and some counties regularly publish dashboards of information about traffic stops such as the number of stops recorded by an agency, reason for the stop, and the outcome. These data are displayed in terms of overall numbers and percentages. Yet, the state lacks contextual information that drives these numbers. This multi-phase project will help better understand the factors associated with police discretion and traffic enforcement and the challenges officers face when making stops. Washington College will develop a survey to a broad population of law enforcement officers about traffic stops. The survey will assess the degree to which traffic stops are part of their job, typical reasons for stops they encounter, and decision-making processes associated with stops. Using the information obtained from the surveys and from the interviews in Phase 1, we will gain better understanding of the different factors that influence traffic enforcement in Maryland. This information will	

then be used for the development of new trainings, public outreach initiatives, and potentially new resources for law enforcement agencies anticipated to be delivered in 2026.

Project Agency: Wor-Wic Community College	
Project Name: Training Traffic Programs	
Agency Type: Higher Education	**Agency Location/Affected Community:** Statewide
Program Area: Special Projects	**Project Number:** GN 25-135
Project Funds / Type: $7,600.00 / BIL 402	**Eligible Use of Funds:** CP
Will the project be used to meet the requirements of Â§ 1300.41(b)? No	
Countermeasures: Highway Safety Program Guideline No. 15 Traffic Enforcement Services	
Performance Target: All performance targets	
Project Description: This project provides law enforcement training (ARIDE, Radar Speed Measurement, NHTSA Instructor Development, and Collision Reconstruction) for law enforcement officials on the Eastern Shore who are unable to travel to trainings offered elsewhere in the state.	

Preventing Roadside Deaths

Problem Identification

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

Performance Measures and Targets

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

			BASE YEARS (Historical Data)				
			2018 **2014-2018**	**2019** **2015-2019**	**2020** **2016-2020**	**2021** **2017-2021**	**2022** **2018-2022**
	Roadside Deaths (Move Over) Fatalities Reduce roadside death/move over fatalities 13 percent from 3.2 (2018-2022) to 2.8 (2024-2028 target) by December 31, 2026.	State	6	1	0	4	5
		5-Year Avg.	2.8	3	3	3	3.2
	Roadside Injury (Move Over) Serious Injuries Reduce roadside injury/move over serious injuries 11 percent from 12.6 (2018-2022) to 11.2 (2024-2028 target) by December 31, 2026.	State	19	13	15	10	6
		5-Year Avg.	15.0	13.4	14.2	13.8	12.6

Action Plan

Project Agency: Maryland Highway Safety Office	
Project Name: Roadway Safety and Move Over	
Agency Type: State Government	**Agency Location/Affected Community:** Statewide
Program Area: Roadside Safety	**Project Number:** GN 25-127
Project Funds / Type: $137,554.89 / BIL 405h PRD; $14,794.02 / SBIL 405h PRD	**Eligible Use of Funds:** M12BPE
Will the project be used to meet the requirements of Â§ 1300.41(b)? No	
Countermeasures: High Visibility Enforcement, Countermeasures that Work, 11th Edition, Page 4-31. This countermeasure selection was informed by Highway Safety Program Guideline 21. Roadway Safety, V. Outreach, Target specific areas in which the public needs roadway safety information and develop appropriate public information and education materials on various roadway safety issues.	
Performance Target: Roadside Deaths (Move Over)	
Project Description: This grant will support and facilitate projects within the Maryland Highway Safety Office's Communications Section to support new and on-going campaigns for roadside safety and the Move Over law. This public information campaign will run concurrently with Move Over HVE to educate the public regarding the safety of vehicles and individuals stopped at the roadside for the purpose of reducing roadside deaths and injuries.	

Driver and Officer Safety Education

Integrating fair and impartial policing principles into police training for traffic stops is essential for fostering trust, upholding legal and ethical standards, enhancing officer safety, reducing legal risks, and promoting social equity. By committing to these practices, police departments can ensure that all individuals are treated with dignity and respect, thereby strengthening the fabric of our democratic society.

The state has implemented a training program for law enforcement concerning proper interactions with civilians during traffic stops. This includes utilizing appropriate industry standards established through a State Police Officer Standards and Training Board (POST). The current curriculum for law enforcement academy can be found in **Appendix K.**

Action Plan

Project Agency: Fair and Impartial Policing, LLC	
Project Name: Fair and Impartial Police (FIPs) Training Program	
Agency Type: Non-profit	**Agency Location/Affected Community:** Statewide
Program Area: Driver and Officer Safety	**Project Number:** GN 25-999
Project Funds / Type: TBD	**Eligible Use of Funds:** TBD
Will the project be used to meet the requirements of Â§ 1300.41(b)? No	
Countermeasures: Highway Safety Program Guideline No. 15 Traffic Enforcement Services	
Performance Target: A-1, A-2, A-3	
Project Description: The MHSO will utilize the Fair and Impartial Police (FIPs) Training Program. Fair and Impartial Policing, LLC is a certified small, woman-owned business that has been providing implicit-bias-awareness training since 2011. They are a leading provider of implicit-bias training in the local, state and federal government sectors and are the #1 provider to law enforcement agencies in North America.	

Appendices and Attachments

Appendix A: Certifications and Assurances Part A (See attachment)

Appendix A to Part 1300—Certifications and Assurances for Highway Safety Grants

[Each fiscal year, the Governor's Representative for Highway Safety must sign these Certifications and Assurances affirming that the State complies with all requirements, including applicable Federal statutes and regulations, that are in effect during the grant period. Requirements that also apply to subrecipients are noted under the applicable caption.]

State: Maryland Fiscal Year: 2025

By submitting an application for Federal grant funds under 23 U.S.C. Chapter 4 or Section 1906, Public Law 109-59, as amended by Section 25024, Public Law 117-58, the State Highway Safety Office acknowledges and agrees to the following conditions and requirements. In my capacity as the Governor's Representative for Highway Safety, I hereby provide the following Certifications and Assurances:

GENERAL REQUIREMENTS

The State will comply with applicable statutes and regulations, including but not limited to:

- 23 U.S.C. Chapter 4—Highway Safety Act of 1966, as amended;
- Sec. 1906, Public Law 109-59, as amended by Sec. 25024, Public Law 117-58;
- 23 CFR part 1300—Uniform Procedures for State Highway Safety Grant Programs;
- 2 CFR part 200—Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards;
- 2 CFR part 1201—Department of Transportation, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards.

INTERGOVERNMENTAL REVIEW OF FEDERAL PROGRAMS

The State has submitted appropriate documentation for review to the single point of contact designated by the Governor to review Federal programs, as required by Executive Order 12372 (Intergovernmental Review of Federal Programs).

FEDERAL FUNDING ACCOUNTABILITY AND TRANSPARENCY ACT (FFATA)

The State will comply with FFATA guidance, *OMB Guidance on FFATA Subaward and Executive Compensation Reporting*, August 27, 2010, (https://www.fsrs.gov/documents/OMB_Guidance_on_FFATA_Subaward_and_Executive_Compensation_Reporting_08272010.pdf) by reporting to FSRS.gov for each sub-grant awarded:

- Name of the entity receiving the award;
- Amount of the award;

Appendix B: Certifications and Assurances Part B **(See attachment)**

Appendix B to Part 1300—Application Requirements for Section 405 and Section 1906 Grants

[Each fiscal year, to apply for a grant under 23 U.S.C. 405 or Section 1906, Public Law 109-59, as amended by Section 25024, Public Law 117-58, the State must complete and submit all required information in this appendix, and the Governor's Representative for Highway Safety must sign the Certifications and Assurances.]

State: Maryland Fiscal Year: 2025

Instructions: Check the box for each part for which the State is applying for a grant, fill in relevant blanks, and identify the attachment number or page numbers where the requested information appears in the Highway Safety Plan. Attachments may be submitted electronically.

☑ **PART 1: OCCUPANT PROTECTION GRANTS (23 CFR 1300.21)**

[Check the box above only if applying for this grant.]

ALL STATES

[Fill in all blanks below.]

- The State's occupant protection program area plan for the upcoming fiscal year is provided in the annual grant application at Occupant Protection Program Section (location).
- The State will participate in the Click it or Ticket national mobilization in the fiscal year of the grant. The description of the State's planned participation is provided in the annual grant application at Occupant Protection Program Section (location).
- Projects demonstrating the State's active network of child restraint inspection stations are provided in the annual grant application at Occupant Protection Program Section (location). Such description includes estimates for: (1) the total number of planned inspection stations and events during the upcoming fiscal year; and (2) within that total, the number of planned inspection stations and events serving each of the following population categories: urban, rural, and at-risk. The planned inspection stations/events provided in the annual grant application are staffed with at least one current nationally Certified Child Passenger Safety Technician.
- Projects, as provided in the annual grant application at Occupant Protection Program Section (location), that include estimates of the total number of classes and total number of technicians to be trained in the upcoming fiscal year to ensure coverage of child passenger safety inspection stations and inspection events by nationally Certified Child Passenger Safety Technicians.

Appendix C: NHTSA Core Performance Report

FFY2025						FFY2024-2026 Targets		
Performance Measure	**Target Period**	**Target Year(s)**	**Target Value FFY24 HSP**	**Data Source/ FFY24 Progress Results**	**On Track to Meet FFY24 Target Y/N/In-Progress**	**Target Value FFY24 HSP**	**Target Value FFY25 HSP**	**Target Value FFY26 HSP**
C-1) Total Traffic Fatalities (FARS)	5 year	2022-2026	490.4	2018-2022 FARS ARF 549.4	N	490.9	487.9	485.0
C-2) Serious Injuries in Traffic Crashes (State)	5 year	2022-2026	2,146.3	2018-2022 State 3,023.8	N	2,146.3	2,047.7	1,953.7
C-3) Fatalities/VMT (FARS)	5 year	2022-2026	0.827	2018-2022 FARS ARF 0.972	N	0.827	0.819	0.811
Serious Injury Rate (State)	5 year	2022-2026	3.590	2018-2022 State 5.330	N	3.590	3.411	3.242
Non-motorized Fatalities and Serious Injuries (FARS + State)	5 year	2022-2026	597.3	2018-2022 FARS/State 644.6	N	597.3	581.1	570.2
C-4) Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions (State)	5 year	2022-2026	89.1	2018-2022 State 130.6	N	89.1	86.6	84.2
C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	5 year	2022-2026	156.7	2018-2022 FARS ARF 176.4	N	156.7	153.6	150.5

C-5.5) Impaired (Alcohol and/or Drugs) Driving Fatalities (State)	5 year	2022-2026	143.4	2018-2022 State 159.8	N	143.4	141.0	138.6
C-6) Speeding-Related Fatalities (State)	5 year	2022-2026	55.6	2018-2022 State 93.6	N	55.6	52.1	48.9
C-7) Motorcyclist Fatalities (State)	5 year	2022-2026	66.4	2018-2022 State 72.0	N	66.4	65.9	65.3
C-8) Unhelmeted Motorcyclist Fatalities (State)	5 year	2022-2026	9.8	2018-2022 State 11.0	N	9.8	9.6	9.4
C-9) Drivers Ages 20 or Younger Involved in Fatal Crashes (State)	5 year	2022-2026	32.0	2018-2022 State 55.0	N	32.0	30.0	28.2
C-10) Pedestrian Fatalities (State)	5 year	2022-2026	112.4	2018-2022 State 128.0	N	112.4	110.2	108.0
C-11) Bicyclist Fatalities (State)	5 year	2022-2026	8.7	2018-2022 State 9.6	N	8.7	8.5	8.3
B-1) Observed Seat Belt Use for Passenger Vehicles, Front Seat Outboard Occupants (State Survey)	Annual	2024	94.5%	2023 92.1	N	94.5%	95.3%	97.1%
Aggressive Driving Fatalities (State)	5 year	2022-2026	29.4	2018-2022 State 40.2	N	29.4	28.2	27.0
Aggressive Driving Serious Injuries (State)	5 year	2022-2026	91.0	2018-2022 State 173.0	N	91.0	82.1	74.2

Distracted Driving Fatalities (State)	5 year	2022-2026	135.2	2018-2022 State 204.2	N	135.2	129.8	124.6
Distracted Driving Serious Injuries (State)	5 year	2022-2026	869.5	2018-2022 State 1,415.4	N	869.5	804.3	743.9
Impaired (Alcohol and/or Drugs) Driving Serious Injuries (State)	5 year	2022-2026	299.8	2018-2022 State 452.4	N	299.8	284.6	270.2
Unrestrained Serious Injuries (State)	5 year	2022-2026	304.5	2018-2022 State 431.2	N	304.5	297.3	290.2
Pedestrian (01) Serious Injuries (State)	5 year	2022-2026	386.9	2018-2022 State 414.6	N	386.9	379.1	371.6
Speed-Related Serious Injuries (State)	5 year	2022-2026	158.1	2018-2022 State 334.8	N	158.1	140.6	125.1
Bicyclist Serious Injuries (State)	5 year	2022-2026	65.1	2018-2022 State 70.8	N	65.1	64.8	64.4
Motorcyclist Serious Injuries (State)	5 year	2022-2026	247.6	2018-2022 State 309.6	N	247.6	243.2	238.8
Mature Driver-Involved Fatalities (State)	5 year	2022-2026	81.7	2018-2022 State 91.8	N	81.7	80.1	78.5
Mature Driver-Involved Serious Injuries (State)	5 year	2022-2026	372.6	2018-2022 State 468.6	N	372.6	360.5	348.8

Young Driver-Involved Serious Injuries (State)	5 year	2022-2026	197.0	2018-2022 State 381.6	N	197.0	178.8	162.2
Infrastructure Fatalities (State)	5 year	2022-2026	294.7	2018-2022 State 333.4	N	294.7	293.5	292.4
Infrastructure Serious Injuries (State)	5 year	2022-2026	1,337.8	2018-2022 State 1,882.4	N	1,337.8	1,279.0	1,222.7
Run-off-the-Road Fatalities (State)	5 year	2022-2026	135.2	2018-2022 State 172.4	N	135.2	131.8	128.6
Run-off-the-Road Serious Injuries (State)	5 year	2022-2026	481.4	2018-2022 State 714.2	N	481.4	457.4	434.7
Intersection Fatalities (State)	5 year	2022-2026	138.8	2018-2022 State 152.2	N	138.8	136.1	133.3
Intersection Serious Injuries (State)	5 year	2022-2026	799.2	2018-2022 State 1,131.0	N	799.2	764.1	730.4
Construction/Work Zone Fatalities (State)	5 year	2022-2026	8.3	2018-2022 State 8.8	Y	8.3	8.1	8.0
Construction/Work Zone Serious Injuries (State)	5 year	2022-2026	27.3	2018-2022 State 37.2	N	27.3	25.5	23.9
Roadside Deaths (Move Over) Fatalities (State)	5 year	2022-2026	3.0	2018-2022 State 3.2	N	3.0	2.9	2.8

Roadside (Move Over) Serious Injuries (State)	5 year	2022-2026	11.6	2018-2022 State 12.6	N	11.6	11.4	11.2

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.
- B-1: The proposed seat belt use rate targets estimate a reduction in the number of observed unbelted motor vehicle occupants by at least 25 in each of the observation counties for each successive year. Targets were set based on the 89.9% belt used rate in 2020. (This has been updated from the previous HSP reporting which set the baseline at 92% from 2014. Since Maryland went below the baseline, a new baseline was set with new targets.)
- Roadside (Move Over) Fatalities and Serious Injuries is a new performance measure. The SHSP methodology is applied, but with a baseline of 2014-2018.

Appendix D: Match Documentation

MARYLAND DEPARTMENT OF TRANSPORTATION
MOTOR VEHICLE ADMINISTRATION

Wes Moore
Governor
Aruna Miller
Lieutenant Governor
Paul J. Wiedefeld
Secretary
Christine Nizer
Administrator

July 30, 2024

Mrs. Stephanie Hancock
Regional Administrator
National Highway Traffic Safety Administration – Mid-Atlantic Region
George H. Fallon Federal Building
31 Hopkins Plaza, Rm 902
Baltimore MD 21201

Re: Highway Safety Programs Match for NHTSA Federal Funds

Dear Stephanie,

The Maryland Department of Transportation Motor Vehicle Administration (MDOT MVA) is committed to one long-term goal of zero fatalities on Maryland roadways. As the primary organization responsible for managing Maryland's traffic safety grants program, the MDOT MVA provides funding to assist our partners in developing and implementing highway safety programs designed to reduce traffic crashes, deaths, injuries, and property damage.

In Federal Fiscal Year 2025, the MDOT MVA will obligate roughly $23.8 million toward highway safety programs and will be responsible for providing roughly $22.3 million of in-kind services as matching funds. The MDOT MVA's Central Operations and Safety Programs will designate the match solely for federal highway safety grants and will not be used to match other federal grant programs. Please refer to Attachment 1 for the breakdown of matching funds.

The MDOT MVA maintains the highest commitment to safety, driver services, and the effective management of our highway safety grants. If you have any additional questions or concerns, please contact me at 410-768-7830 or cnizer@mdot.maryland.gov.

Sincerely,

Christine Nizer, Administrator
Maryland Motor Vehicle Administration
Governor's Highway Safety Representative

cc: Dr. Timothy Kerns, Director, MHSO

Index	Index Title	PCA	Fund	Aobj	Aobj Title	Budget	Expenditures
14000	CUSTOMER ENGAGEMENT OFFIC	10010	0300	0101	SALARIES-REGULAR EARNINGS	824,915.00	1,002,558.68
14000	CUSTOMER ENGAGEMENT OFFIC	10010	0300	0104	SALARIES-OVERTIME		-
14000	CUSTOMER ENGAGEMENT OFFIC	10010	0300	0151	FICA REGULAR	60,796.00	71,366.72
14000	CUSTOMER ENGAGEMENT OFFIC	10010	0300	0152	HOSPITAL INSURANCE	153,225.00	227,522.07
14000	CUSTOMER ENGAGEMENT OFFIC	10010	0300	0154	HEALTH INSURANCE RETIRED	93,780.00	215,974.54
14000	CUSTOMER ENGAGEMENT OFFIC	10010	0300	0162	PENSION	176,837.00	216,482.62
14000	CUSTOMER ENGAGEMENT OFFIC	10010	0300	0172	DEFERRED COMPENSATION MAT		13,070.31
14000	CUSTOMER ENGAGEMENT OFFIC	10010	0300	0174	UNEMPLOYMENT	2,310.00	2,503.74
14000	CUSTOMER ENGAGEMENT OFFIC	10010	0300	0189	TURN OVER EXPECTANCY	(53,368.00)	
14000	CUSTOMER ENGAGEMENT OFFIC	10010	0300	0401	TRVL-IN-ST-ROUT OPERATION	2,975.00	(194.21)
14000	CUSTOMER ENGAGEMENT OFFIC	10010	0300	0402	IN STATE CONFERENCES/SEMI	1,080.00	549.00
14000	CUSTOMER ENGAGEMENT OFFIC	10010	0300	0403	TRAVEL OUT ST-ROUT OPERAT		463.86
14000	CUSTOMER ENGAGEMENT OFFIC	10010	0300	0801	ADVERTISING	54,111.00	69,209.50
14000	CUSTOMER ENGAGEMENT OFFIC	10010	0300	0802	FORMS TRANSLATION	4,226.00	353.12
14000	CUSTOMER ENGAGEMENT OFFIC	10010	0300	0804	PRINTING/REPRODUCTION	19,315.00	
14000	CUSTOMER ENGAGEMENT OFFIC	10010	0300	0809	OFFICE EQUIPMENT REPAIRS	4,052.00	36.62

14000	CUSTOMER ENGAGEMENT OFFIC	10010	0300	0821	CONSULTANTS	31,031.00	
14000	CUSTOMER ENGAGEMENT OFFIC	10010	0300	0874	MEETING EXPENSES	602.00	55.10
14000	CUSTOMER ENGAGEMENT OFFIC	10010	0300	0902	OFFICE SUPPLIES	1,822.00	1,029.61
14000	CUSTOMER ENGAGEMENT OFFIC	10010	0300	0904	MAINT BLDG SUPPLIES		80.34
14000	CUSTOMER ENGAGEMENT OFFIC	10010	0300	0926	PERSONAL COMPUTER SUPPLIE	1,062.00	903.65
14000	CUSTOMER ENGAGEMENT OFFIC	10010	0300	0935	JANITORIAL SUPPLIES	125.00	177.16
14000	CUSTOMER ENGAGEMENT OFFIC	10010	0300	0993	PRINTSHOP SUPPLIES	19,830.00	13,874.32
14000	CUSTOMER ENGAGEMENT OFFIC	10010	0300	1304	SUBSCRIPTIONS	5,792.00	1,105.16
20000	COSP DEPUTY ADMINISTRATIO	10030	0300	0101	SALARIES-REGULAR EARNINGS	145,037.00	143,969.30
20000	COSP DEPUTY ADMINISTRATIO	10030	0300	0151	FICA REGULAR	10,682.00	10,520.67
20000	COSP DEPUTY ADMINISTRATIO	10030	0300	0152	HOSPITAL INSURANCE	10,215.00	19,515.85
20000	COSP DEPUTY ADMINISTRATIO	10030	0300	0154	HEALTH INSURANCE RETIRED	6,252.00	15,139.94
20000	COSP DEPUTY ADMINISTRATIO	10030	0300	0162	PENSION	31,043.00	31,005.16
20000	COSP DEPUTY ADMINISTRATIO	10030	0300	0172	DEFERRED COMPENSATION MAT		472.50
20000	COSP DEPUTY ADMINISTRATIO	10030	0300	0174	UNEMPLOYMENT	396.00	385.09
20000	COSP DEPUTY ADMINISTRATIO	10030	0300	0175	WORKERS COMPENSATION	298,110.00	297,815.44

20000	COSP DEPUTY ADMINISTRATIO	10030	0300	0189	TURN OVER EXPECTANCY	(9,379.00)	
20000	COSP DEPUTY ADMINISTRATIO	10030	0300	0217	CONTRACTUAL HEALTH INSURA	224,891.00	224,891.00
20000	COSP DEPUTY ADMINISTRATIO	10030	0300	0403	TRAVEL OUT ST-ROUT OPERAT		2,263.72
20000	COSP DEPUTY ADMINISTRATIO	10030	0300	0846	COPIER LEASE	3,992.00	
21000	MEDICAL ADVISORY BOARD	10030	0300	0101	SALARIES-REGULAR EARNINGS	562,176.00	449,594.01
21000	MEDICAL ADVISORY BOARD	10030	0300	0151	FICA REGULAR	29,468.00	25,074.02
21000	MEDICAL ADVISORY BOARD	10030	0300	0152	HOSPITAL INSURANCE	30,645.00	30,672.68
21000	MEDICAL ADVISORY BOARD	10030	0300	0154	HEALTH INSURANCE RETIRED	18,756.00	23,795.51
21000	MEDICAL ADVISORY BOARD	10030	0300	0162	PENSION	119,717.00	96,825.96
21000	MEDICAL ADVISORY BOARD	10030	0300	0172	DEFERRED COMPENSATION MAT		1,169.64
21000	MEDICAL ADVISORY BOARD	10030	0300	0174	UNEMPLOYMENT	1,574.00	1,237.78
21000	MEDICAL ADVISORY BOARD	10030	0300	0189	TURN OVER EXPECTANCY	(35,772.00)	
21000	MEDICAL ADVISORY BOARD	10030	0300	0825	DOCTOR FEES/MEDICAL ADVIS	60,720.00	97,200.00
21000	MEDICAL ADVISORY BOARD	10030	0300	0846	COPIER LEASE	1,191.00	
21000	MEDICAL ADVISORY BOARD	10030	0300	1046	REPLACEMENT OFFICE FURNIT		1,165.00
21000	MEDICAL ADVISORY BOARD	10030	0300	1304	SUBSCRIPTIONS	85.00	

23000	PROJECT MANAGEMENT	10030	0300	0101	SALARIES-REGULAR EARNINGS	569,864.00	488,502.19
23000	PROJECT MANAGEMENT	10030	0300	0151	FICA REGULAR	41,999.00	35,639.45
23000	PROJECT MANAGEMENT	10030	0300	0152	HOSPITAL INSURANCE	61,290.00	70,680.34
23000	PROJECT MANAGEMENT	10030	0300	0154	HEALTH INSURANCE RETIRED	37,512.00	54,831.70
23000	PROJECT MANAGEMENT	10030	0300	0162	PENSION	121,388.00	105,203.39
23000	PROJECT MANAGEMENT	10030	0300	0172	DEFERRED COMPENSATION MAT		1,595.71
23000	PROJECT MANAGEMENT	10030	0300	0174	UNEMPLOYMENT	1,596.00	1,304.40
23000	PROJECT MANAGEMENT	10030	0300	0189	TURN OVER EXPECTANCY	(36,867.00)	
23000	PROJECT MANAGEMENT	10030	0300	0401	TRVL-IN-ST-ROUT OPERATION	84.00	
26100	ADMIN ADJUDICATION NONC/S	10030	0300	0101	SALARIES-REGULAR EARNINGS	2,164,726.00	2,140,641.15
26100	ADMIN ADJUDICATION NONC/S	10030	0300	0102	SALARIES-STUDENTS	41,297.00	64,069.27
26100	ADMIN ADJUDICATION NONC/S	10030	0300	0104	SALARIES-OVERTIME	19,135.00	17,964.31
26100	ADMIN ADJUDICATION NONC/S	10030	0300	0151	FICA REGULAR	159,540.00	168,649.41
26100	ADMIN ADJUDICATION NONC/S	10030	0300	0152	HOSPITAL INSURANCE	439,245.00	436,033.19
26100	ADMIN ADJUDICATION NONC/S	10030	0300	0154	HEALTH INSURANCE RETIRED	268,836.00	338,805.33
26100	ADMIN ADJUDICATION NONC/S	10030	0300	0162	PENSION	460,612.00	481,990.69

26100	ADMIN ADJUDICATION NONC/S	10030	0300	0172	DEFERRED COMPENSATION MAT		13,309.05
26100	ADMIN ADJUDICATION NONC/S	10030	0300	0174	UNEMPLOYMENT	6,061.00	6,174.88
26100	ADMIN ADJUDICATION NONC/S	10030	0300	0189	TURN OVER EXPECTANCY	(140,047.00)	
26100	ADMIN ADJUDICATION NONC/S	10030	0300	0817	LEGAL SERVICES/TRANSCRIPT	17,694.00	19,303.50
26100	ADMIN ADJUDICATION NONC/S	10030	0300	0831	OFFICE OF ADMINISTRATIVE	2,163,885.00	2,163,885.00
26100	ADMIN ADJUDICATION NONC/S	10030	0300	0846	COPIER LEASE	4,985.00	3,248.00
26100	ADMIN ADJUDICATION NONC/S	10030	0300	0902	OFFICE SUPPLIES	3,299.00	2,498.09
26100	ADMIN ADJUDICATION NONC/S	10030	0300	0903	AUDIO VISUAL	197.00	
26100	ADMIN ADJUDICATION NONC/S	10030	0300	0909	MEDICAL SUPPLIES	84.00	
26100	ADMIN ADJUDICATION NONC/S	10030	0300	0926	PERSONAL COMPUTER SUPPLIE	14,996.00	7,165.43
26100	ADMIN ADJUDICATION NONC/S	10030	0300	0935	JANITORIAL SUPPLIES	192.00	804.95
26100	ADMIN ADJUDICATION NONC/S	10030	0300	0993	PRINTSHOP SUPPLIES	5,814.00	2,424.60
26100	ADMIN ADJUDICATION NONC/S	10030	0300	1046	REPLACEMENT OFFICE FURNIT		475.00
26200	DRIVER WELLNESS & SAFETY	10030	0300	0101	SALARIES-REGULAR EARNINGS	3,952,899.00	4,039,016.15
26200	DRIVER WELLNESS & SAFETY	10030	0300	0104	SALARIES-OVERTIME	10,569.00	10,729.56
26200	DRIVER WELLNESS & SAFETY	10030	0300	0151	FICA REGULAR	291,329.00	294,799.51

26200	DRIVER WELLNESS & SAFETY	10030	0300	0152	HOSPITAL INSURANCE	725,265.00	750,001.65
26200	DRIVER WELLNESS & SAFETY	10030	0300	0154	HEALTH INSURANCE RETIRED	443,892.00	581,835.37
26200	DRIVER WELLNESS & SAFETY	10030	0300	0162	PENSION	842,860.00	875,929.08
26200	DRIVER WELLNESS & SAFETY	10030	0300	0172	DEFERRED COMPENSATION MAT		15,029.04
26200	DRIVER WELLNESS & SAFETY	10030	0300	0174	UNEMPLOYMENT	11,068.00	10,789.76
26200	DRIVER WELLNESS & SAFETY	10030	0300	0189	TURN OVER EXPECTANCY	(255,733.00)	
26200	DRIVER WELLNESS & SAFETY	10030	0300	0403	TRAVEL OUT ST-ROUT OPERAT		959.65
26200	DRIVER WELLNESS & SAFETY	10030	0300	0806	SCANNING / MICROFILMING	33,064.00	10,808.46
26200	DRIVER WELLNESS & SAFETY	10030	0300	0818	REGISTRATION FEES - CONF		500.00
26200	DRIVER WELLNESS & SAFETY	10030	0300	0846	COPIER LEASE	3,299.00	2,372.60
26200	DRIVER WELLNESS & SAFETY	10030	0300	0902	OFFICE SUPPLIES	885.00	4,453.61
26200	DRIVER WELLNESS & SAFETY	10030	0300	0926	PERSONAL COMPUTER SUPPLIE	12,151.00	7,439.84
26200	DRIVER WELLNESS & SAFETY	10030	0300	0935	JANITORIAL SUPPLIES	87.00	330.73
26200	DRIVER WELLNESS & SAFETY	10030	0300	0993	PRINTSHOP SUPPLIES	2,938.00	4,751.50
26200	DRIVER WELLNESS & SAFETY	10030	0300	1046	REPLACEMENT OFFICE FURNIT		3,800.00
26300	DRIVER PROGRAMS	10030	0300	0101	SALARIES-REGULAR EARNINGS	3,439,436.00	1,915,446.66

26300	DRIVER PROGRAMS	10030	0300	0104	SALARIES-OVERTIME	69,777.00	33,987.23
26300	DRIVER PROGRAMS	10030	0300	0112	RECLASSIFICATIONS		(255.00)
26300	DRIVER PROGRAMS	10030	0300	0151	FICA REGULAR	253,486.00	146,601.10
26300	DRIVER PROGRAMS	10030	0300	0152	HOSPITAL INSURANCE	674,190.00	375,973.75
26300	DRIVER PROGRAMS	10030	0300	0154	HEALTH INSURANCE RETIRED	412,632.00	291,992.54
26300	DRIVER PROGRAMS	10030	0300	0162	PENSION	712,041.00	431,080.84
26300	DRIVER PROGRAMS	10030	0300	0172	DEFERRED COMPENSATION MAT		9,363.68
26300	DRIVER PROGRAMS	10030	0300	0174	UNEMPLOYMENT	9,630.00	5,370.24
26300	DRIVER PROGRAMS	10030	0300	0189	TURN OVER EXPECTANCY	(221,480.00)	
26300	DRIVER PROGRAMS	10030	0300	0304	MISCELLANEOUS COMMUNICATI	61,597.00	1,701.44
26300	DRIVER PROGRAMS	10030	0300	0401	TRVL-IN-ST-ROUT OPERATION	4,315.00	5,491.92
26300	DRIVER PROGRAMS	10030	0300	0804	PRINTING/REPRODUCTION	350,293.00	386,304.20
26300	DRIVER PROGRAMS	10030	0300	0806	SCANNING / MICROFILMING	25,189.00	27,581.38
26300	DRIVER PROGRAMS	10030	0300	0815	LAUNDRY	780.00	988.00
26300	DRIVER PROGRAMS	10030	0300	0819	TRAINING	20,000.00	19,164.00
26300	DRIVER PROGRAMS	10030	0300	0846	COPIER LEASE	10,468.00	7,498.56

26300	DRIVER PROGRAMS	10030	0300	0885	IN STATE SERVICES - OTHER	137.00	121.80
26300	DRIVER PROGRAMS	10030	0300	0902	OFFICE SUPPLIES	3,757.00	1,007.16
26300	DRIVER PROGRAMS	10030	0300	0926	PERSONAL COMPUTER SUPPLIE	16,258.00	4,802.71
26300	DRIVER PROGRAMS	10030	0300	0935	JANITORIAL SUPPLIES	125.00	727.18
26300	DRIVER PROGRAMS	10030	0300	0993	PRINTSHOP SUPPLIES	5,161.00	1,285.70
26300	DRIVER PROGRAMS	10030	0300	1046	REPLACEMENT OFFICE FURNIT		1,163.00
26300	DRIVER PROGRAMS	10030	0300	1304	SUBSCRIPTIONS	46,735.00	5,702.25
26510	PC:DEL:MOTORCYCLE SAFETY	10050	0300	0175	WORKERS COMPENSATION	1,905.00	1,610.44
26510	PC:DEL:MOTORCYCLE SAFETY	10050	0300	0401	TRVL-IN-ST-ROUT OPERATION	715.00	613.88
26510	PC:DEL:MOTORCYCLE SAFETY	10050	0300	0703	MTR VEH-MAINT & REPAIR		27.98
26510	PC:DEL:MOTORCYCLE SAFETY	10050	0300	0804	PRINTING/REPRODUCTION		21,090.00
26510	PC:DEL:MOTORCYCLE SAFETY	10050	0300	0914	INSTRUCTIONAL SUPPLIES		583.88
26510	PC:DEL:MOTORCYCLE SAFETY	10050	0300	1305	ASSOCIATION DUES	1,200.00	
28000	MARYLAND HIGHWAY SAFETY	40010	0300	0101	SALARIES-REGULAR EARNINGS	552,822.00	993,421.39
28000	MARYLAND HIGHWAY SAFETY	40010	0300	0110	MISCELLANEOUS ADJUSTMENTS	28,582.00	132,415.17
28000	MARYLAND HIGHWAY SAFETY	40010	0300	0151	FICA REGULAR	40,743.00	210,621.22

28000	MARYLAND HIGHWAY SAFETY	40010	0300	0152	HOSPITAL INSURANCE	61,290.00	69,209.75
28000	MARYLAND HIGHWAY SAFETY	40010	0300	0154	HEALTH INSURANCE RETIRED	37,512.00	263,071.46
28000	MARYLAND HIGHWAY SAFETY	40010	0300	0161	RETIREMENT	117,636.00	6,155.71
28000	MARYLAND HIGHWAY SAFETY	40010	0300	0162	PENSION		(154,516.56)
28000	MARYLAND HIGHWAY SAFETY	40010	0300	0174	UNEMPLOYMENT	1,549.00	(2,157.99)
28000	MARYLAND HIGHWAY SAFETY	40010	0300	0189	TURN OVER EXPECTANCY	(35,764.00)	
28000	MARYLAND HIGHWAY SAFETY	40010	0300	0401	TRVL-IN-ST-ROUT OPERATION	8,170.00	5,620.86
28000	MARYLAND HIGHWAY SAFETY	40010	0300	0403	TRAVEL OUT ST-ROUT OPERAT	10,761.02	10,588.63
28000	MARYLAND HIGHWAY SAFETY	40010	0300	0801	ADVERTISING	815.00	3,230.07
28000	MARYLAND HIGHWAY SAFETY	40010	0300	0804	PRINTING/REPRODUCTION	1,875.00	
28000	MARYLAND HIGHWAY SAFETY	40010	0300	0818	REGISTRATION FEES - CONF	2,300.00	2,300.00
28000	MARYLAND HIGHWAY SAFETY	40010	0300	0821	CONSULTANTS	725,767.68	224,420.05
28000	MARYLAND HIGHWAY SAFETY	40010	0300	0902	OFFICE SUPPLIES	3,000.00	13.75
28000	MARYLAND HIGHWAY SAFETY	40010	0300	0914	INSTRUCTIONAL SUPPLIES	485.00	
28000	MARYLAND HIGHWAY SAFETY	40010	0300	1202	PAYMENT TO POLITICAL SUBD	976,722.30	342,767.35
						23,848,920.00	22,352,768.10

Appendix E: Traffic Record Strategic Plan 2021-2025

Background

State highway safety programs rely on accurate, accessible, complete, integrated, uniform, and timely traffic records data to guide and support their efforts to reduce highway crashes, injuries, and fatalities. In the Safe, Accountable, Flexible and Efficient Transportation Equity Act (SAFETEA) of 2005, Congress recognized this need and provided grant funding to help states establish and maintain comprehensive safety data improvement programs.

This funding is continued under the Fixing America's Surface Transportation Act of 2015 (FAST Act) in the State Traffic Safety Information System Improvements Grant program (23 CFR § 1300.22). To qualify for funding for traffic records system improvements under the FAST Act, each State's designated highway safety office must submit a Traffic Records Strategic Plan (TRSP) to the United States Department of Transportation, National Highway Traffic Safety Administration (NHTSA).

The MDOT MVA Highway Safety Office manages the state's traffic records program and is coordinator for the statewide Traffic Records Coordinating Committee (TRCC), which oversees the development and implementation of the TRSP.

The 2021–2025 TRSP addresses each of the traffic records system components identified in NHTSA's *Traffic Records Program Assessment Advisory*, and identifies critical actions, performance measures, and resources needed (legislative, organizational, or budgetary) to efficiently and effectively reach the plan's goals. Recommendations for improvements identified in Maryland's 2019 NHTSA Traffic Records Program Assessment are incorporated so that Maryland's traffic records system will meet or exceed national ideals.

This plan builds on the *2011–2015 Traffic Records Strategic Plan* and the *2016–2020 Traffic Records Strategic Plan*.

2011–2015 TRSP

To develop 2011–2015 plan, the State conducted reviews of existing systems and programs. The results of these reviews helped to identify strengths of Maryland's traffic records system as well as to develop priorities for improvements.

In 2010, Maryland completed a Traffic Records Program Assessment in partnership with NHTSA. The Traffic Records Program Assessment is a technical assistance tool offered by NHTSA to state highway safety offices that uses nationally recognized experts to compare the state's traffic records program with a set of performance standards established by NHTSA and the Governors Highway Safety Association (GHSA).

Also in 2010, Maryland completed a Federal Highway Administration (FHWA) Crash Data Improvement Program (CDIP), an intensive evaluation of the crash data system that evaluates methods and technologies for collection, management, sharing, and analysis of crash data. The recommendations from both the Traffic Records Program Assessment and CDIP Reports were used to develop the objectives for the 2011–2015 TRSP.

2016–2020 TRSP

To assess progress toward the State's goals and to prepare for the 2016–2020 TRSP, a follow-up Traffic Records Program Assessment was completed in December 2014. Under federal regulations for traffic records funding (§405(c)), states must include all recommendations from the most recent Traffic Records Program

Assessment in the TRSP. The Assessment-generated recommendations are broad and allow states to further refine goals. All recommendations from the 2014 Assessment are included and highlighted in each section below and used as examples in the Appendix.

The 2016–2020 TRSP was developed to align with the new Maryland SHSP (2016–2020). The alignment of the two major traffic safety plans further strengthened the collaboration and coordination between Maryland's traffic records data and traffic safety program communities. The process of developing strategies in both the TRSP and the SHSP were similar, and each SHSP Emphasis Area Team developed strategies with a vision and understanding of the need for data to carry out action steps and evaluate strategies. In parallel, the TRSP strategies were written in consideration of the end users, such as the Emphasis Area Team members, who need traffic safety data to implement and evaluate the success of the implemented strategies.

2021–2025 TRSP

With the adoption of the new plan, the 2016–2020 Plan is concluded. To continue to assess progress toward the State's goals and determine the priorities for the 2021–2025 TRSP, a Traffic Records Program Assessment was completed in September 2019.

Congress has recognized the benefit of independent peer reviews for State traffic records data systems. These assessments help States identify areas of high performance and areas in need of improvement in addition to fostering greater collaboration among data systems. To encourage States to undertake such reviews regularly, the Fixing America's Surface Transportation Act (FAST ACT) legislation requires States to conduct or update an assessment of its highway safety data and traffic records system every five years to qualify for §405(c) grant funding. The State's Governor's Representative for Highway Safety must certify that an appropriate assessment has been completed within five years of the application deadline.

2019 Traffic Records Assessment Results Summary

The Traffic Records Program Assessment is built upon the assessment completed five years ago. Since the 2014 assessment, Maryland has worked diligently in all areas of the traffic records system and was commended by NHTSA for the strides made toward improving traffic data systems and the plans for continued future improvements. Maryland was specifically commended regarding our efforts in data integration. Maryland's Traffic Records Program *meets the Advisory ideal* in this regard and should serve as a model for other States seeking to meet the Advisory ideal in this module.

Out of 328 assessment questions, Maryland met the Advisory ideal for 190 questions (58%), partially met the Advisory ideal for 67 questions (20%) and did not meet the Advisory ideal for 71 questions (22%).

Within each assessment module, Maryland met the ideal outlined in the Traffic Records Program Assessment Advisory 88% of the time for Traffic Records Coordinating Committee Management, 27% of the time for Strategic Planning, 60% of the time for Crash, 56% of the time for Vehicle, 71% of the time for Driver, 50% of the time for Roadway, 34% of the time for Citation and Adjudication, 61% of the time for EMS/Injury Surveillance, and 100% of the time for Data Use and Integration.

TRCC Strategic Planning Process

A Traffic Records Strategic Plan Steering Committee was formed in November 2019 to guide the development of the 2021–2025 TRSP. Members were strategically identified to ensure all components of the Maryland Traffic Safety Information System Improvement Program and data owners were represented in the planning process.

Maryland's plan:

(i) specifies how existing challenges in the State's highway safety data and traffic records system were identified;
(ii) prioritizes, based on the identified highway safety data and traffic records system deficiencies, the highway safety data and traffic records system needs and goals of the State;
(iii) identifies performance-based measures to evaluate progress toward those goals;
(iv) specifies how the §405(c) grant funds and any other funds of the State will be used to address needs and goals identified in the multiyear plan; and
(v) includes a current report on the progress in implementing the multiyear plan that documents progress toward the specified goals.

The Traffic Records Strategic Plan Steering Committee used several different processes to develop the 2016–2020 TRSP to ensure the requirements defined by Congress and established by NHTSA were met. During the strategic development sessions, ground rules were established and an overarching review plan established. A formal consensus-building technique (Nominal Group Technique) was used by the steering committee to develop specific procedures for the review of each section of the system components. The technique included:

1. Generating ideas – Silent individual thought and notes.
2. Recording ideas – Round-robin sharing/brainstorming of ideas for recording without discussion or debate.
3. Discussing ideas – Open discussion to express understanding, logic, importance.
4. Voting on ideas – Individual voting of top five: most important ranking five, least important rank one.
5. Finalizing the list – Decide if additional rounds of voting were needed to expand or finalize the recommended list.

A set of constructs for each section of the plan were shared for discussion and consideration, including idealistic objectives, recommendations and considerations from Maryland's 2014 Traffic Records Program Assessment, and a set of objectives that had been included and were part of the most recent strategic plan.

The Steering Committee then shared a set of proposed strategies with the full Traffic Records Coordinating Committee membership. These members then reached consensus using the Delphi Technique where each member prioritized Maryland's strategies and submitted votes for tally. A final prioritized list was generated and the resulting sections were presented to both the Technical and Executive Councils for formal acceptance. The resulting work and formal components of the Traffic Safety Information System are outlined in the included sections: TRCC Management, Data Use and Integration, Crash, Vehicle, Driver, Roadway, Citation and Adjudication, and Injury Surveillance Systems.

TRSP Organization

Each section of the TRSP includes a description of the area, target audience, and a list of strategies prioritized by the members of Maryland's Traffic Records community.

The TRCC is responsible for implementing the plan and tracking progress toward these goals. The TRCC will:

- Prioritize traffic records improvement projects with TRCC members annually.
- Identify and leverage an annual minimum of one federal fund/assistance program.
- Identify and incorporate two strategies annually that address the timeliness, accuracy, completeness, uniformity, integration, or accessibility of the six core data systems.

- Prioritize the use of all funds to address efforts identified in the strategic plan to enhance state traffic records data improvement systems.
- Ensure federally allocated funds are spent in an efficient and effective manner.
- Develop a process to examine data and data systems to identify and document challenges.
- Identify, prioritize, and implement at least one annual training effort to improve the State traffic records data system and provide technical assistance as needed to partners.
- Identify and prioritize performance-based measures and corresponding metrics for the six core data systems annually.
- Identify and integrate state and local needs and assets through an annual survey.
- Identify and prioritize technological advancements to improve the State traffic records data systems.

Traffic Records Program Assessment—NHTSA Recommendations

To continue to assess progress toward the State's goals and determine the priorities for the 2021–2025 TRSP, a follow-up Traffic Records Program Assessment was completed in September 2019. Under federal regulations for traffic records funding (405(c)), states must include all recommendations from the most recent Traffic Records Program Assessment in the TRSP.

The Maryland 2021–2025 TRSP incorporates recommendations and considerations from the 2019 NHTSA Assessment, from FHWA's Maryland State Roadway Safety Data Capability Assessment Action Plan (January 2019), and from the TRCC Technical and Executive Councils, and the 2021-2025 TRSP must be ratified for submission to NHTSA by July 1, 2020.

TRCC Recommendation

- None.

Strategic Planning Recommendation

- None.

Crash Recommendations

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

Vehicle Recommendations

- Improve the data quality control program for the Vehicle data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.
- Improve the interfaces with the Vehicle data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Driver Recommendations

- Improve the data quality control program for the Driver data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.
- Improve the interfaces with the Driver data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Roadway Recommendations

- Improve the applicable guidelines for the Roadway data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.
- Improve the data quality control program for the Roadway data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Citation /Adjudication Recommendations

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

EMS/Injury Surveillance Recommendations

- Improve the data quality control program for the Injury Surveillance systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Federal Inclusion Criteria

Throughout the five-year plan, the TRCC Program Manager is expected to provide NHTSA with regular updates on the progress of the State's plan. NHTSA Regional Program Managers are to be included during the planning and implementation processes to satisfy their interest in assuring that States are collecting the best data possible that in turn allows them to make appropriately informed decisions at the federal level.

Additionally, paramount to Maryland's Traffic Records Strategic Plan during the five-year cycle is the consideration, support, and guidance from other federal partners (e.g., legislative, organizational, budgetary, or other) in improving the state safety data initiatives. The Appendix has additional detail on ways the State has and may continue to pursue the possibility of receiving federal safety program funds.

Monitoring and Updating the Strategic Plan

The Traffic Records Strategic Plan is developed with a five-year vision and goal-setting process. The plan will remain in place for five years before undergoing a complete re-evaluation and revision. However, progress for each strategy and Assessment recommendation will be monitored by the TRCC Technical Committee on a quarterly basis and evaluated on an annual basis to identify issues or note success. Once a strategy is complete, it will remain in the plan but effort and resources will be focused to another project in the plan as determined by the TRCC.

Traffic Records System Components and Strategies

The Advisory identifies three major sections of a state traffic records system:

1) Traffic Records System Management
   a) Traffic Records Coordinating Committee (TRCC)
   b) Strategic Planning

2) Data Use and Integration

3) Traffic Records System Components
   a) Crash Data
   b) Vehicle Data
   c) Driver Data
   d) Roadway Data
   e) Citation and Adjudication
   f) Injury Surveillance
      i) Pre-hospital (EMS)
      ii) Trauma Registry
      iii) Emergency Department
      iv) Hospital Inpatient
      v) Vital Records

Traffic Records System Management (TRCC and Strategic Planning)

Description

The Traffic Records Coordinating Committee coordinates all traffic records system components (crash, roadway, citation/adjudication, driver, vehicle, injury surveillance) using data quality performance measures (timeliness, completeness, accuracy, accessibility, integration, uniformity) to advance the Maryland traffic safety community in achieving the vision of no traffic-related deaths.

Target Customers

TRCC Council Chairs and Facilitator

Prioritized Strategies

1. Conduct and publish a complete traffic records system inventory with data definitions, flow diagrams for each component system, a brief description of each data system and set, to include who owns the data and contact information, any limitation on the use of the data, and for what the data system is best used.
2. Prioritize strategic plan responsibilities using annual timelines.
3. Catalog and publish data release policies and/or data sharing agreements from all partners with traffic records data, specifically identifying rules that allow intra- and inter-agency access, and public access.
4. Review and prioritize federal data element requirements—Model Minimum Uniform Crash Criteria Guideline (MMUCC), National Emergency Medical Services (EMS) Information System (NEMSIS), and Model Inventory of Roadway Elements (MIRE)—to enhance State traffic records data improvement systems.
5. Institutionalize the evaluation of TRCC responsibilities:
   a. Monitor annual progress of the TRCC strategic plan.

   b. Track agency policy decisions that impact the State's traffic records system.
   c. Document progress through Council Meeting agendas/minutes.
6. Improve performance measure monitoring and oversight at the TRCC. Assign responsibility to performance measure owners for reporting to the membership at each meeting.
7. Establish regular quality control reporting and enhance the review of technical and training needs of traffic records system end users, expanding to a wider range of stakeholders and end-user needs.
8. Ensure the annual addenda to the five-year plan are robust and detailed enough to meet the federal grant reporting requirements and provide the State with the necessary oversight and monitoring of its traffic records system progress.
9. Improve performance measures contained within the Strategic Plan by adding meaningful goals and baselines in addition to establishing quarterly monitoring at the TRCC.

Data Use and Integration

Description

Data integration refers to the establishment of connections between the six major traffic records system components (crash, vehicle, driver, roadway, citation and adjudication, and injury surveillance). Integrated datasets enable users to:

- conduct analyses and generate insights impossible to achieve if based solely on the contents of any singular data system;
- add detail to the understanding of each crash event, the roadway environment, and the people and vehicles involved; and
- efficiently expand the information available to decision-makers while avoiding the expense, delay, and redundancy associated with collecting the same information separately.

Benefits of Integrated Data

1. Lower costs to achieve a desired level of data content and availability.
2. Support for multiple perspectives in data analysis and decision-making.
3. Expanded opportunities for data quality validation and error correction.
4. Additional options for exposure data to form rates and ratio-based comparisons.
5. Enhanced accuracy and completeness of data describing crash events, the roadway environment, and the involved people and vehicles.
6. Increased relevance of information available for legislative and policy analysis.
7. Increased support for advanced methods of problem identification, countermeasure selection, and evaluation of program effectiveness.

Target Customers

Data analysts (end users), policymakers, and general public

Prioritized Strategies

1. Implement data governance guidelines for data release and availability.
2. Provide ongoing access to traffic records data and analytic resources for problem identification, priority setting, and program evaluation with analytical partner support.
3. Integrate data from traffic records system components to satisfy specific analytical inquiries.
4. Provide timely access to data analyses and interpretation upon request.
5. Make outputs from state data linkage systems available to state and local decision-makers to influence data-driven policy and reform.
6. Make outputs from state data linkage systems available to the general public.

7. Make integrated data outputs from data linkage systems available for research abiding by data security agreements.
8. Provide training sessions, presentations, webinars, and technical support to partners on all products and services provided by analysis resources (e.g., grant-funded university- or college-based analysts) in addition to GIS techniques and processes for traffic safety related datasets.

Crash Data

Description

The crash data system is the keystone of a state's traffic records system. The crash data not only hold the basic information critical to developing and deploying effective traffic safety countermeasures, but they also serve as the hub through which other systems are connected.

The crash file documents the characteristics of a motor vehicle crash and provides the following details about each incident:

- Who: Information about the drivers, occupants, and non-motorists involved in a crash (e.g., license status, age, sex).
- What: Information about the type of vehicle involved in a crash (e.g., make, model, body type, vehicle registration).
- When: Information detailing the time a crash occurred (e.g., time of day, day of week).
- Where: Information about the crash location (e.g., location name, lat/long coordinates, type, attributes).
- How: Information describing the sequence of events and circumstances related to a crash from the first harmful event through the end of a crash and its consequences (e.g., damage, injury).
- Why: Information about the interaction of various systems that may have contributed to the crash occurrence (e.g., weather, light conditions, driver actions, non-motorist actions) and/or the crash severity.

Through data linkages, the crash data assist in the identification of types of roadways, vehicles, and individuals involved in a crash. Crash data are also used to guide engineering and constructions projects, prioritize law enforcement activity, select/evaluate safety countermeasures, and to analyze emergency response and how to maximize the level of care, survivability, and analysis of related injuries.

Target Customers

Data users, owners, executives in traffic records-related agencies

Prioritized Strategies

1. Provide a narrative description of the process by which the Model Minimum Uniform Crash Criteria Guideline (MMUCC) was used to identify what crash data elements and attributes are included in the crash database and police crash report.
2. Develop and release documentation on changes made to the Automated Crash Reporting System (ACRS) and related databases based on the latest MMUCC recommendations, and MSP and TRCC input.
3. Convert reporting systems and reports to account for changes in fields, codes, and definitions in ACRS.
4. Develop and maintain a data dictionary that includes American National Standards Institute (ANSI) D-16 and ANSI D-20 definitions, which include rules of use, rules exceptions, and identify those data elements that are populated through linkages to other traffic records system components.
5. Develop and maintain a comprehensive data quality management protocol to monitor collection, submission, processing, posting, and maintenance of crash data.

6. Define and provide a list of data elements for property-damage-only (PDO) crash submission criteria for the statewide crash system and implement a short-form crash report for minor PDO crashes
7. Define and provide a list of data elements that are populated in the crash system through linkages to other traffic records system components (e.g., the driver file, the vehicle file, the roadway inventory, or Statewide mapping system). (MMUCC mapping).
8. Develop crash data system performance measures and monitor at least annually.
9. Provide feedback to law enforcement agencies regarding incomplete and inaccurate data submitted through ACRS.
10. Develop a comprehensive crash data reporting training program with an emphasis on crash data completeness and accuracy.
11. Improve the interface between the crash and roadway data systems, ensuring MSP and law enforcement agencies have the most up-to-date roadway files from MDOT SHA.
12. Establish policy and procedures for the timely submission of crash reports from local law enforcement agencies to MSP through the ACRS system.
13. Incorporate federal agency crash reports into the state system (e.g., National Park Police).
14. Link crash data with EMS records to help integrate crash with Trauma Registry, Hospital, and Vital Records.
15. Develop improved data visualization tools used to access the crash data.

Driver and Vehicle Data

Description

Driver: The driver data system ensures that each person licensed to drive has one identity, one license to drive, and one record. The driver file maintains information on all out-of-state or unlicensed drivers convicted of traffic violations within state boundaries.

Vehicle: The vehicle data system is an inventory of titling and registration data for each vehicle under the State's jurisdiction. The inventory ensures that a descriptive record is maintained and made accessible for each vehicle and vehicle owner operating on public roadways.

Target Customers

Law enforcement, driver and vehicle data managers/collectors, driver safety program managers and researchers, Commercial Driver License (CDL) employers, federal agencies, judicial system

Prioritized Strategies

1. Implement MDOT MVA Customer Connect system modernization to unify core MDOT MVA business systems to enable premier customer service, enhanced safety and security and improve driver and vehicle data quality.
    - Implement real-time National Motor Vehicle Title Information System (NMVTIS) checks for all vehicle titling transactions.
    - Capture novice drivers' training histories, drivers' traffic violations, driver improvement training histories, and original dates of issuance for all permits, licenses, and endorsements in the driver system.
2. Continue participation in the Performance and Registration Information Systems Management (PRISM) program.
3. Continue participation in the State-to-State verification service in all driver license transactions and develop performance measures to monitor system performance and compliance with program standards.

4. Evaluate the feasibility of including Blood Alcohol Concentration (BAC) information on the driving record either by interface with external data systems or by manual process, including resources required to implement this action in a reasonable timeframe.
5. Develop quality management systems that list performance measures for timeliness, accuracy, completeness, uniformity, accessibility, and integration.
6. Maintain an updated data dictionary for the driver and vehicle systems and provide updates to Maryland's traffic records inventory.
7. Develop performance measures to ensure that critical and essential administrative actions are being added to driving records accurately and within expected timeframes.
8. Maintain updated data processing flow diagrams for critical driver and vehicle transactions that detail data inputs, validation steps, interfaces with external data systems, and time necessary to complete each element of the transaction.
9. Enhance interfaces between the driver and vehicle systems with other components of the traffic records system.
10. Develop performance measures for vehicle systems and report regularly to the TRCC.
11. Develop and adopt a comprehensive data management program for the driver system that includes the development of performance standards for data accuracy, completeness, uniformity, accessibility, and integration.
12. Increase capability to monitor impaired driving offenders through driver system interfaces and integration with other data systems to ensure that offenders are properly identified and that subsequent license sanctions, conviction information, and follow-up activities are completed and recorded on the driver history.
13. Develop and provide driver and vehicle system data quality management reports to the TRCC for regular review and ensure driver and vehicle system managers participate in TRCC meetings.

Roadway Data

Description

The State's roadway data system comprises data collected by the State, such as State-maintained roadways and some local roadways, as well as data from local sources, such as county and municipal public works agencies and Metropolitan Planning Organizations (MPOs).

Target Customers

Traffic engineers, MDOT SHA – OHD (Office of Highway Design) (Highway Safety Manual - HSM) and DSED (Data Services Engineering Division), data users (reporting systems needing GPS info – MSP crash)

Prioritized Strategies

1. Maintain process flow diagrams and written narrative details that outline data submission, returning and resubmission requirements and local agency procedures, in the traffic records inventory.
2. Improve the data quality control program for the roadway data system to reflect best practices identified in the Traffic Records Program Assessment Advisory and the Roadway Safety Data Capability Assessment (RSDC).
    - Assist the roadway system custodian with developing quality management systems that list performance measures for timeliness, accuracy, completeness, uniformity, accessibility, and integration.
    - Reduce the frequency of missing or blank data fields on State-maintained roadways in the

inventory to less than 5%.

- Pursue high level of detail on all segments as well as either intersections or curves on State-maintained roadways.

3. Maintain a data dictionary for the roadway system, incorporating the Model Inventory of Roadway Elements (MIRE) elements and include this detail as part of the traffic records inventory.
4. Improve the State roadway system to meet federal guidelines itemized in All Roads Network of Linear-Referenced Data (ARNOLD).
    - Capture all public roadways using a compatible uniform location referencing system in the roadway system by collaborating with county partners) to eliminate redundancy.
    - Maintain an enterprise roadway information system.
    - Maintain interfaces between roadway information systems.
    - Expand the Model Inventory of Roadway Elements (MIRE) data elements collected to improve analyses to develop and track potential countermeasures and identification of safety problems.
5. Develop and maintain interfaces between the roadway information systems and the other components of the traffic records system.
6. Incorporate specific, quantifiable, and measurable improvements for the collection of MIRE fundamental data elements (FDE) to ensure access to a complete collection of the MIRE FDEs of all public roads by September 30, 2026.
    - Evaluate the status of MIRE FDE collection efforts, including fundamental data elements currently maintained or not maintained in the roadway inventory as well as the public roads for which the FDEs are collected.
    - Document the appropriate data collection methodology.
    - Coordinate with other Maryland agencies at the state and local level.
    - Develop prioritization criteria for collecting MIRE FDEs on all public roads.

Additional Strategies Based on Recommendations from FHWA's RSDC Assessment:

1. Continue with the One Maryland One Centerline (OMOC) project that facilitates the complete inventory for all roadway elements.
2. Continue with the ESRI Roads and Highways implementation.
3. Continue data collection efforts for the safety data items—Bicycle/Pedestrian, Lighting, Work Zone, Structural Maintenance Zone Classification, and Guard Rails.
4. Develop a standardized set of performance measures that are reported more frequently for data managers, collectors, and data users.
5. Reduce the amount of time required for submission of as-built plans and/or for updating the database to achieve a goal of 1-3 months from completion of the roadway change. Roadway segment, traffic volume, intersection, interchange, ramp data are all on annual cycles with a typical time lapse of one year.
6. Continue the development of the change management model to help with tracking changes to the State roadway file.
7. Continue the OMOC project to move closer to 100% accuracy in the inventory. The State currently maintains a high level of accuracy (upwards 90%).
8. Provide feedback to law enforcement agencies on crash reporting to allow the State to identify fields that require better validation edits which will help collect better data on input.
9. Adopt more reliable methods for network screening. Traditional methods are prone to error and require similar levels of data as the more reliable methods. The level of analytic capabilities required to adopt more reliable methods is higher than for traditional methods, but the payoff in improved validity leads to the identification of sites with more potential for safety improvement.

10. Attempt to obtain crash data from federal parks and military installations.
11. Continue to develop asset inventories of interest.
12. Ensure the data are accessible to all potential users (not siloed), from an asset management perspective.
13. Develop and implement Agile Assets or another similar inventory tool would be useful to support this need for all public roads.
14. Develop a complete inventory and safety-project tracking mechanism for all public roads.
15. Ensure that the needs of new/infrequent users are addressed by agency policies and procedures. The State iMap address most needs for data accessibility. However, there is an opportunity to allow for electronic exchanges to provide data to users on a regular interval.
16. Continue the development of data documentation with the OMOC project. The State does have data dictionaries available. This could be expanded to guidance on data quality (where applicable).
17. Incorporate user satisfaction surveys as a potential measure of accessibility.
18. Draft policies that address the challenges in the data management policy.
19. Empanel a data governance group (e.g., asset management committee) charged with developing data governance processes.
20. Develop a Data Business Plan for managing core data programs in each agency/division.
21. Publish a Data Governance manual/handbook.
22. Establish formal policies for approval of all new data management initiatives.
23. Review policies, standards, goals, and targets periodically to ensure that user' needs are addressed sufficiently and that the state's standards evolve in response to changing needs.
24. Identify new opportunities to integrate datasets, e.g., obtain the bicycle and scooter crash data from local agencies and continue to encourage use of integrated data in safety analysis.
25. Continue with the development of the OMOC project to move towards a fully integrated statewide enterprise system for safety analysis of all public roads.
26. Continue improvements to the automated assignment of crash data locations, e.g., consider making manual adjustments to crashes beyond fatal crash reports.
27. Continue to develop and complete initiatives to identify and address essential safety data gaps and periodically assess and refine data quality improvement processes.
28. Enhance coordination efforts for safety performance with MPOs and other stakeholders within the State by:
    - Apply the evidence-based approach across multiple planning cycles. Conduct periodic reviews and refine the process and targets as needed.
    - Develop practices to strengthen performance-based planning and programming decisions.
29. Continue to expand capabilities to predict the impact of planned and programmed Highway Safety Improvement (HSIP) projects on future safety performance.
30. Develop scenario analysis capability that supports testing of various project mixes and assumptions.
31. Expand the capability to access and review pertinent data on external factors likely to impact future safety performance, including but not limited to socioeconomic data (population, demographics, jobs, etc.), vehicle miles traveled (VMT), revenues.
32. Refine the capability to predict the impact of planned and all programmed TIP and/or TIP projects (other than those in the HSIP) on future safety performance.
33. Develop the advanced scenario analysis capability with the ability to estimate future safety performance for different sets of projects, program elements, and varying assumptions about external factors.

Citation and Adjudication Data

Description

For traffic records purposes, the goal of the citation and adjudication data systems is to collect all information relevant to traffic-related citations in a central, statewide repository (and linked to appropriate federal data systems) so the information can be analyzed by authorized users to improve and promote traffic safety.

Target Customers
Law enforcement, driver licensing system, Court system to include Drug and DUI Courts, MDOT SHA

Prioritized Strategies

1. Implement a citation tracking system (from issuance to disposition).
   - Include violations issued to commercial drivers/vehicles in the tracking system and make that information available to administrative stakeholders.
   - Support Federal Motor Carrier Safety Administration (FMCSA) requirements for recording, reporting and adjudicating of CDL violations and licensing status, to include medical certification and appropriate endorsements
   - Support the interfaces to connect needed data from the court system, driver licensing, crash, and large trucks/commercial vehicles with the other components of the traffic records system.
   - Include BAC results on the driver history.
2. Maintain and improve the data dictionaries for the Citation and Adjudication systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.
3. Maintain the abilities to track DUI citations, administrative driver penalties and sanctions, juvenile offenders, court payments and appearances, deferral and dismissal of citations, record purging, and data governance.
4. Develop quality management systems that list performance measures for timeliness, accuracy, completeness, uniformity, accessibility, and integration.
5. Establish an effective process to ensure paper citations are submitted to the District Court accurately and within expected timeframes by law enforcement.
6. Expand the use of the State's e-citation system to all eligible state law enforcement agencies and officers and to federal partners.
7. Maintain process flow diagrams and written narrative details that outline data submission, returning and resubmission requirements for the citation/adjudication system, including all levels of courts, and include in traffic records inventory.
8. Expand the deployment and functionality of electronic citation capabilities as the standard for the State.
9. Improve the accuracy and collection of vehicle make, model, and violation location on traffic citations.
10. Expand the functionality of Delta Plus through the development of additional modules for collection and analysis of the data by members of the traffic records community.
11. Increase automation of updates to driver records from court adjudication data.
12. Enhance interfaces between Court, Citation, Crash, Vehicle and Driver data systems.

Injury Surveillance Data

Description
The injury surveillance data system tracks the frequency, severity, and nature of injuries sustained in motor vehicle crashes; enables the integration of injury data with the crash data; and makes this information available for analysis that supports research, prevention, problem identification, policy-level decision-making, efficient resource allocation, and program evaluation.

This section incorporates:

- pre-hospital emergency medical services (EMS);
- trauma registry;
- emergency department;
- hospital discharge; and
- mortality data (e.g., death certificates, medical examiner reports).

Target Customers
Traffic records community, Injury Surveillance System managers, Emergency Medical Services community

Prioritized Strategies
1. Maintain process flow diagrams, written narrative details that outline data submission, returning and resubmission requirements for each of the core injury surveillance systems (EMS, Emergency Department, Hospital Discharge, Trauma Registry, Vital Records), and data dictionaries, and include these items in the traffic records inventory.
2. Ensure injury surveillance system data are available for analytical purposes.
3. Assist each of the injury surveillance system components with developing quality management systems that list performance measures for timeliness, accuracy, completeness, uniformity, accessibility, and integration.
4. Develop training, data collection manuals, and validation rules addressing high frequency errors in each injury surveillance data system component.
5. Document and ensure quality control processes are in place to assess completeness, accuracy, timeliness, integration, accessibility, and uniformity for each of the core injury surveillance systems (EMS, Emergency Department, Hospital Discharge, Trauma Registry, and Vital Records). Update records at least once every three years.
6. Track documented findings from quality control methods and lists regarding completeness, accuracy, timeliness, integration, accessibility, and uniformity.
7. Develop corresponding training, data collection manuals, and validation rules addressing high frequency errors for each performance area.
8. Assist partnering agencies with implementation of quality assurance and improvement procedures for collecting, editing, error checking, and submitting reports.

Benchmarking and Goal Setting
To follow Maryland's Traffic Records logic model, outputs (short-term and intermediate outcomes) for the six traffic records attributes (accessibility, accuracy, completeness, integration, uniformity, timeliness) will be established and tracked annually. These measures serve as benchmarks against which Maryland can track performance and current status of each system component.

Maryland strives to identify performance measures and performance attributes for each traffic records system component. Included measures will be assessed on a yearly basis using accepted best practice standards. A yearly summary of progress will be included as an addendum to this plan.

Prioritization Process
Projects overseen by the TRCC, especially those receiving federal grant funding, will be prioritized using a points system and Four Box Analysis process.

Points for each project are to be assigned using the following questions:

1. How difficult is the project in terms of infrastructure, territorial, and policy issues?

2. How significant will the project impact the traffic record system if successful?
3. How expensive will the project be? (a weighted cost x reliability of estimate maybe appropriate)
4. Are improvements to one system necessary in order to better another?

Table 2: Four Box Analysis

High Payoff – Low Risk or Cost Good Opportunity High Priority	High Payoff – High Risk or Cost Moderate Opportunity Middle Priority
Low Payoff – Low Risk or Cost Moderate Opportunity Middle Priority	Low Payoff – High Risk or Cost Poor Opportunity Low Priority

Projects will be monitored throughout the year and tracked accordingly.

Implementation Process

Strategies in the TRSP will be monitored during TRCC Technical Council meetings, TRCC Executive Committee Meetings, and annually in a progress performance report. Appropriate action steps and related projects will be tracked annually and reported in the Highway Safety Plan. Performance measures will be developed and tracked annually by the TRCC and included in the Highway Safety Plan.

Appendices

Appendix 1: Maryland Traffic Records Strategic Planning Steering Committee

A special thanks to the dedicated members of Maryland's Traffic Records Strategic Planning Steering Committee. With their commitment to the Maryland Traffic Records System, we are pleased to present the Maryland Strategic Plan.

David Balthis, Maryland Institute for Emergency Medical Services Systems
Brian Browne, District Court of Maryland
Jason Cantera, Maryland Institute for Emergency Medical Services Systems
First Sergeant Christopher Corea, Maryland State Police
Oscar Ibarra, Maryland Health Services Cost Review Commission
Dr. Timothy Kerns, MDOT MVA Highway Safety Office
Georgette Lavetsky, MHS, Maryland Department of Health (MDH)
Sean Lynn, Washington College GIS Program
Freemont Magee, Maryland Institute for Emergency Medical Services Systems
Carole Mays, Maryland Institute for Emergency Medical Services Systems
Peter Moe, MDOT Motor Vehicle Administration
John New, Maryland Institute for Emergency Medical Services Systems
Michel Sheffer, MDOT State Highway Administration
Monique Wilson, MDH Vital Statistics Administration

Steering Committee Facilitator
Kimberly Auman, University of Maryland Baltimore, National Study Center for Trauma & EMS

State Traffic Records Coordinator
Douglas Mowbray, MDOT MVA Highway Safety Office

Appendix 2: Federal Partners: Supporting Resources

Federal Partners: Supporting Resources			
Type of Assessment or Analysis	**Responsible Federal Partner**	**Description**	**Date Last Completed**
Traffic Records Assessment	National Highway Traffic Safety Administration	Peer evaluations of state traffic records system capabilities. A report out includes ratings, recommendations, and considerations that the state may consider in working to improve their traffic records system.	September 2019; ***In Progress (June-September 2024)***
Drivers Education Assessment	National Highway Traffic Safety Administration	Serves to guide all novice teen driver education and training programs in states striving to provide quality, consistent driver education and training.	August 2010
Impaired Driving Program Assessment	National Highway Traffic Safety Administration	A mechanism to assess the impaired-driving problem in the state, document the existing system, recommend improvements, and garner both political and public support to fund and implement improvements.	TIRF, Spring 2021; Spring/Summer 2023
Occupant Protection Program Assessment	National Highway Traffic Safety Administration	This assessment is to help states in a review of the occupant protection programs and to offer suggestions for improvement.	January 2020
Crash Data Improvement Program (CDIP)	Federal Highway Administration	CDIP is intended to provide states with a means to measure the quality of the information within their crash database. Originally, CDIP was established to help familiarize the collectors, processors, maintainers, and users with the concepts of data quality and how quality data helps to improve safety decisions.	July 2010
Roadway Data Improvement Program (RDIP)	Federal Highway Administration	RDIP is to help transportation agencies improve the quality of their roadway data to support safety initiatives. It provides traffic safety professionals a tool to assist them in identifying, defining, measuring, and ultimately improving the quality of the data within their roadway databases.	N/A
Roadway Safety Data Capability Assessment (RSDP)	Federal Highway Administration	RSDP is a collaborative effort between FHWA and states to develop robust, data-driven safety capabilities. RSDP includes a variety of projects aimed at improving the collection, analysis, management, and	April 2012; January 2019

		expansion of roadway data for use in safety programs and decision-making. FHWA uses information gathered from the states to identify common themes and critical gaps to develop a national gap analysis and action plan.	
Motor Carrier Safety Assistance Program	Federal Motor Carrier Safety Administration	Grants to improve the crash and inspection upload accuracy for Commercial Motor Vehicle Crashes in the State of Maryland in support of the Compliance Safety and Accountability (CSA) safety rating.	Ongoing (Consultant on staff with SHA Motor Carrier Division)
Highway Performance Monitoring System/All Roads Network of Linear Reference Data	Federal Highway Administration	Each state shall establish a safety data system covering all public roads, including non-State-owned public roads and roads on tribal land in the state in a geospatial manner. In other words, state highway agencies will have a geospatially enabled public roadway network or base map.	N/A
Go Teams	National Highway Traffic Safety Administration	Traffic Records GO Teams provide resources and assistance to state traffic records professionals as they work to better their traffic records data collection, management, and analysis capabilities. GO Teams are small groups of one to three subject matter experts designed to help states address traffic records issues.	Crash Data System Assistance, March-June 2021
Pedestrian and Bicycle Safety Program Assessment	National Highway Traffic Safety Administration	Examines significant components of a State's pedestrian safety program. Each State, in cooperation with its political subdivisions, should have a comprehensive pedestrian and bicycle program that educates and motivates its citizens to follow safe pedestrian and bicycle practices. A combination of legislation, regulations policy, enforcement, public information, education, incentives, and engineering is necessary to achieve significant, lasting improvements in pedestrian and bicycle crash rates, and to reduce resulting deaths and injuries.	April/May 2022

Appendix 3: Update to 2014 Traffic Records Assessment Recommendations

Note: Included for historical purposes. All recommendation updates will be based on the 2019 Assessment.

MARYLAND TRAFFIC RECORDS ASSESSMENT RECOMMENDATIONS DECEMBER 2014								
REC LABEL	**RECOMMENDATION**	**Not Addressed**	**No Progress**	**Pending Action**	**Some Progress**	**Significant Progress**	**Complete**	**Notes**
SP1	Strengthen the TRCC's abilities for strategic planning that reflect best practices identified in the Traffic Records Program Assessment Advisory.				✓			Incorporated TRA recommendations and considerations into TRSP. Some of the action items in the TRSP have been complete or are ongoing, but an inventory has not been complete.
Crash1	Improve the procedures/process flows for the Crash data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.				✓			Improvements were made to the ACRS supervisor screen, but the ACRS Task Force has been disbanded. MMUCC 5 was thoroughly reviewed and recommendations and improvements are under consideration by MSP.
Crash2	Improve the interfaces with the Crash data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.				✓			Informal discussions have happened to develop a crash and EMS interface, but logistics have not been finalized. The state roadway file is still being planned for incorporation into the crash data system.
Crash3	Improve the data quality control program for the Crash data system that reflects best practices identified in the Traffic Records Program Assessment Advisory.				✓			Improvements were made to the ACRS supervisor screen, but the ACRS Task Force has been disbanded. MSP continues to train users on ACRS, but there is no formal program to track, train, and improve the crash data.
Vehicle1	Improve the applicable guidelines for the Vehicle data			✓				The MDOT MVA Customer Connect system modernization, set to deploy

	system that reflects best practices identified in the Traffic Records Program Assessment Advisory.							in 2020, incorporates many systems improvements related to vehicle transactions.
REC LABEL	**RECOMMENDATION**	**Not Addressed**	**No Progress**	**Pending Action**	**Some Progress**	**Significant Progress**	**Complete**	**Notes**
Vehicle2	Improve the data quality control program for the Vehicle data system that reflects best practices identified in the Traffic Records Program Assessment Advisory.			✓				MDOT MVA has established an Office of Data Management to support initiatives to implement a comprehensive vehicle data quality monitoring system.
Driver1	Improve the description and contents of the Driver data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.			✓				As a part of the driver data system element of the Customer Connect system modernization, new system documentation is being developed consistent with best practices.
Driver2	Improve the data quality control program for the Driver data system that reflects best practices identified in the Traffic Records Program Assessment Advisory.			✓				MDOT MVA has established an Office of Data Management to support initiatives to implement a comprehensive driver data quality monitoring system.
Roadway 1	Improve the procedures/process flows for the Roadway data system that reflects best practices identified in the Traffic Records Program Assessment Advisory.					✓		As the Maryland Centerline project is finalized, documentation of the procedures and processes are being developed. Maryland completed a Roadway Safety Data Capability Assessment with high marks.

Roadway 2	Improve the data quality control program for the Roadway data system that reflects best practices identified in the Traffic Records Program Assessment Advisory.					✓		Through the Maryland Centerline project, quality control mechanisms are being implemented for all roadway data.
REC LABEL	**RECOMMENDATION**	**Not Addressed**	**No Progress**	**Pending Action**	**Some Progress**	**Significant Progress**	**Complete**	**Notes**
Citation1	Improve the data dictionary for the Citation and Adjudication systems that reflects best practices identified in the Traffic Records Program Assessment Advisory.				✓			The court system is in the final phases of a comprehensive upgrade (Maryland Electronic Courts – MDEC) to bring all levels of court onto the same data platform.
Citation2	Improve the interfaces with the Citation and Adjudication systems that reflect best practices identified in the Traffic Records Program Assessment Advisory.				✓			The court system is in the final phases of a comprehensive upgrade MDEC to bring all levels of court onto the same data platform.
ISS1	Improve the interfaces with the Injury Surveillance systems that reflect best practices identified in the Traffic Records Program Assessment Advisory.					✓		The EMS and Trauma Registry systems are interfacing using the ImageTrend Field Bridge.
ISS2	Improve the data quality control program for the Injury Surveillance systems that reflects best practices identified in the Traffic Records Program Assessment Advisory.					✓		All 24 jurisdictions in Maryland are on the electronic Maryland EMS Data System (eMEDS)platform so all EMS data undergo the same quality control program within that software.

2014 Assessment Recommendations

	Number	%
Not addressed	0	0%
No progress	0	0%
Pending Action	4	29%
Some Progress	6	43%
Significant Progress	4	29%
Complete	0	0%
Total	14	100%

June 5, 2019 status

Appendix 4: Update to 2019 Traffic Records Assessment Recommendations (FFY2025 HSP Annual Application Submission)

MARYLAND TRAFFIC RECORDS ASSESSMENT RECOMMENDATIONS September 2019								
REC LABEL	**RECOMMENDATION**	**Not Addressed**	**No Progress**	**Pending Action**	**Some Progress**	**Significant Progress**	**Complete**	**Notes**
Crash1	Improve the data quality control program for the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.					✓		MDSP Central Records Division (CRD) continues to provide feedback to local law enforcement agencies on issues with reporting elements such as off-road and missing BAC. MDSP upgraded ACRS to a new 2.0 version with recommendations from the TRCC and MMUCC 5 and launched to all law enforcement on January 1, 2024. Significant changes to fields and attributes will benefit the quality of the data. The relaunch of the Fatal Crash Dashboard presented more opportunities for examining the quality of the crash data and developing recommendations for improvements. The inclusion of United States Park Police fatal crash records in the MSP Data Warehouse has been a significant QC-focused effort.
Crash2	Improve the interfaces with the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.					✓		MDSP and SHA updated ACRS with the most recent roadway inventory information which has improved location information and the ability to integrate other roadway attributes into the crash database. MHSO and MDSP worked on an application and submitted to NHTSA for the SEDC grant, identifying several opportunities to improve the data

								with integrations from other traffic records systems in the MDSP data warehouse.
Vehicle1	Improve the data quality control program for the Vehicle data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.					✓		MDOT MVA continually looks for ways to improve data quality to best report on vehicle information from its enterprise data system, Customer Connect. In FY2024, the Office of Data Management (ODM) hired a Data Quality Manager that will lead the effort to introduce a formal Data Quality program at the MVA. The goal of the program is to identify opportunities to enhance data quality and develop performance measures to help target specific areas for improvement. In addition, the ODM is partnering with Maryland Department of Information Technology (DoIT) to initiate quarterly address reviews to maintain reliable vehicle ownership address data. Additionally, to facilitate the implementation of newly enacted vehicle registration legislation, MVA updated roughly 7 million vehicle records. In this period, MVA transitioned to the PowerBI business intelligence platform to identify opportunities to improve the timeliness and accuracy vehicle-related transactions, and to track the accessibility of vehicle transactions for customers through alternative services, such as on the MyMVA internet interface or by standalone kiosks. Performance measures are reviewed monthly by Administration leadership to continue to drive continuous improvement.
Vehicle2	Improve the interfaces with the Vehicle data system to reflect					✓		MDOT MVA continues to refine and improve its unified enterprise system for driver and vehicle records, Customer Connect, including interface data

	best practices identified in the Traffic Records Program Assessment Advisory.							exchanges with external partners through web services, with licensed dealers and other businesses via specific web portals, and with public customers through enhancements to the MyMVA internet interface. MDOT MVA implemented a platform update, Core21, to facilitate further interface improvements. Core21 enhanced the 360-degree view of customer account data, including both driver and vehicle information. Weekly change bulletins are distributed to all staff highlighting enhancements and corrections to internal and external vehicle system interfaces.
REC LABEL	**RECOMMENDATION**	**Not Addressed**	**No Progress**	**Pending Action**	**Some Progress**	**Significant Progress**	**Complete**	**Notes**
Driver1	Improve the data quality control program for the Driver data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.					✓		In FY2024, the Office of Data Management (ODM) hired a Data Quality Manager that will lead the effort to introduce a formal Data Quality program at the MVA. The goal of the program is to identify opportunities to enhance data quality and develop performance measures to help target specific areas for improvement. MDOT MVA monitors data quality through AAMVA CDLIS and SPEX data quality reporting with specific performance standards for timeliness and accuracy. MDOT MVA also transitioned to the PowerBI business intelligence platform to measure and improve the timeliness and accuracy driver-related transactions, and to track the accessibility of driver transactions for customers through alternative services, such as on the MyMVA internet interface or by standalone kiosks. Performance

								measures are reviewed monthly by Administration leadership to continue to drive continuous improvement. Updates on these performance measures are also discussed during quarterly meetings of the TRCC Technical Council.
Driver2	Improve the interfaces with the Driver data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.					✓		MDOT MVA continues to refine and improve its unified enterprise system for driver and vehicle records, Customer Connect, including interface data exchanges related to driver records with external partners through web services, with businesses and medical professionals via specific web portals, and with public customers through enhancements to the MyMVA internet interface. MDOT MVA implemented a platform update, Core21, to facilitate further interface improvements. Core21 enhanced the 360-degree view of the customer account data, including both driver and vehicle information. Weekly change bulletins are distributed to all staff highlighting enhancements and corrections to internal and external driver system interfaces.

Roadway 1	Improve the applicable guidelines for the Roadway data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.					✓		MDOT SHA continues to support an ArcGIS Hub Portal for distribution of roadway datasets, and is accessible here: https://data-maryland.opendata.arcgis.com/pages/mdot
Roadway 2	Improve the data quality control program for the Roadway data system that reflects best practices identified in the Traffic Records Program Assessment Advisory.					✓		MDOT SHA continues to improve QC processes and is working to ensure the roadway files are accessible and useful. SHA are doing quarterly centerline conflations with county NG911 data and adding MIRE attribution. With Esri Roads and Highways OMOC their data model is fairly robust and accurate.
REC LABEL	**RECOMMENDATION**	**Not Addressed**	**No Progress**	**Pending Action**	**Some Progress**	**Significant Progress**	**Complete**	**Notes**
Citation1	Improve the data quality control program for the Citation and Adjudication systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.				✓			The District Court is working with MSP and local law enforcement agencies have developed processes to reduce errors entering the system. The Court is continuing to streamline the process. The goal is to reach 99% error free. MSP implemented a checkbox when there is no license which reduced the number of issues with assumed missing data.

Citation2	Improve the interfaces with the Citation and Adjudication systems that reflect best practices identified in the Traffic Records Program Assessment Advisory.					✓		The Maryland Judiciary completed their transition to the new MDEC system, onboarding Baltimore City as the final jurisdiction to convert to the electronic system. In 2014 the Maryland District Court System began a multi-year migration of the citation and adjudication data from a mainframe to a digital system, known as the Maryland Electronic Courts (MDEC) Conversion. MDEC provides self-represented litigants and attorneys greater access to courts with the ability to eFile and eServe
								court documents 24 hours a day, 7 days a week, from anywhere with an Internet connection. The goal of MDEC is to create a cost-effective, judiciary-wide integrated case management system that will enable courts at all levels to collect, store, process, and access records electronically.

ISS2	Improve the data quality control program for the Injury Surveillance systems that reflects best practices identified in the Traffic Records Program Assessment Advisory.					✓		For the Injury Surveillance System components, Emergency Medical Services and Trauma Registry, each have been assigned all six Advisory data quality control measurements (including goals, baselines, and measurements). These were developed in conjunction with respective user groups and address Motor Vehicle Crash related patients directly or indirectly. Appendix 9 illustrates the many improvements and steady progress for the data derived from NEMSIS-compliant patient run records.

2019 Assessment Recommendations

	Number	%
Not addressed		0%
No progress		0%
Pending Action		0%
Some Progress	1	9%
Significant Progress	10	91%
Complete		0%
Total	11	100%

Updated as of June 2024

Appendix 5: Performance Measures

System			
EMS	**Performance Measure Statement**	**Measure (Baseline/Goal)**	**Outcome**
Accessibility	Ensure that all data access requests for electronic Maryland EMS Data System® (eMEDS® -- the State's patient care reporting system) data/information are reviewed for appropriateness (non-confidentiality adherence) and facilitated within 30 days of request.	Number of Data Access Committee (DAC) related approved EMS data requests completed within 30 days over the total number of Data Access Committee related approved EMS data requests. Baseline is 95%. Goal is to maintain 95% or greater during the SFY 2021.	See Appendix 9.
Accuracy	Reduce the % Potential Motor Vehicle Crash (MVC) Transports with "Blank" Cause of Injury responses: Statewide CY 2017 Baseline – 18%	Number of MVC dispatch code records with a "Blank" Cause of Injury" over the total number MVC dispatch code records (by Emergency Medical Services Operational Program {EMSOP}). Baseline is 18% statewide average. Goal is to maintain an individual EMSOP average of 10% or less for all EMSOPS.	Accuracy: MVC Cause of Injury Blanks: **.4 increase in blanks (no improvement)**
Completeness	Increase the number of eMEDS® records that employ the use of the Computer-Aided Dispatch (CAD) data interface downloads. Increase the % match of patient account number in the Shock Trauma Center Toxicology database to the HSCRC Hospital and ED database. Increase the completeness percentage of MVC Cause on Injury data in eMEDS.	Number of eMEDS® records with CAD downloads over the total number of records. Baseline is 96%. Goal is to maintain 96% or greater during the SFY 2021. Increase from 87%-88% in 2015-2016 (the most recent years for which we have available data) to 95% by the year 2025. Increase the completeness percentage of MVC Cause on Injury data in eMEDS from 92% in 2017 to 99% in 2025.	See Appendix 9.

Integration	Increase the percent of eMEDS that match existing records within Chesapeake Regional Information System for Patients (CRISP, the State's health information exchange).	Number of eMEDS records provided to CRISP resulted in a match of a record within CRISP. Baseline is 81%. Goal is to maintain 81% or greater during the SFY 2021.	See Appendix 9.
Timeliness	Reduce the amount of time from unit dispatch until an eMEDS® record is properly marked completed by the clinician.	The statewide goal is to have an eMEDS® report properly marked completed within 24 hours or less of a unit's dispatch. A per jurisdiction baseline will be established and measured monthly with a jurisdictional goal of 95% of all calls being properly marked complete within 24 hours or less.	See Appendix 9.
Uniformity	Ensure compliance with the National Emergency Medical Services Information System (NEMSIS) standard data elements and responses through successful periodic submission to NEMSIS.	Number of eMEDS® records successfully submitted to NEMSIS over the total number of records submitted first time. Baseline is 100%. Goal is to maintain 100% during the SFY 2021.	See Appendix 9.
Trauma Registry	**Performance Measure Statement**	**Measure (Baseline/Goal)**	**Outcome**
Accessibility	Ensure that all data access requests for Maryland Trauma Registry (MTR) data/information are reviewed for appropriateness (non-confidentiality adherence) and facilitated within 30 days of agreement of request.	Number of Data Access Committee (DAC) related approved MTR data requests completed within 30 days of agreement over the total number of Data Access Committee related approved MTR data requests. Baseline is 95%. Goal is to maintain 95% or greater during the SFY 2021.	See Appendix 9.

Accuracy	Code of Maryland Regulations (COMAR) 30.08.05.21.I - Inter-Rater Reliability (IRR) monitoring of the trauma data entered into the MTR to ensure the quality, reliability, and validity.	COMAR 30.08.05.21.I - The Trauma Registry shall have a plan to ensure IRR of the data entered into the MTR at individual trauma centers. Ongoing review and evaluation shall ensure the quality, reliability, and validity of the institution's MTR registry data. A State baseline for IRR	See Appendix 9.
		(15-20 trauma center records monthly) will be determined over SFY 2021; the minimum goal is 95% and a 99% stretch, to assess accuracy gaps at the data abstraction level.	
Completeness	Reduce the percentage of missing/unknown values in data elements (Patient Age-years, Glasgow Coma Score, Systolic Blood Pressure, Injury Severity Score) used for the calculation of Trauma Injury Severity Scores (TRISS).	Utilize the report, "Percent Date Completeness for Specific Data Elements" to identify qualifying records which TRISS elements are below a baseline of 86%. The goal is 95% for all elements, during the SFY 2021.	See Appendix 9.
Integration	Maryland trauma center submissions to the National Trauma Data Bank (NTDB) are included in the overall NTDB data repository.	Yearly comparisons of Maryland trauma centers with the rest of NTDB submittals nationwide. The baseline was Calendar Years 2010-2015 and comparing years thereafter to baseline and current year. Any differences that MIEMSS deems necessary will be investigated further.	See Appendix 9.
Timeliness	Verification of trauma records no later than 6 weeks after the end of each quarter.	All trauma patient records shall be submitted both quarterly and annually. Verification of counts and data element completeness shall be within six weeks after the end of each quarter. The goal is 100%.	See Appendix 9.

Uniformity	Ensure Maryland Trauma Registry (MTR) compliance with the National Trauma Data Bank (NTDB) standard data elements and responses through successful periodic submission to NTDB.	Each trauma center submits directly to the NTDB. MIEMSS currently does not receive feedback about the number of records successfully submitted on the first round. We are exploring a way to obtain this data over SFY 2021. The goal is 95%.	See Appendix 9.
ED/Inpatient Records	**Performance Measure Statement**	**Measure (Baseline/Goal)**	**Outcome**
Accessibility	Increase the number of users that report successfully accessing emergency department or inpatient discharge data for research purposes.	Increase the percent of data users to 85% from approx. 85 requests/year by 2021. Note: working with CRISP and other partners on this task- the outcome would be potentially more research done using hospital discharge data.	No reported updates.
Accuracy	Minimize the number of resubmissions for error corrections each quarter.	Reduce the error threshold from 10 % to 5 % for final quarterly submissions by 2022 (to be effective January 2021).	No reported updates.
Completeness	Reduce the percentage of missing/unknown values in data elements that do not have a state-level validation rule.	Reduce the percent of errors for important variables by 2-3% from an average of 6%.	No reported updates.
Integration	Increase the percentage of records with a traffic crash E-code and MAIS>1 that link to crash reports. Increase the percentage of records with an EMS transport that link to the EMS file.		No reported updates.

Timeliness	Reduce the number of days from the end of the quarter to when the file is ready for research/dissemination.	Reduce data processing time by 5 days by streamlining processing programs and edit checks July 2020, October 2020 and January 2021 - Data can be shared with external users sooner.	No reported updates.
Uniformity	Increase compliance with the most recent Uniform Billing Standard.		No reported updates.
Roadway	**Performance Measure Statement**	**Measure (Baseline/Goal)**	**Outcome**
Accessibility	Increase the number of local engineering users that report successfully accessing state roadway data for research purposes.	Increase the number of local engineering users that report successfully accessing state roadway data for research purposes from 40% to 100% by December 31, 2025.	No reported updates.
Accuracy	Increase the percentage of correct/accurate values in data elements that do not have a state-level validation rule.	Increase the percentage of correct/accurate values in data elements that do not have a state-level validation rule from 75% to 100% by December 31, 2025.	Data freely available and published here annually: https://data-maryland.opendata.arcgis.com/pages/mdot Data cleanup complete and any errors identified are promptly corrected.
Completeness	Increase the percentage of Baltimore City streets and/or alleys captured in the state file.	Increase the percentage of Baltimore City streets and/or alleys captured in the state file from 70% to 100% by December 31, 2025.	County and City data from DoIT for NG911 purposes if conflated to OMOC quarterly. Near 100% completeness.
Integration	Increase the percentage of crash reports with location information that matches the state roadway file.	Increase the percentage of crash reports with location information that matches the state roadway file from 50% to 85% by December 31, 2025.	Working with MDSP to provide data replacement for ACRS. This should raise accuracy to goal or higher.
Timeliness	Reduce the number of days needed to incorporate roadway changes/additions to the state file.	Reduce the number of days needed to incorporate roadway changes/additions to the state file from 365 to fewer than 90 days by December 31, 2025.	DoIT NG911 data is conflated quarterly, and we add state roadway project data before road open using drone derived imagery.

Uniformity	Increase compliance with the Model Inventory for Roadway Elements guidelines and Fundamental Data Elements— Number of MIRE Fundamental Data Elements for Non-Local (based on functional classification) Paved Roads; Number of MIRE Fundamental Data Elements for Local (based on functional classification) Paved Roads; Number of MIRE Fundamental Data Elements for Unpaved Roads.	Increase the percentage of MIRE Compliant FDEs in the state file from 80% to 100% by December 31, 2025.	Local roadway data will remain the issue with completeness as the local jurisdictions do not capture and MDOT SHA is not funded to capture. HSIP dollars may help fill gap and provide incentive for all parties
Crash	**Performance Measure Statement**	**Measure (Baseline/Goal)**	**Outcome**

Accessibility	Increase the number of users that report successfully accessing crash report data from RAVEN/Washington College/National Study Center. Increase the number of users of Crash CORE's POTIF application. Increase the number of users of the Fatal Crash Dashboard. Increase the number of users of the MHSO Zero Deaths Crash Data Resources web page. Increase the number of downloads of the Maryland State Police Data Warehouse ACRS data.	Increase the percentage of customers (data users) who report satisfaction in the timeliness of the data analysis request fulfillment, and the comfortability level in the use of the data. Increase the number of registered users of POTIF from a baseline of 0 in FFY2022 to 100 by the end of FFY2024. Increase the number of page visits to the Fatal Crash Dashboard ZeroDeathsMD.gov website from _____ to _____ by April 1, 2025. Increase the number of page visits to the Fatal Crash Dashboard ZeroDeathsMD.gov website from _____ to _____ by April 1, 2025. Increase the number of downloads of crash data from the public Tableau data download (2019-2023) application from _____ to _____ by June 1, 2025. Increase the number of downloads of crash data from the public Tableau data dashboard (2024 -) application from _____ to _____ by June 1, 2025.	Washington College conducts an annual survey of RAVEN users and GIS analysis customers. Closing out the FFY2022, 52 customers responded to a survey regarding their access and understanding of the data provided and 94.57% reported overall satisfaction, up from 92.09% in FFY2021. For FFY2023 reporting, there were 69 (up from 52 in 2022) total customers who completed the survey in 2023. • 90%+ of customers said they would recommend the Washington College GIS Program. • The Program received a success rating of 95%+ or higher on each of the customer experience questions. The NSC instituted a customer satisfaction survey, but minimal responses were collected despite multiple reminders. Even so, there were no negative comments received and most of the responses answered positively to "I understood the data that was provided to me," which is a good indicator that analyses are meeting the needs of partners. Overall satisfaction was 4.5 on a 5-point scale. The Crash Core team continued to demonstrated the use of the POTIF tool

			to the Emphasis Area Teams, the TRCC, and other Maryland safety stakeholders, including representatives from local transportation and planning departments, particularly jurisdictions with local SHSPs and local Vision Zero plans, expanding the number of users to 95 (up from 47 in FFY2022 and 33 in FFY2021), with additional plans solidified at the end of the grant year to expand the user base by inviting advocates. Fatal Crash Dashboard ZeroDeathsMD baseline: March 2023 to March 2024 Page Visits (1,205 AVG per month). Crash Data Resources ZeroDeathsMD baseline: March 2023 to March 2024 Page Visits (2,165 AVG per month). Tableau data download baseline: (Note: Tableau only keeps 6 months of logs. Will develop performance measures under SEDC program.) • 1.0 Page Hits: 11/23/2023 through 4/24/24: 5,942 • 2.0 Page Hits: 4/23/2024 through 5/21/24: 492

Accuracy	Increase the percentage of crash reports with a citation number that matches the corresponding record numbers in the citation file (indicate an association with a crash (PD, PI, fatal)). Decrease the number of crash reports marked as “off road.” Increase the percentage of crashes with longitude and latitude coordinates (i.e., x/y) with values inside the state of Maryland (where the crashes would have had to occur). Maintain a “good” rating in accuracy for commercial vehicle crashes uploaded to the FMCSA SAFETYNET database.	Increase the citation issued flag response rate in the Crash file from 91% in 2018 to 99% by 2025. Increase the valid driver date of birth captured in the Crash file from 82% complete in 2018 to 95% complete by 2025. Decrease the proportion of cases with an invalid vehicle year in the crash-related Vehicle file from 6% in 2018 to 1% by 2025. Decrease the number of crash reports marked as “off road” from 19.75% in 2018 to less than 5% by 2025.	FFY2024: The number of crash reports marked as “off-road” continue to improve with the most recent measure showing a .18% decrease compared to the previous time period. FFY2025: The queues to review off-road have not yet been established for the new ACRS 2.0 2024 crash data, therefore Maryland has no progress to report on these measures. FFY2025: 0.3% increase in GPS locations within the boundaries of Maryland. 0.4% average increase in GPS locations within the boundaries of Maryland’s 24 jurisdictions.
Completeness	Reduce the percentage of missing/unknown values on crash reports that should have a citation number (as identified in the citation file). Maintain a “good” rating in completeness for commercial vehicle crashes uploaded to the FMCSA SAFETYNET database.	Missing/invalid driver DOB, age, sex, drivers license number	No progress reported.
Integration	Increase the percentage of injury (KABCO 2-5) crash records that link to an EMS record.		No progress reported.
Timeliness	Reduce the number of days from the end of the quarter to when the data is posted on the Open Data Portal.	See the Commercial Vehicle Safety Plan.	No progress reported.

	Achieve and maintain a “good” rating in timeliness for commercial vehicle crashes uploaded to the FMCSA SAFETYNET database.		
Uniformity	Increase compliance with the Model Minimum Uniform Crash Criteria and ANSI D.16.		No progress reported.
Citation/Adjudication	**Performance Measure Statement**	**Measure (Baseline/Goal)**	**Outcome**
Accessibility	Determine through a survey the usefulness and timeliness of appropriate users accessing and using JPORTAL data.		No updates reported.
Accuracy	Increase the percentage of citations that indicate an association with a crash (PD, PI, fatal) that will match a corresponding crash record (citation number listed on crash report).	Decrease the proportion of invalid case license numbers in the Citation file from 3% in 2018 (approximately 15,000 records) to 1% by 2025.	No updates reported.

Completeness	Reduce the percentage of missing/unknown values on crash reports that should have a citation number (as identified in the citation file). Reduce the number of missing x/y coordinates on citations issued to motorists. Percent cases in the Citation database with missing gender. Percent cases in the Citation database with missing DOB (Age).	Reduce the number of missing x/y coordinates on citations issued to motorists. Decrease the proportion of invalid case license numbers in the Citation file from 3% in 2018 (approximately 15,000 records) to 1% by 2025. Decrease the percent of missing genders in the citation /adjudication database. Decrease the percent of missing age (DOB) in the citation /adjudication database.	Completeness, Stop Within Maryland Boundary: **4.89% increase**
Integration	Increase the percentage of citations given to Maryland drivers that may be linked to the correct driver record.		No updates reported.
Timeliness	Reduce the amount of time between the violation being issued and inclusion in the court file (and available to judges).		No updates reported.
Uniformity	Improve the uniformity of coding traffic violation information in citations database.	Increase the correct coding of citations issued for alcohol and/or drug use in the Citation file from 30% in 2018 to 75% by 2025. Increase the uniformity of missing license data. The current percentage will be determined using the 2018 data and a goal will be set.	No updates reported.

Driver	Performance Measure Statement	Measure (Baseline/Goal)	Outcome
Accessibility	Increase the number of users that report successfully accessing driver record data electronically, including law enforcement, courts, employers and individuals.		No progress reported.
Accuracy	Reduce the rate of validation errors for critical driver record transactions.		CDLIS Measures. See table in Appendix 8. % of conviction messages returned in error by the CDLIS Central Site: decreased by 21.26% % of withdrawal messages returned in error by the CDLIS Central Site: decreased by 100% Number of Duplicates Resolved outside the 10-day federal time limit: decreased by 90% Number of history errors returned by the CDLIS Common Validation Processor: decreased by 38% % of messages sent to update MPR PII returned in error: decreased by 46.19% % of messages sent to update MPR SOR and ST/DLN returned in error: decreased by 22.1% % of Negate messages returned in error: decreased by 25.9%

Completeness	Reduce the percentage of missing/unknown values in critical driver records, including actions for commercial driver licenses/commercial vehicle-related offenses.		No progress reported.
Integration	Increase the number of systems that are integrated to produce real-time transactions/record updates.		No progress reported.
Timeliness	Increase the percentage of error records that are corrected and resubmitted within 24 hours.		% of convictions sent successfully within the 10-day federal time limit: increased by 8.7% % of withdrawals sent successfully within the 10-day federal time limit: increased by 15.0% Number of Transfers Resolved outside the 10-day federal time limit: decreased by 10%
Uniformity	Increase the number of vehicle data elements that are entered automatically after validation and improve consistency among driver-related fields in that are entered into the vehicle data system manually.		No progress reported.
Vehicle	**Performance Measure Statement**	**Measure (Baseline/Goal)**	**Outcome**
Accessibility	Increase the number of users that report successfully accessing vehicle registration data electronically, including law enforcement, courts, employers and individuals.		No progress reported.

Accuracy	Increase the percentage of records with values that are compliant with system standards for critical elements in the vehicle file (e.g., vehicle body type and fuel type).		No progress reported.
Completeness	Reduce the percentage of missing/unknown/mismatched values in the vehicle file (e.g., vehicle body type and fuel type).		No progress reported.
Integration	Increase the percentage of vehicle records that successfully link to external data systems.		No progress reported.
Timeliness	Increase the percentage of vehicle transactions posting to the state file within 30 days of the sale of vehicle.		No progress reported.
Uniformity	Increase the number of vehicle data elements that are entered automatically after validation and improve consistency among vehicle-related fields in that are entered into the vehicle data system manually.		No progress reported.

Appendix 6: MIRE FDE

Project Evaluation: 49. MIRE fundamental data elements

Describe actions the State will take moving forward to meet the requirement to have complete access to the MIRE fundamental data elements on all public roads by September 30, 2026.

- MDOT SHA has implemented Esri's Roads and Highways (R&H) software to manage our GIS roadway and LRS data for HPMS submission. This year MDOT SHA used Roads and Highways for their HPMS submission. With the Intersection Manager tool, our ability to better manager intersection data, and data gaps, we will be able to be 100 percent compliant by 2026.
- In conjunction with the Esri R&H implementation, we also began the One Maryland, One Centerline (OMOC) program where MDOT SHA has met with all 23 counties, and Baltimore City, to discuss the sharing of data between jurisdictions via one common geometry, maintained by the appropriate authority. We have begun a pilot conflation process between MDOT SHA and two county jurisdictions to test process and develop the protocols that will be used for the integration of the remaining counties of Maryland. This geometry will be the base of the R&H data model. This data sharing and cooperation between the local and state jurisdictions will better allow us to identify and fill data gaps, with the appropriate, authoritative information.
- FHWA has authorized several pilots to investigate developing methodologies to more accurately calculate local AADTs for lower functionally classified roadways. MIRE FDEs require this type of data, while the local jurisdictions do not have the wherewithal nor need to completely capture and maintain this type of data. Therefore, the need to develop better proxies or models to better estimate these AADTs for local roads is an ongoing FHWA investigation.

	NON-LOCAL PAVED ROADS - SEGMENT		NON-LOCAL PAVED ROADS - INTERSECTION		NON-LOCAL PAVED ROADS - RAMPS		LOCAL PAVED ROADS		UNPAVED ROADS	
MIRE NAME (MIRE NO.)	**STATE**	**NON-STATE**	**STATE**	**NON-STATE**	**STATE**	**NON-STATE**	**STATE**	**NON-STATE**	**STATE**	**NON-STATE**
ROADWAY SEGMENT										
Segment Identifier (12)	100	100					100	100	100	100

	NON-LOCAL PAVED ROADS - SEGMENT		NON-LOCAL PAVED ROADS - INTERSECTION		NON-LOCAL PAVED ROADS - RAMPS		LOCAL PAVED ROADS		UNPAVED ROADS	
MIRE NAME (MIRE NO.)	**STATE**	**NON-STATE**	**STATE**	**NON-STATE**	**STATE**	**NON-STATE**	**STATE**	**NON-STATE**	**STATE**	**NON-STATE**
Route Number (8)	100	100								
Route/Street Name (9)	100	100								
Federal Aid/Route Type (21)	100	100								
Rural/Urban Designation (20)	100	100					100	100		
Surface Type (23)	100	100					100	100		
Begin Point Segment Descriptor (10)	100	100					100	100	100	100
End Point Segment Descriptor (11)	100	100					100	100	100	100
Segment Length (13)	100	100								
Direction of Inventory (18)	100	100								
Functional Class (19)	100	100					100	100	100	100
Median Type (54)	100	100								
Access Control (22)	100	100								

	NON-LOCAL PAVED ROADS - SEGMENT		NON-LOCAL PAVED ROADS - INTERSECTION		NON-LOCAL PAVED ROADS - RAMPS		LOCAL PAVED ROADS		UNPAVED ROADS	
MIRE NAME (MIRE NO.)	**STATE**	**NON-STATE**	**STATE**	**NON-STATE**	**STATE**	**NON-STATE**	**STATE**	**NON-STATE**	**STATE**	**NON-STATE**
One/Two Way Operations (91)	100	100								
Number of Through Lanes (31)	100	90					100	90		
Average Annual Daily Traffic (79)	100	98					50	0		
AADT Year (80)	100	100								
Type of Governmental Ownership (4)	100	100					100	100	100	100
INTERSECTION										
Unique Junction Identifier (120)			100	100						
Location Identifier for Road 1 Crossing Point (122)			100	100						
Location Identifier for Road 2 Crossing Point (123)			100	100						
Intersection/Junction Geometry (126)			85	85						
Intersection/Junction Traffic Control (131)			50	50						

	NON-LOCAL PAVED ROADS - SEGMENT		NON-LOCAL PAVED ROADS - INTERSECTION		NON-LOCAL PAVED ROADS - RAMPS		LOCAL PAVED ROADS		UNPAVED ROADS	
MIRE NAME (MIRE NO.)	**STATE**	**NON-STATE**	**STATE**	**NON-STATE**	**STATE**	**NON-STATE**	**STATE**	**NON-STATE**	**STATE**	**NON-STATE**
AADT for Each Intersecting Road (79)			25	25						
AADT Year (80)			25	25						
Unique Approach Identifier (139)			75	75						
INTERCHANGE/RAMP										
Unique Interchange Identifier (178)					100	100				
Location Identifier for Roadway at Beginning of Ramp Terminal (197)					100	100				
Location Identifier for Roadway at Ending Ramp Terminal (201)					100	100				
Ramp Length (187)					100	100				
Roadway Type at Beginning of Ramp Terminal (195)					100	100				
Roadway Type at End Ramp Terminal (199)					100	100				
Interchange Type (182)					100	100				

	NON-LOCAL PAVED ROADS - SEGMENT		NON-LOCAL PAVED ROADS - INTERSECTION		NON-LOCAL PAVED ROADS - RAMPS		LOCAL PAVED ROADS		UNPAVED ROADS	
MIRE NAME (MIRE NO.)	**STATE**	**NON-STATE**	**STATE**	**NON-STATE**	**STATE**	**NON-STATE**	**STATE**	**NON-STATE**	**STATE**	**NON-STATE**
Ramp AADT (191)					100	100				
Year of Ramp AADT (192)					100	100				
Functional Class (19)					100	100				
Type of Governmental Ownership (4)					100	100				
Totals (Average Percent Complete):	**100.00**	**100.00**	**72.5**	**72.5**	**100.00**	**100.00**	**89.44**	**87.78**	**100.00**	**100.00**

Appendix 7: Maryland's Traffic Safety Information System Improvement Program (FFY2025)

Problem Identification

Hardware, software, personnel, and procedures that capture, store, transmit, analyze, and interpret traffic safety data are critical components to Maryland's traffic records system. The datasets managed by this system include crash, driver licensing and history, vehicle registration and titling, commercial motor vehicle, roadway, injury control, citation/adjudication, and EMS/trauma registry data.

Maryland employs a two-tiered Traffic Records Coordinating Committee (TRCC), with both General (or technical) and Executive Councils, comprised of data owners, data managers, and data users with oversight and interest in the datasets listed above. MHSO staff serves on the TRCC General Council and subcommittees, and advises the TRCC Executive Council, which oversees and approves the Maryland Traffic Records Strategic Plan (TRSP).

The MHSO's Traffic Records Program Manager coordinates updates to TRSP and leads the implementation of recommendations provided in the 2019 NHTSA Traffic Records Assessment, including the development of performance measures for all six systems in the traffic records system. The current TRSP (2021–2025) is aligned with the 2021–2025 Maryland Strategic Highway Safety Plan (SHSP), and members from both the Executive and Technical Councils frequently discuss related topics and meet twice a year in back-to-back meetings. The Traffic Records Program Manager serves as a Data Strategy Lead and/or Action Step Lead for all SHSP Emphasis Area Teams (EATs). Maryland will participate in an Assessment between June and September 2024, and begin to update this TRSP in 2025 toward a new 2026-2030 plan.

Solution

The accurate collection and timely dissemination of traffic records information are crucial to ensuring positive results from projects and strategies within the five-year plan. Data elements form the informational backbone for all the MHSO's programs and the SHSP itself. All activities, from enforcement to education, rely on good data, and the MHSO's focus is to provide effective data support and analysis for programs that can help the State meet traffic safety goals in reducing crashes and resulting injuries and fatalities.

Maryland's Traffic Records Executive Council's leadership goal is to develop a comprehensive statewide traffic records system that provides traffic safety professionals with reliable, accurate, and timely data to inform decisions and actions for implementing proven countermeasures and managing and evaluate safety activities to resolve traffic safety problems. The traffic records system encompasses the hardware, software, personnel, and procedures that capture, store, transmit, analyze, and interpret traffic safety data. This system

is used to manage basic crash data from all law enforcement agencies, along with information on driver licensing and history, vehicle registration and titling, commercial motor vehicles, roadways, injury control efforts, citation and adjudication activities, and the EMS/trauma registry.

Maryland's Traffic Records Executive Council provides policy leadership to the TRCC and its efforts to continually review and assess the status of Maryland's traffic safety information system and its components. The TRCC oversees the development and update of the Traffic Records Strategic Plan to serve public- and private-sector needs for traffic safety information, to identify technologies and other advancements necessary to improve the system, and to support the coordination and implementation of system improvements.

The MHSO participates on all levels of the TRCC through its own staff and through a grant-funded project at the National Study Center for Trauma and EMS (NSC) called the Maryland Center for Traffic Safety Analysis (MCTSA), a more comprehensive, expert staff-based approach to provide services based on the Crash Outcome Data Evaluation System (CODES) and other traffic records data and to meet the wide and varied needs of the MHSO and its partners.

MHSO staff members work with subject matter experts from the MCTSA project to help manage the TRSP, and the MHSO continues the CODES program. These are some of the ways in which the MHSO relies on its many partner agencies to make data accessible for highway safety planning, as it employs various systems and programs, with the help of State agencies and grantees, to collect, maintain and analyze internal data information.

The mission to provide data and analytical support to traffic safety professionals at the local, State, regional, and national levels drive the direction of the Traffic Records Program. Projects to be considered for funding by the Traffic Safety Information System Improvement Program must adhere to goals and objectives within the TRSP and provide support for the data needs of the traffic records community.

Action Plan
Traffic safety information system projects funded for FFY 2024 are listed below, each referencing the TRSP strategy and the NHTSA Traffic Records Program Assessment recommendation addressed:

Proposed Projects

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

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

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

SHSP Strategies:

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

TRSP Strategies:

- Prioritize strategic plan responsibilities using annual timelines.
- Catalog and publish data release policies and/or data sharing agreements from all partners with traffic records data, specifically identifying rules that allow intra- and inter-agency access, and public access.
- Review and prioritize federal data element requirements—Model Minimum Uniform Crash Criteria Guideline (MMUCC), National Emergency Medical Services (EMS) Information System (NEMSIS), and Model Inventory of Roadway Elements (MIRE)—to enhance State traffic records data improvement systems.
- Institutionalize the evaluation of TRCC responsibilities:
    - Monitor annual progress of the TRCC strategic plan.
    - Track agency policy decisions that impact the State’s traffic records system.
    - Document progress through Council Meeting agendas/minutes.
- Improve performance measure monitoring and oversight at the TRCC. Assign responsibility to performance measure owners for reporting to the membership at each meeting.

- Establish regular quality control reporting and enhance the review of technical and training needs of traffic records system end users, expanding to a wider range of stakeholders and end-user needs.
- Ensure the annual addenda to the five-year plan are robust and detailed enough to meet the federal grant reporting requirements and provide the State with the necessary oversight and monitoring of its traffic records systems progress.
- Improve performance measures contained within the Strategic Plan by adding meaningful goals and baselines in addition to establishing quarterly monitoring at the TRCC.

Assessment Recommendation:

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

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

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

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

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

SHSP Strategies:

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

TRSP Strategies:

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

Assessment Recommendation:

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

Project Description: Development of the 2026-2030 Traffic Records Strategic Plan.

Project Agency: University of Maryland Baltimore, NSC

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

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

SHSP Strategy:

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

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

TRSP Strategies:

- Catalog and publish data release policies and/or data sharing agreements from all partners with traffic records data, specifically identifying rules that allow intra- and inter-agency access, and public access.
- Review and prioritize federal data element requirements—Model Minimum Uniform Crash Criteria Guideline (MMUCC), National Emergency Medical Services (EMS) Information System (NEMSIS), and Model Inventory of Roadway Elements (MIRE)—to enhance State traffic records data improvement systems.
- Improve performance measures contained within the Strategic Plan by adding meaningful goals and baselines in addition to establishing quarterly monitoring at the TRCC.
- Provide ongoing access to traffic records data and analytic resources for problem identification, priority setting, and program evaluation with analytical partner support.
- Provide training sessions, presentations, webinars, and technical support to partners on all products and services provided by analysis resources (e.g., grant-funded university- or college-based analysts) in addition to GIS techniques and processes for traffic safety related datasets.

Assessment Recommendations:

- Improve the data quality control program for the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.
- Improve the data quality control program for the Injury Surveillance systems that reflects best practices identified in the Traffic Records Program Assessment Advisory.

Project Description: This project supports data analysis to the MHSO and statewide and partners, and administrative support for MHSO's Traffic Records Program.

Project Agency: Washington College GIS Program

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

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

SHSP Strategy:

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

TRSP Strategies:

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

Assessment Recommendations:

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

2. Improve the data quality control program for the Citation and Adjudication systems to reflect best practices identified in the Traffic Records Program Assessment Advisory. 3. Improve the interfaces with the Citation and Adjudication systems that reflect best practices identified in the Traffic Records Program Assessment Advisory.
Project Description: This project will focus on strategies that will improve the ability to use data-driven analysis to reduce crashes and deaths on Maryland roads. This project also includes attendance at conferences to promote highway safety projects and practices in Maryland, and provides training sessions, presentations, webinars, and technical support to MHSO staff, LEA partners, EA teams, etc. on all products/services provided by Washington College, in addition to GIS techniques and processes for traffic safety related datasets.

Evaluation

Goals are prioritized for appropriate components of the traffic records information system, with objectives developed based on the periodic assessments, ongoing TRCC evaluation and input, and other state agency-identified needs. The TRCC sets performance measures for priority objectives identified in the TRSP, which are reviewed regularly throughout each year. Systems are evaluated for quantitative progress, such as improved timeliness and completeness, with reports submitted to NHTSA at least annually. Additionally, MHSO grants are evaluated during and after implementation through grantee reporting using proven process evaluation measures.

Appendix 8: Performance Measures Annual Progress Calculations (FFY2025)

1. Crash Data: Accuracy: The percentage of crash locations within the state of Maryland and within the jurisdictions.

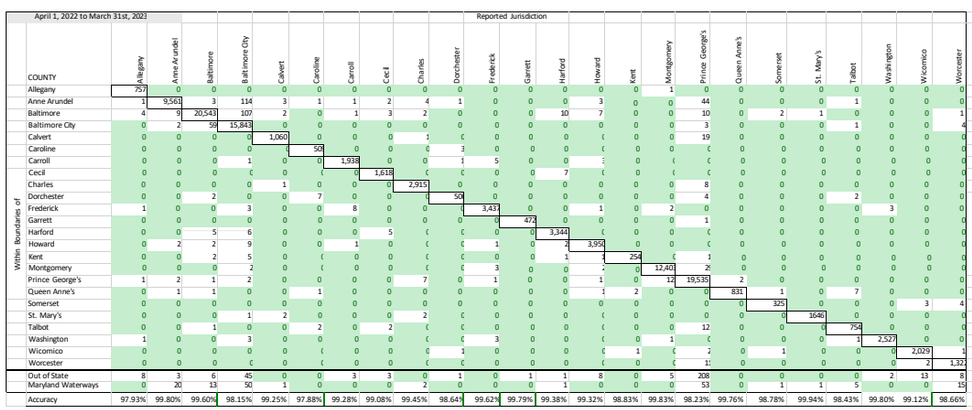
This is a measure of the GPS Coordinates assigned by law enforcement in the Automated Crash Reporting System (ACRS). A review of points withing the boundaries of the state of Maryland and within the jurisdictions where the crash occurred was calculated using the public download tool provided by the Maryland State Police and run by the Washington College GIS Program.

Improvement Calculated: 0.3% increase in GPS locations within the boundaries of Maryland.

April 1, 2022 to March 31st, 2023		
	Count	Percent
Total Crashes	109,227	100%
Within Maryland Boundry (+ Bridges/Tunnels)	108,748	99.56%
Outside Of Maryland Boundry	315	0.29%
Within Maryland Waterways	162	0.15%

April 1, 2023 to March 31st, 2024		
	Count	Percent
Total Crashes	109,765	100%
Within Maryland Boundry (+ Bridges/Tunnels)	109,608	99.86%
Outside Of Maryland Boundry	123	0.11%
Within Maryland Waterways	34	0.03%

Improvement Calculated: 0.4% average increase in GPS locations within the boundaries of Maryland's twenty-four (24) jurisdictions.



April 1, 2022 to March 31st, 2023

Within Boundaries of	Reported Jurisdiction																								
COUNTY	Allegany	Anne Arundel	Baltimore	Baltimore City	Calvert	Caroline	Carroll	Cecil	Charles	Dorchester	Frederick	Garrett	Harford	Howard	Kent	Montgomery	Prince George's	Queen Anne's	Somerset	St. Mary's	Talbot	Washington	Wicomico	Worcester	
Allegany	757	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	
Anne Arundel	1	9,561	3	114	3	1	1	2	4	1	0	0	0	3	0	0	44	0	0	0	1	0	0	0	
Baltimore	4	9	20,543	107	2	0	1	3	2	0	0	0	10	7	0	0	10	0	2	1	0	0	0	1	
Baltimore City	0	2	56	15,843	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	1	0	0	4	
Calvert	0	0	0	0	1,060	0	0	0	1	0	0	0	0	0	0	0	19	0	0	0	0	0	0	0	
Caroline	0	0	0	0	2	503	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Carroll	0	0	0	1	0	0	1,938	0	0	1	5	0	0	3	0	0	0	0	0	0	0	0	0	0	
Cecil	0	0	0	0	0	0	0	1,618	0	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	
Charles	0	0	0	0	1	0	0	0	2,915	0	0	0	0	0	0	0	8	0	0	0	0	0	0	0	
Dorchester	0	0	2	0	0	7	0	0	0	504	0	0	0	0	0	0	4	0	0	0	2	0	0	0	
Frederick	1	0	0	3	0	0	8	0	0	0	3,431	0	0	1	0	2	0	0	0	0	0	3	0	0	
Garrett	0	0	0	0	0	0	0	0	0	0	0	472	0	0	0	0	1	0	0	0	0	0	0	0	
Harford	0	0	5	6	0	0	0	5	0	0	0	0	3,344	0	0	0	0	0	0	0	0	0	0	0	
Howard	0	2	2	9	0	0	1	0	0	0	1	0	2	3,950	0	0	0	0	0	0	0	0	0	0	
Kent	0	0	2	5	0	0	0	0	0	0	0	0	1	0	254	0	1	0	0	0	0	0	0	0	
Montgomery	0	0	0	2	0	0	0	0	0	0	3	0	0	2	0	12,401	25	0	0	0	0	0	0	0	
Prince George's	1	2	1	2	0	0	0	0	7	0	1	0	0	1	0	12	19,535	2	0	0	0	0	0	0	
Queen Anne's	0	1	1	0	0	0	1	0	0	0	0	0	0	1	2	0	0	831	1	0	7	0	0	0	
Somerset	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	325	0	0	3	4		
St. Mary's	0	0	0	1	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	1646	0	0	0	0	
Talbot	0	0	1	0	0	2	0	2	0	0	0	0	0	0	0	12	0	0	0	0	754	0	0	0	
Washington	1	0	0	3	0	0	0	0	0	0	3	0	0	0	0	1	0	0	0	0	0	2,527	0	0	
Wicomico	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	2	0	1	0	0	0	2,029	1	
Worcester	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	2	1,321	
Out of State	8	3	6	45	0	0	3	3	0	1	0	1	1	8	0	5	208	0	0	0	0	2	13	8	
Maryland Waterways	0	20	13	50	1	0	0	0	2	0	0	0	1	0	0	0	53	0	1	1	5	0	0	15	
Accuracy	97.93%	99.80%	99.60%	98.15%	99.25%	97.88%	99.28%	99.08%	99.45%	98.64%	99.62%	99.79%	99.38%	99.32%	98.83%	99.83%	98.23%	99.76%	98.78%	99.94%	98.43%	99.80%	99.12%	98.66%	

April 1, 2023 to March 31st, 2024

Within Boundaries of	Reported Jurisdiction																								
COUNTY	Allegany	Anne Arundel	Baltimore	Baltimore City	Calvert	Caroline	Carroll	Cecil	Charles	Dorchester	Frederick	Garrett	Harford	Howard	Kent	Montgomery	Prince George's	Queen Anne's	Somerset	St. Mary's	Talbot	Washington	Wicomico	Worcester	
Allegany	789	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Anne Arundel	0	9,622	18	140	1	0	5	6	1	0	0	0	2	2	0	2	76	1	0	0	1	1	0		
Baltimore	2	9	19,965	65	2	0	0	0	0	0	0	0	14	1	0	0	0	1	0	0	3	0	0		
Baltimore City	0	0	42	15,396	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
Calvert	0	0	0	0	1,006	0	0	0	1	0	0	0	0	0	0	0	27	0	0	0	0	0	0		
Caroline	0	0	0	0	0	511	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2		
Carroll	0	0	1	0	0	0	1,960	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0		
Cecil	0	0	0	0	0	0	0	1,722	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0		
Charles	0	0	0	0	0	0	0	0	2,873	0	0	0	0	0	0	0	1	0	0	0	0	0	0		
Dorchester	0	0	0	0	0	3	0	0	0	594	0	0	0	0	0	0	2	0	0	0	0	0	0		
Frederick	0	0	1	2	0	0	2	0	0	0	3,546	0	0	0	0	5	0	0	0	0	0	2	0		
Garrett	0	0	0	0	0	0	0	0	0	0	0	510	0	0	0	1	0	0	0	0	0	0	0		
Harford	0	0	5	0	0	0	0	3	0	0	0	0	3,298	0	0	0	0	0	0	0	0	0	0		
Howard	0	0	5	0	0	0	0	0	0	0	1	0	0	4,106	0	0	12	0	0	0	0	0	0		
Kent	0	0	1	2	0	0	0	0	0	0	0	0	0	0	248	1	0	0	0	0	0	0	0		
Montgomery	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12,987	25	0	0	0	0	0	0		
Prince George's	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	8	20,208	1	0	0	0	0	0		
Queen Anne's	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4	0	911	0	0	5	0	0		
Somerset	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	335	0	0	0	0		
St. Mary's	0	0	1	1	3	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1,609	0	0	0		
Talbot	0	0	0	0	0	2	0	0	0	0	0	1	0	0	0	3	5	0	0	0	835	0	0		
Washington	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	2,546	0	0	
Wicomico	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	2,101	1	
Worcester	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,352	
Out of State	0	2	2	4	0	0	0	1	0	0	0	0	0	0	0	2	103	0	0	0	0	1	6	2	
Maryland Waterwa	0	4	2	4	0	0	0	0	0	0	1	1	0	0	0	0	20	0	0	0	1	1	0	0	
Accuracy	#####	99.83%	99.62%	98.62%	99.31%	99.03%	99.64%	99.37%	99.65%	99.66%	99.92%	99.80%	99.37%	99.85%	98.02%	99.85%	98.77%	99.13%	100.00%	100.00%	99.05%	99.69%	99.67%	99.63%	

Citation Data:

a. Completeness, Stops Within Maryland Boundary: **4.89% increase**

Citations

April 1, 2022 to March 31st, 2023				April 1, 2023 to March 31st, 2024		
	Count	Percent			Count	Percent
Total Citations	618,145	100.00%		Total Citations	529,309	100.00%
Within Maryland Boundary (+ Bridges/Tunnels)	282,869	45.76%		Within Maryland Boundary (+ Bridges/Tunnels)	268,092	50.65%
Outside Of Maryland Boundary	248	0.04%		Outside Of Maryland Boundary	374	0.07%
Within Maryland Waterways	3	0.00%		Within Maryland Waterways	2	0.00%
No XY's	335,025	54.20%		No XY's	260,841	49.28%

Stops

April 1, 2022 to March 31st, 2023				April 1, 2023 to March 31st, 2024		
	Count	Percent			Count	Percent
Total Stops	282,213	100.00%		Total Stops	256,025	100.00%
Within Maryland Boundary (+ Bridges/Tunnels)	139,492	49.43%		Within Maryland Boundary (+ Bridges/Tunnels)	128,950	50.37%
Outside Of Maryland Boundary	88	0.03%		Outside Of Maryland Boundary	180	0.07%
Within Maryland Waterways	3	0.00%		Within Maryland Waterways	2	0.00%
No XY's	142,630	50.54%		No XY's	126,893	49.56%

2. EMS Data:
    1. Accuracy: MVC Cause of Injury Blanks: **.4 increase in blanks (no improvement).**

eMEDS records related to Motor Vehicle Crash (MVC) transports represent roughly 30% on average annually all injury transports. This category for EMS transport is second only to falls (45.6%). A cooperative relationship has been maintained between the Maryland Department of Transportation's Highway Safety Office (MHSO), the TRCC, and the Maryland Institute for Emergency Medical Services Systems (MIEMSS) for the achievement of a mutually important common goal in the reduction of motor vehicle crash related patient morbidity and mortality. Additionally, both agencies value the importance of timely, complete, and accurate data as it pertains to the prehospital patient assessment, care, and outcome. However, data collection for all incident responses has become extensive and multi-faceted for responding personal with the growth of the electronic Maryland Emergency Medical Services Data System (eMEDS®).

Maryland EMS Operational Programs (EMSOP)	April 1, 2019 to March 30, 2020		April 1, 2020 to March 30, 2021		April 1, 2021 to March 30, 2022		April 1, 2022 to March 30, 2023		April 1, 2023 to March 30, 2024	
	Total Potential MVC Transports	% Potential MVC Transports with "Blank" Cause of Injury	Total Potential MVC Transports	% Potential MVC Transports with "Blank" Cause of Injury	Total Potential MVC Transports	% Potential MVC Transports with "Blank" Cause of Injury	Total Potential MVC Transports	% Potential MVC Transports with "Blank" Cause of Injury	Total Potential MVC Transports	% Potential MVC Transports with "Blank" Cause of Injury
B	400	6.0%	337	7.4%	368	1.9%	389	2.1%	394	2.0%
BA	5,122	32.5%	3,074	31.3%	3,907	31.7%	4,568	31.9%	4,848	28.4%
BB	1,459	13.8%	1,102	14.4%	1,178	9.8%	1,495	6.8%	1,470	8.6%
BC	6,494	46.2%	4,357	43.3%	4,566	44.5%	4,756	42.3%	5,325	42.3%
D	904	6.2%	655	13.1%	772	3.1%	756	4.0%	870	4.7%
E	236	8.1%	201	8.5%	163	3.7%	241	1.2%	252	1.6%
F	638	11.1%	501	11.4%	452	11.3%	517	6.8%	534	7.5%
G	1,300	10.8%	800	13.4%	875	6.3%	1,153	8.3%	1,105	7.1%
I	1,149	11.3%	844	13.2%	924	9.2%	1,155	6.1%	1,186	7.5%
J	948	10.0%	691	11.9%	710	8.0%	843	9.1%	809	9.9%
K	5,808	15.5%	4,495	16.0%	4,982	11.2%	5,297	9.3%	5,303	11.2%
L	205	3.4%	177	5.1%	161	3.1%	180	2.8%	194	1.0%
M	994	13.2%	779	13.5%	831	13.5%	928	8.2%	1,000	7.9%
N	189	12.7%	154	9.1%	95	6.3%	170	4.1%	176	1.1%
O	438	7.5%	313	9.6%	349	4.0%	383	3.7%	389	3.3%
Q	819	2.4%	806	4.8%	595	0.3%	757	0.4%	843	0.2%
R	650	11.2%	412	16.3%	475	6.5%	636	5.5%	664	5.3%
S	271	12.9%	187	9.1%	269	3.3%	272	3.7%	335	5.1%
T	114	8.8%	75	13.3%	78	6.4%	74	1.4%	113	6.2%
U	437	26.5%	328	16.8%	174	17.2%	310	11.9%	334	6.3%
V	251	9.6%	207	12.6%	224	5.4%	248	3.2%	267	4.1%
W	907	9.9%	723	10.1%	613	2.4%	536	2.6%	671	3.1%
X	5,400	17.1%	4,409	18.7%	4,193	15.3%	4,427	11.7%	4,350	12.6%
Y	3,251	14.3%	2,241	16.9%	2,318	12.9%	2,631	10.6%	2,909	11.4%
Z	93	8.6%	78	20.5%	68	2.9%	79	3.8%	76	6.6%
Grand Total	**38,477**	**21.5%**	**27,946**	**21.0%**	**29,340**	**18.4%**	**32,801**	**16.4%**	**34,417**	**16.8%**

3. MVA Driver Records: Submission to CDLIS

During the performance period (April 1, 2022 – March 31, 2023, compared to April 1, 2023 – March 31, 2024), MDOT MVA reports improvement in ten out of eleven AAMVA CDLIS data quality measures for which complete data are available.

- Timeliness: % of convictions sent successfully within the 10-day federal time limit: increased by 8.7%
- Accuracy: % of conviction messages returned in error by the CDLIS Central Site: decreased by 21.26%
- Timeliness: % of withdrawals sent successfully within the 10-day federal time limit: increased by 15.0%
- Accuracy: % of withdrawal messages returned in error by the CDLIS Central Site: decreased by 100%
- Accuracy: Number of Duplicates Resolved outside the 10-day federal time limit: decreased by 90%
- Timeliness: Number of Transfers Resolved outside the 10-day federal time limit: decreased by 10%
- Accuracy: Number of history errors returned by the CDLIS Common Validation Processor: decreased by 38%
- Accuracy: % of messages sent to update MPR PII returned in error: decreased by 46.19%
- Accuracy: % of messages sent to update MPR SOR and ST/DLN returned in error: decreased by 22.1%
- Accuracy: % of Negate messages returned in error: decreased by 25.9%

Measure	Description of Measure	Baseline Period (4/21-3/22)	Prior Period (4/22-3/23)	% Change from Baseline	Performance Period (4/23-3/24)	% Change from Prior Period	Improved?
Conviction Timeliness	% of Convictions Sent Successfully within the 10-day federal time limit	88.11%	88.39%	0.3%	96.1%	8.7%	Y
Conviction Error Rate	% of conviction messages returned in error by the CDLIS Central Site	0.55%	0.54%	-1.3%	0.42%	-21.26%	Y
Withdrawal Timeliness	% of Withdrawals Sent Successfully within the 10-day federal time limit	50.53%	80.52%	59.3%	92.6%	15.0%	Y
Withdrawal Error Rate	% of withdrawal messages returned in error by the CDLIS Central Site	30.08%	1.05%	-96.5%	0.00%	-100.0%	Y
Duplicate Resolution Timeliness	Number of Duplicates Resolved outside the 10-day federal time limit	4.17	8.00	92.0%	0.83	-90%	Y
Transfer Resolution Timeliness	Number of Transfers Resolved outside the 10-day federal time limit	2.92	3.91	34.0%	3.50	-10%	Y
Data Quality of History	Number of history errors returned by the CDLIS Common Validation Processor	77.8	88.5	13.7%	54.7	-38%	Y
Data Quality of Updates to MPR PII	% of messages sent to update MPR PII that were returned in error	3.90%	1.29%	-66.9%	0.69%	-46.19%	Y
Data Quality of Updates to MPR SOR	% of messages sent to update the MPR SOR and ST/DLN that were returned in error	2.60%	3.57%	37.3%	2.78%	-22.1%	Y
Data Quality of Pointer Deletions	% of Delete Driver messages returned in error	8.00%	0.08%	-99.0%	0.16%	97.96%	N
Data Quality of Negates	% of Negate messages returned in error	6.00%	0.42%	-92.9%	0.31%	-25.9%	Y

Prepared by MDOT MVA Office of Data Management Data Source: CDLIS Timeliness and Data Accuracy Summary Workbook, Monthly Averages

Appendix 9: Emergency Medical Systems (EMS) and Trauma Registry Performance Measures

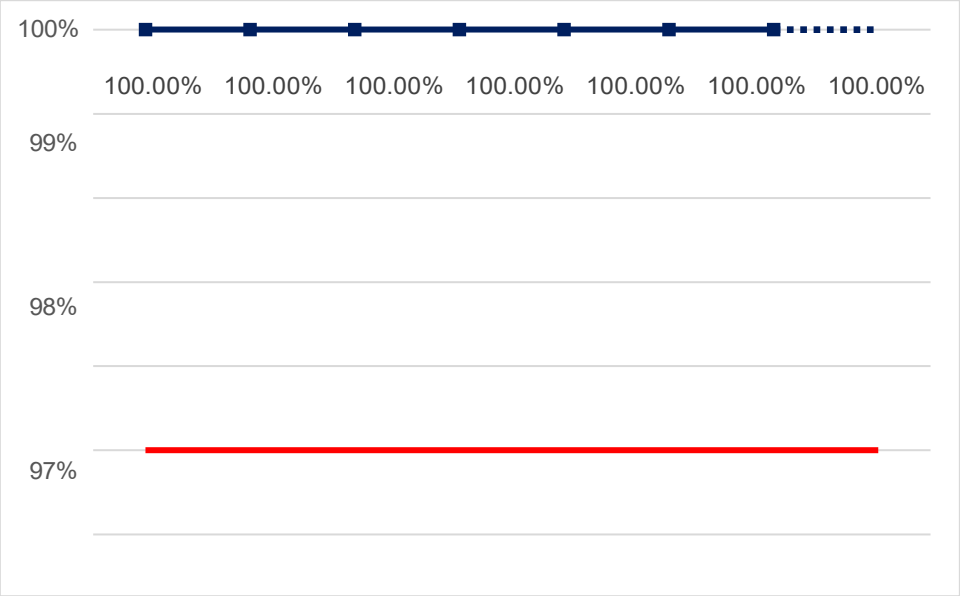
EMERGENCY MEDICAL SERVICES (EMS)

ACCESSIBILITY

Performance Measure Statement	Measure (Baseline/Goal)
Ensure that all data access requests for electronic Maryland EMS Data System® (eMEDS® - the State's patient care reporting system) data/information are reviewed for appropriateness (non-confidentiality adherence) and facilitated within 30 days of request.	Number of Data Access Committee (DAC) related approved EMS data requests completed within 30 days over the total number of DAC related approved EMS data requests. **Baseline** is 95%. **Goal** is maintain 95+% during the current state fiscal year (SFY).

Met Performance Measure:

X Yes ____ Partial No



Notes:

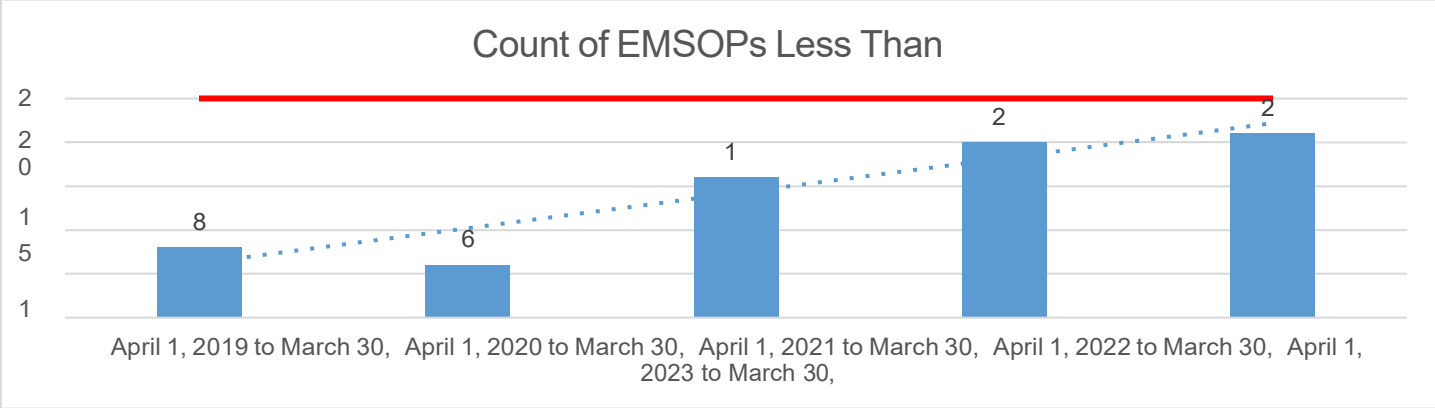
- Percentage Compliance Goal is 95+%: Currently 100%
- MIEMSS continues to meet this performance measure. Once a data request is approved, MIEMSS supplies requested data within the 30 days. It was noted, that while MIEMSS works with a data requestor on confirming details of their request (e.g. approved IRBs, payment, signatures on agreements), personnel at MIEMSS then begins working on collecting and packaging the data in anticipation of delivery.

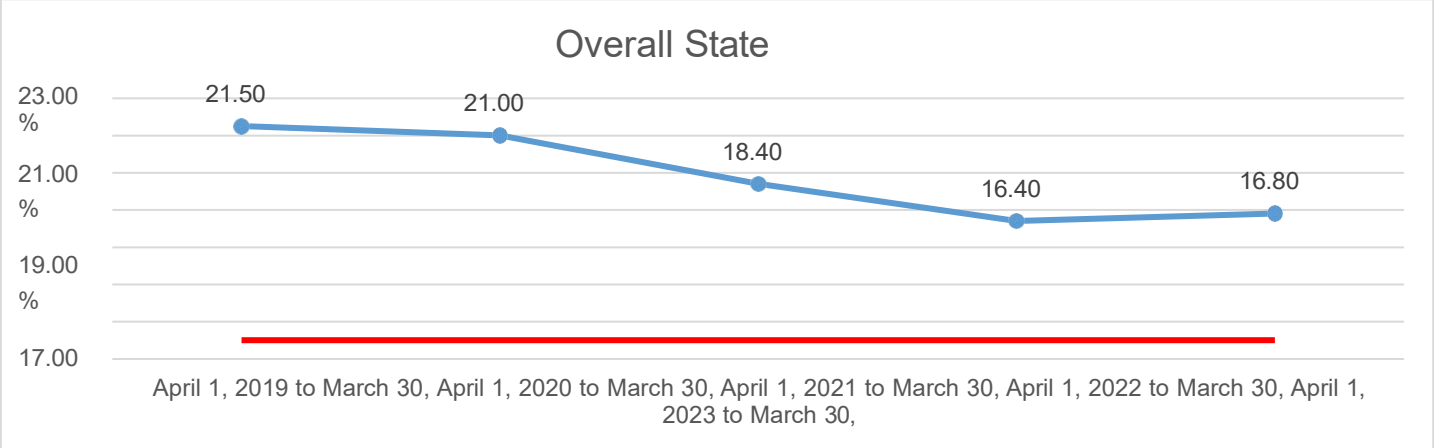
ACCURACY

Performance Measure Statement	Measure (Baseline/Goal)
Reduce the % Potential Motor Vehicle Crash (MVC) Transports with "Blank" Cause of Injury responses: Statewide CY 2017 Baseline – 18%	Number of MVC dispatch code records with a "Blank" Cause of Injury" over the total number MVC dispatch code records by Emergency Medical Services Operational Program (EMSOP). **Baseline** is 18% statewide average. **Goal** is maintain an individual EMSOP average of 10% or less for all EMSOPS.

Met Performance Measure:

____ Yes ____ Partial __X__ No





Notes:

- Continues to show improvement over time.

Maryland EMS Operational Programs (EMSOP)	April 1, 2019 to March 30, 2020		April 1, 2020 to March 30, 2021		April 1, 2021 to March 30, 2022		April 1, 2022 to March 30, 2023		April 1, 2023 to March 30, 2024	
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BA	5,122	32.5%	3,074	31.3%	3,907	31.7%	4,568	31.9%	4,848	28.4%
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J	948	10.0%	691	11.9%	710	8.0%	843	9.1%	809	9.9%
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Q	819	2.4%	806	4.8%	595	0.3%	757	0.4%	843	0.2%
R	650	11.2%	412	16.3%	475	6.5%	636	5.5%	664	5.3%
S	271	12.9%	187	9.1%	269	3.3%	272	3.7%	335	5.1%
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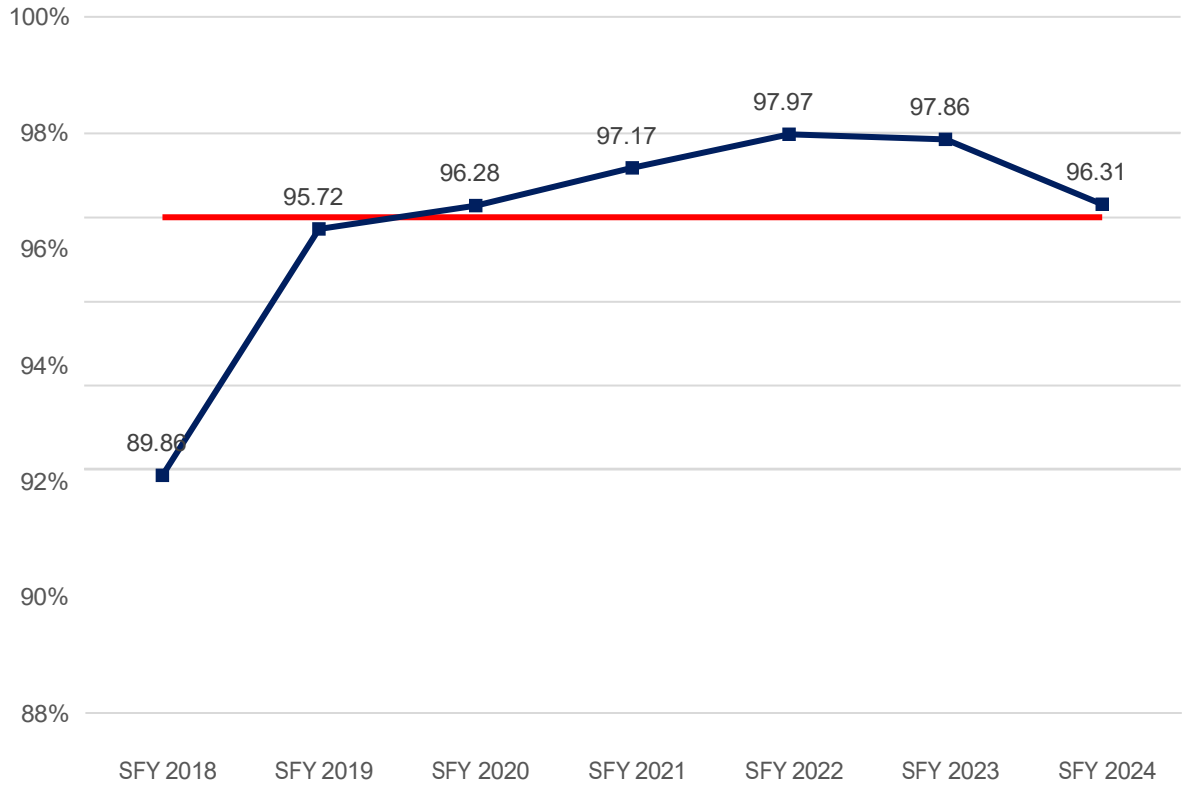
COMPLETENESS

Performance Measure Statement	Measure (Baseline/Goal)
Increase the number of eMEDS® records that employ the use of the Computer-Aided Dispatch (CAD) data interface downloads.	Number of eMEDS® records with CAD downloads over the total number of records. **Baseline** is 96%. **Goal** is maintain 96% or greater.

Met Performance Measure:

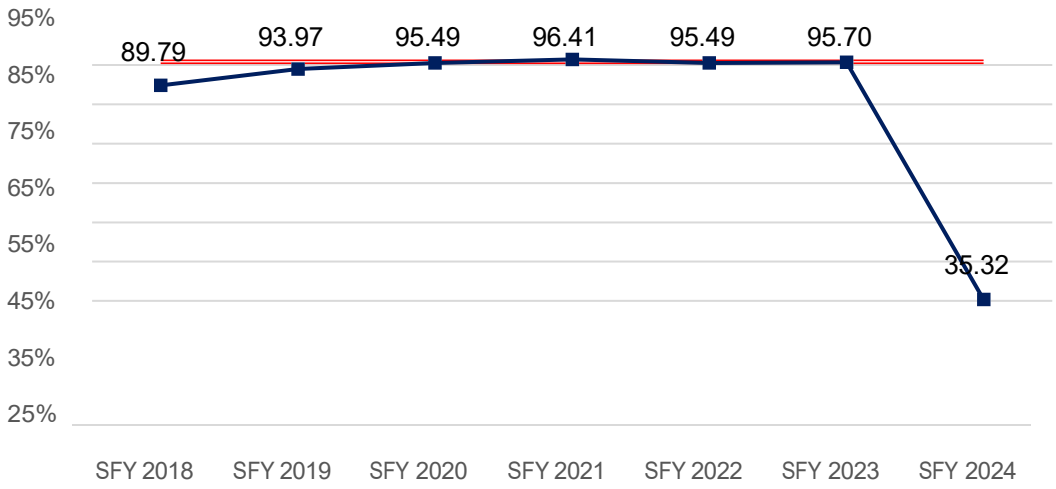
X Yes ____ Partial No



Note: SFY24 is July 1, 2023 to April 30, 2024

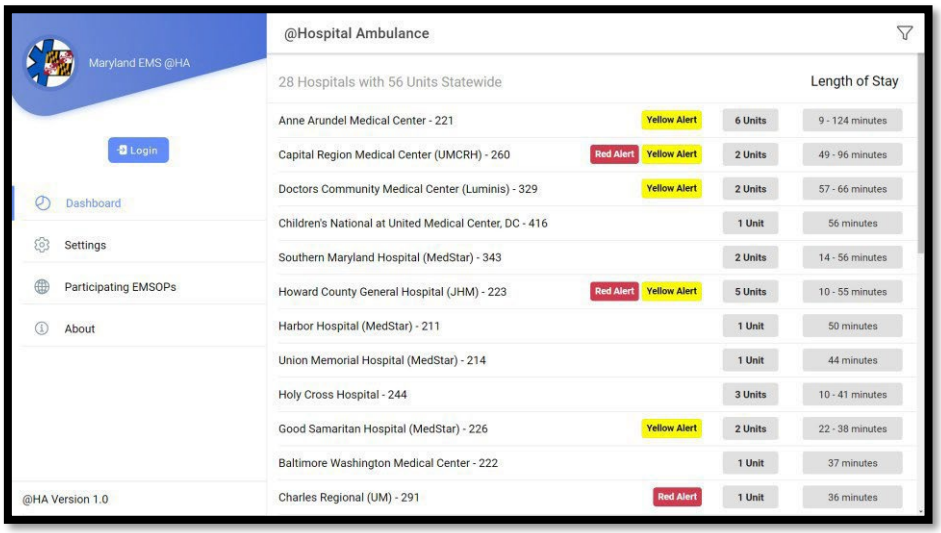
Notes:

- Percentage Compliance Goal is >=96%: Currently 96.31%
- One EMS Operational Program (EMSOP) has been working with their dispatch center to transition to a new CAD Vendor. This process has resulted in a significant decline in the use of CAD Download in eMEDS reports. Past average use of the CAD Download feature shown below for a single EMSOP.



- MIEMSS developed a custom application At Hospital Ambulances (@HA) to measure ambulance activity at hospitals. Jurisdictions must report specific data points in their CAD feed to ImageTrend in order for that information to be present in @HA in a timely manner. A beneficial outcome has been jurisdictions have

  modified and/or improved the data in their CAD file which also increases clinicians use of the CAD download as part of completing their PCR.
  - URL: https://aha.miemss.org/dashboard

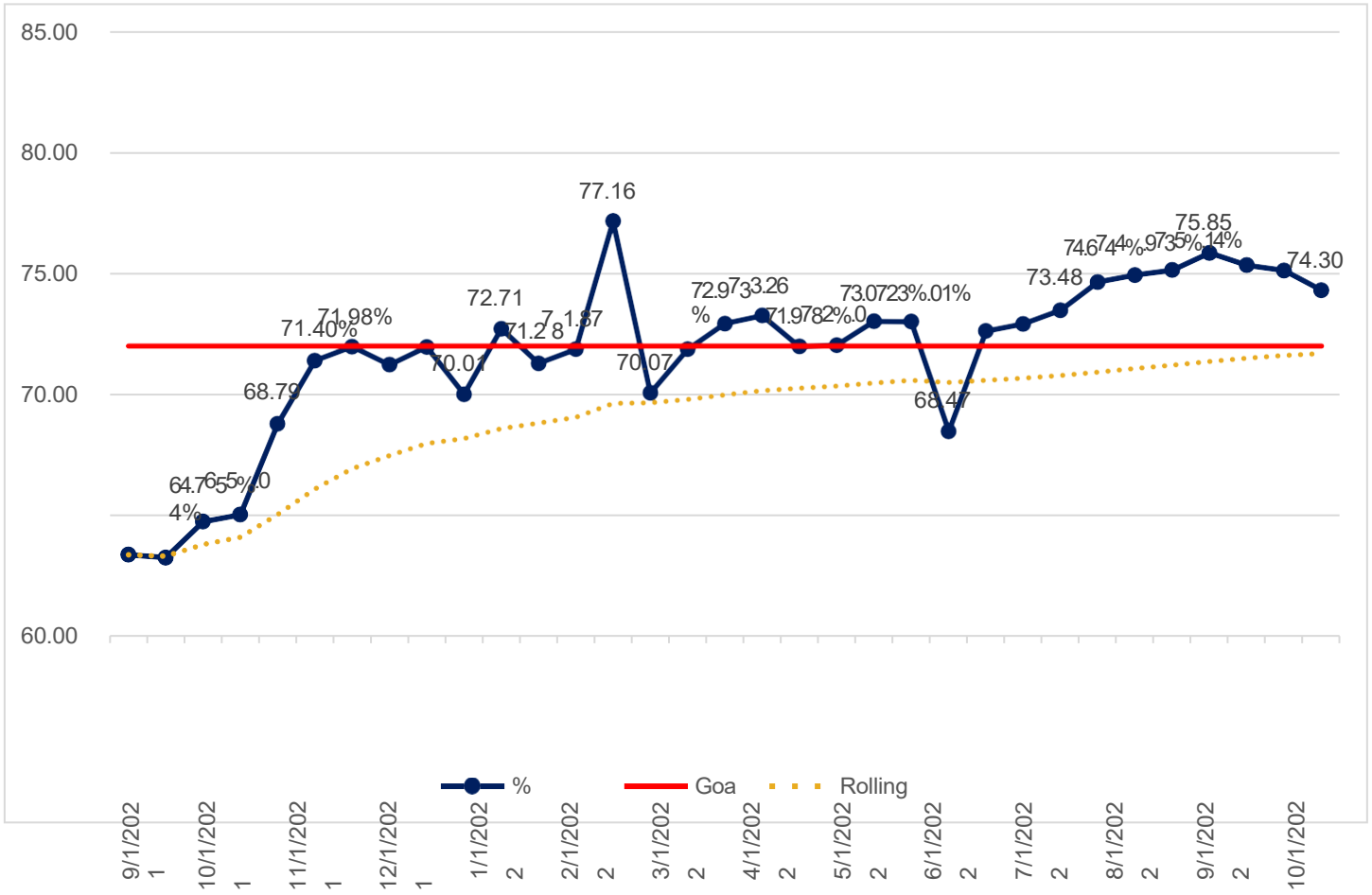


INTEGRATION

Performance Measure Statement	Measure (Baseline/Goal)
Increase the percent of eMEDS that match existing records within Chesapeake Regional Information System for Patients (CRISP, the State's health information exchange).	Number of eMEDS® records provided to CRISP resulted in a match of a record within CRISP. **Baseline** is 72%. **Goal** is to maintain 72% or greater

Met Performance Measure:

X Yes ____ Partial No



Notes:

- Current match rate for EMS data is 74.30% (increase of 2.27% from last reporting)
- Matching rate will never be 100%. New patients will always be introduced into the CRISP system as patients being treated are never going to be same patients that were previous treated.

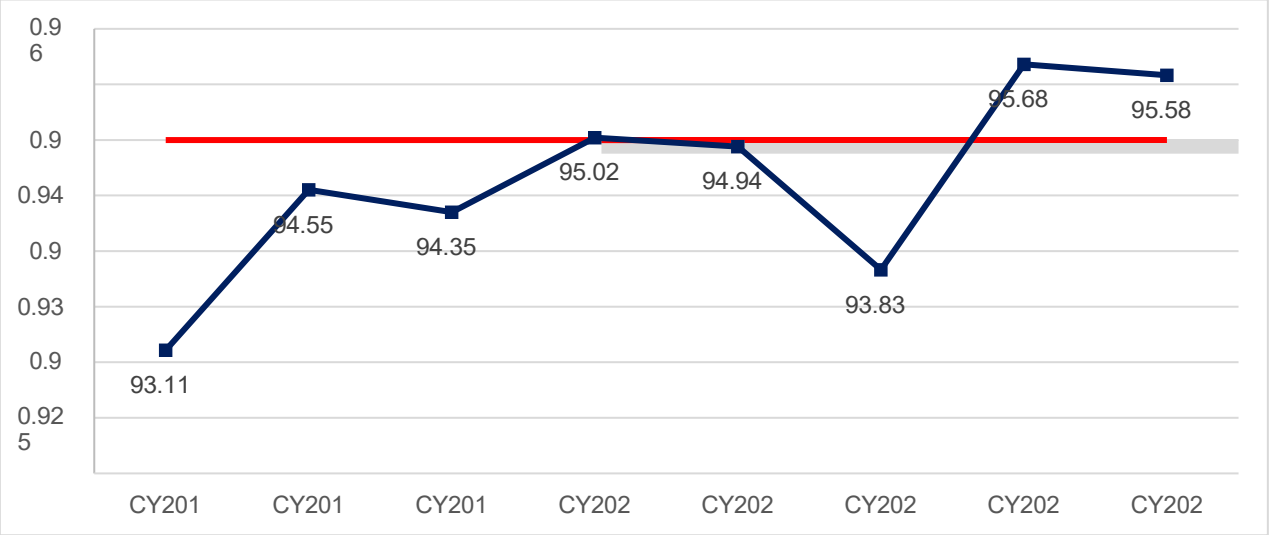
TIMELINESS

Performance Measure Statement	Measure (Baseline/Goal)
Reduce the amount of time from unit dispatch until an eMEDS® record is properly marked completed by the clinician.	The statewide goal is to have an eMEDS® report properly marked completed within 24 hours or less of a unit's dispatch. A per jurisdiction baseline will be established and measured monthly with a jurisdictional goal of 95% of all calls being properly marked complete within 24 hours or less.

Met Performance Measure:

X Yes ____ Partial No

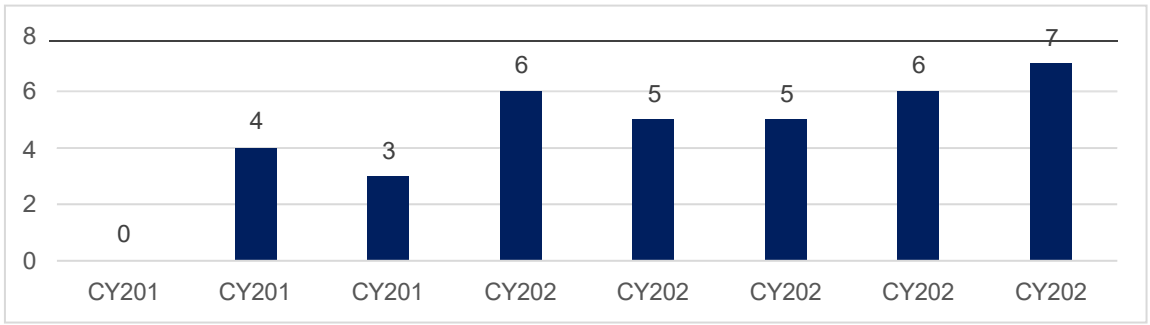
Percent of Reports Marked Finished within 24hrs of Unit Notified by Dispatch



Note: CY24 only reports up to 05/2024.

Notes:

- Percentage Compliance Goal is >=95%: Currently 95.58%
- There is inconsistency across the EMSOPs in marking a report complete (Marked as Finished), which is the status used in evaluating this PM.
- Number of EMSOPs removed from reporting due to “Marked Report Finished” is missing 75% or greater of the time.



- Intend to reach out to the EMSOPs to get their perspective and see what can be done to improve their utilization of the Marked as Finished status.

UNIFORMITY

Performance Measure Statement	Measure (Baseline/Goal)
Ensure compliance with the National Emergency Medical Services Information System (NEMSIS) standard data elements and responses through successful periodic submission to NEMSIS.	Number of eMEDS® records successfully submitted to NEMSIS over the total number of records submitted first time. **Baseline** is 100%. **Goal** is maintain 100% during the SFY 2024.

Met Performance Measure:

X Yes ____ Partial No

Notes:

- Percentage Compliance Goal is >=100%: Currently 100%
- Records submitted are accepted. If there are issues with our submission NEMSIS would reach out to MIEMSS and would work to correct the issues. Any records previously not submitted, would then be re-uploaded for submission.

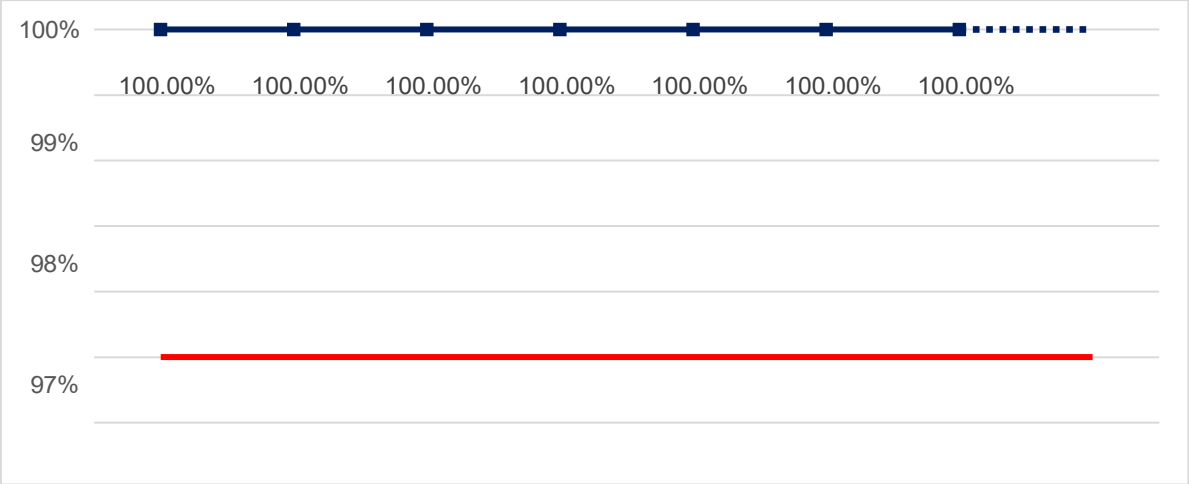
TRAUMA REGISTRY

ACCESSIBILITY

Performance Measure Statement	Measure (Baseline/Goal)
Ensure that all data access requests for Maryland Trauma Registry (MTR) data/information are reviewed for appropriateness (non-confidentiality adherence) and facilitated within 30 days of agreement of request.	Number of Data Access Committee (DAC) related approved MTR data requests completed within 30 days of agreement over the total number of Data Access Committee related approved MTR data requests. **Baseline** is 95%. **Goal** is maintain 95+% during the SFY 2024.

Met Performance Measure:

X Yes ____ Partial No



Notes:

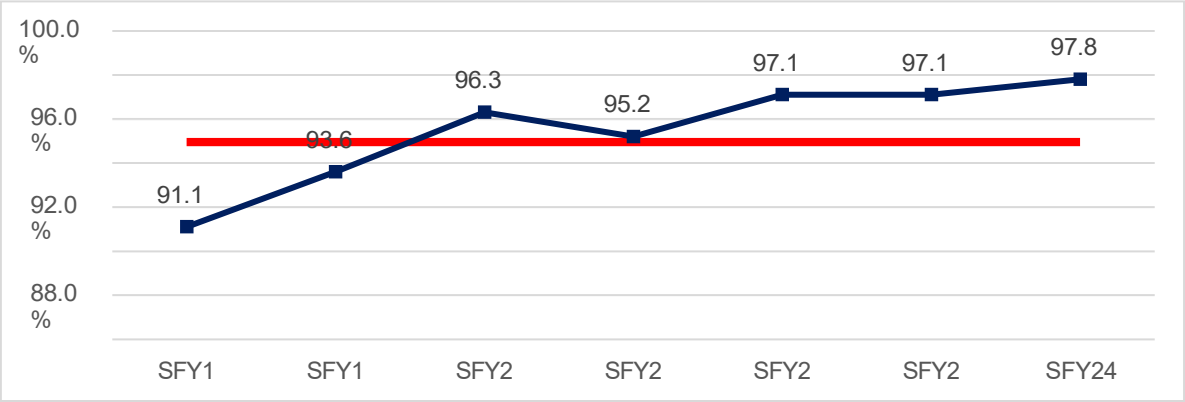
- Percentage Compliance Goal is >=95%: Currently 96.31%
- MIEMSS continues to meet this performance measure. Once a data request is approved MIEMSS supplies requested data within the 30 days. It was noted, that while MIEMSS works with a data requestor on confirming details of their request (e.g. approved IRBs, payment, signatures on agreements), personnel at MIEMSS then begins working on collecting and packaging the data in anticipation of delivery.

ACCURACY

Performance Measure Statement	Measure (Baseline/Goal)
Code of Maryland Regulations (COMAR) 30.08.05.21.I - Inter-Rater Reliability (IRR) monitoring of the trauma data entered into the MTR to ensure the quality, reliability, and validity.	COMAR 30.08.05.21.I - The Trauma Registry shall have a plan to ensure IRR of the data entered into the MTR at individual trauma centers. Ongoing review and evaluation shall ensure the quality, reliability, and validity of the institution's MTR registry data. A State baseline for IRR (15-20 records per trauma center are reviewed monthly) will be determined over SFY 2021; the minimum goal is 95% with a stretch goal of 99% to assess accuracy gaps at the data abstraction level.

Met Performance Measure:

X Yes ____ Partial No



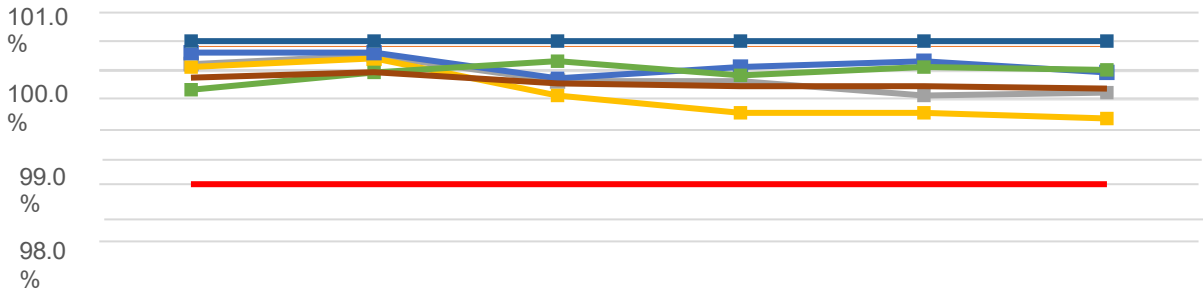
*Note: *FY24 only July 2023 to March 2024*

COMPLETENESS

Performance Measure Statement	Measure (Baseline/Goal)
Reduce the percentage of missing/unknown values in data elements (Patient Age-years, Glasgow Coma Score, Systolic Blood Pressure, Injury Severity Score) used for the calculation of Trauma Injury Severity Scores (TRISS).	Utilize the report, "Percent Data Completeness for Specific Data Elements" to identify qualifying records with TRISS elements that are below a baseline of 90%. **Goal** is 95% for all elements, during the current state Fiscal Year.

Met Performance Measure:

X Yes ____ Partial No



	CY18	CY19	CY20	CY21	CY22	CY23
Target	95.0%	95.0%	95.0%	95.0%	95.0%	95.0%
Age	99.9%	100.0 %	100.0 %	100.0%	100.0%	100.0 %
ED Systolic BP	99.2%	99.5%	98.6%	98.6%	98.1%	98.2%
ED Respiratory Rate	99.1%	99.4%	98.1%	97.5%	97.5%	97.3%
ED GCS	99.6%	99.6%	98.7%	99.1%	99.3%	98.9%
ISS	98.3%	98.9%	99.3%	98.8%	99.1%	99.0%
Injury Type	100.0 %	100.0 %	100.0 %	100.0%	100.0%	100.0 %
CY_Avg	98.7%	98.9%	98.5%	98.4%	98.4%	98.3%

Notes:

- Percentage Compliance Goal is 95+%: Currently 98.3%
- For all six (6) data elements, the measurement has a greater than 95% compliance rate.
  - Age (years)
  - ED Systolic Blood Pressure (BP)
  - ED Respiratory Rate
  - ED Glasgow Coma Score (GCS)
  - Injury Severity Score (ISS)
  - Injury Type

INTEGRATION

Performance Measure Statement	Measure (Baseline/Goal)
Maryland trauma center submissions to the National Trauma Data Standard (NTDS) are included in the overall NTDS data repository.	Yearly comparisons of Maryland trauma centers with the rest of NTDS submittals nationwide. The goal is 95%.

Met Performance Measure:

X Yes ____ Partial No

Calendar Year 2023 Submissions

	Number Accepted By NTDS	Number Submitted to NTDS	Percentage
Annual Submissions	8,721	8,776	99.4%
Quarterly Submissions	11,479	11,487	99.9%
Total Submissions	**20,200**	**20,263**	**99.7%**

Notes:

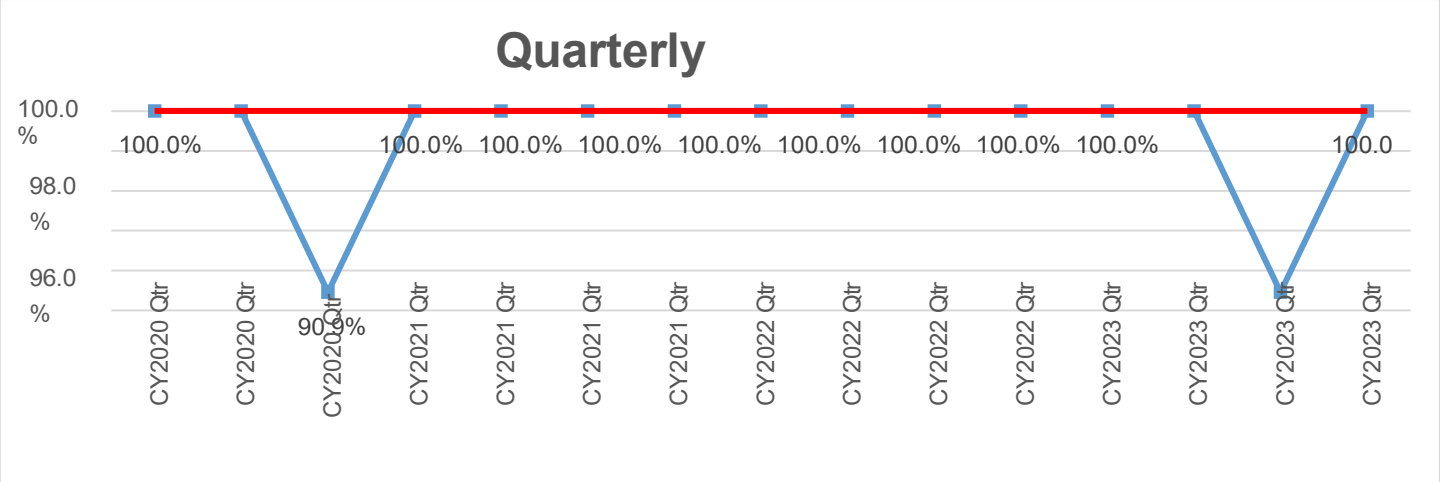
- We are meeting this measure with 97.3% for calendar year 2023. The Trauma Registry now has an inclusion button for an ITDX report check that produces errors prior to NTDS submission. This allows the centers to correct their data prior to submission to the NTDS.

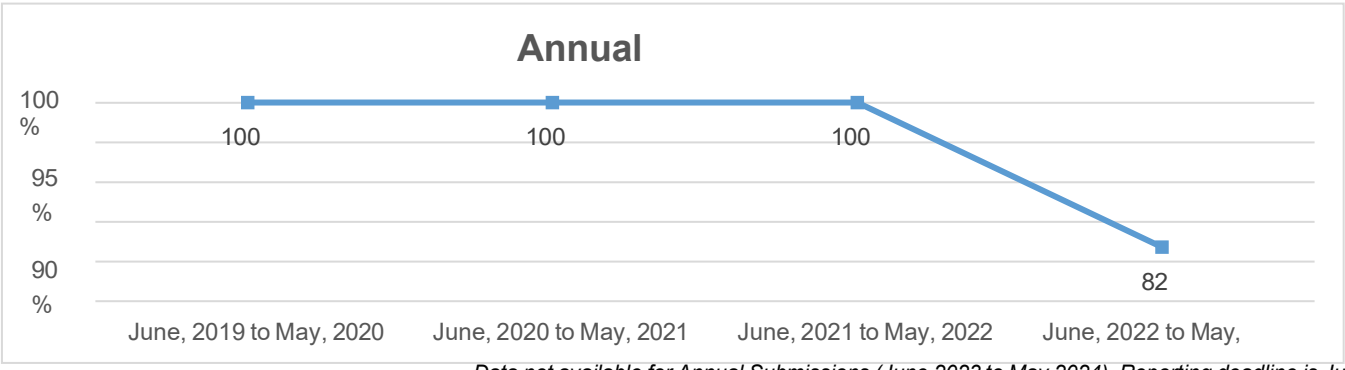
TIMELINESS

Performance Measure Statement	Measure (Baseline/Goal)
Verification of trauma records no later than 6 weeks after the end of each quarter.	All trauma patient records shall be submitted both quarterly and annually. Verification of counts and data element completeness shall be within six weeks after the end of each quarter. The goal is 100%.

Met Performance Measure:

____ Yes __X__ Partial No





Notes:

Data not available for Annual Submissions (June 2023 to May 2024). Reporting deadline is July of this year.

- Quarterly Submission CY2020 Qtr 4:
  - MIEMSS moved to a new version of the Maryland State Trauma Registry (ESO Gen 6). Only one center was slightly delayed as a result of the transition. That center's data was submitted a short while later.
- Quarterly Submission CY2023 Qtr 3 **AND** Annual Submission June 2022 to May 2023:
  - Due to changes in the system by the vendor, some of the centers periodically had difficulties submitting their data.

UNIFORMITY

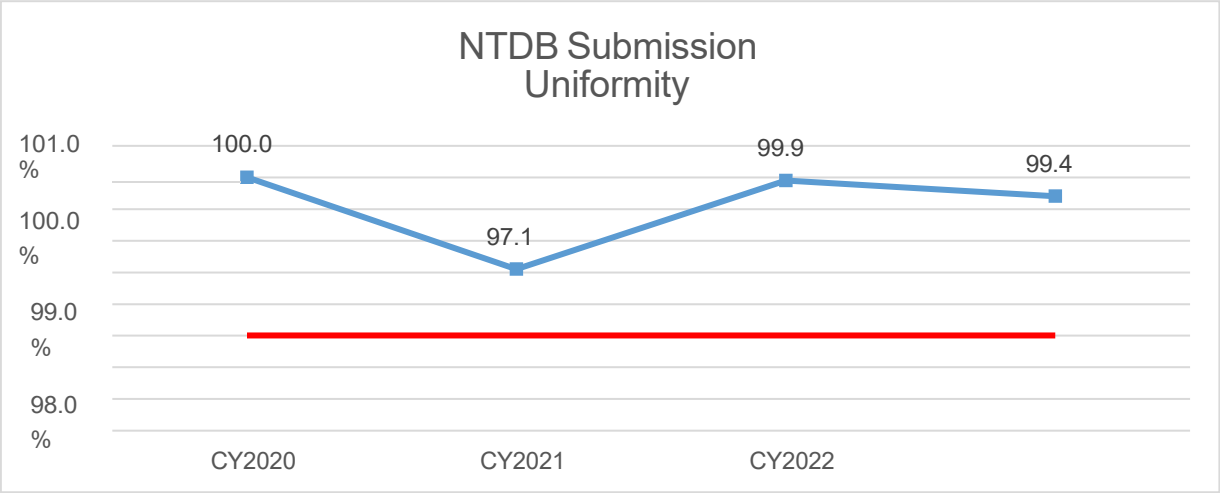
Performance Measure Statement	Measure (Baseline/Goal)
Ensure Maryland Trauma Registry (MTR) compliance with the National Trauma Data Standard (NTDS) standard data elements and responses through successful periodic submission to NTDS.	Each trauma center submits directly to the NTDS. MIEMSS currently does not receive feedback directly from the NTDS. Each hospital reports the number of records successfully submitted to MIEMSS. The goal is 95%.

Met Performance Measure - ANNUAL:

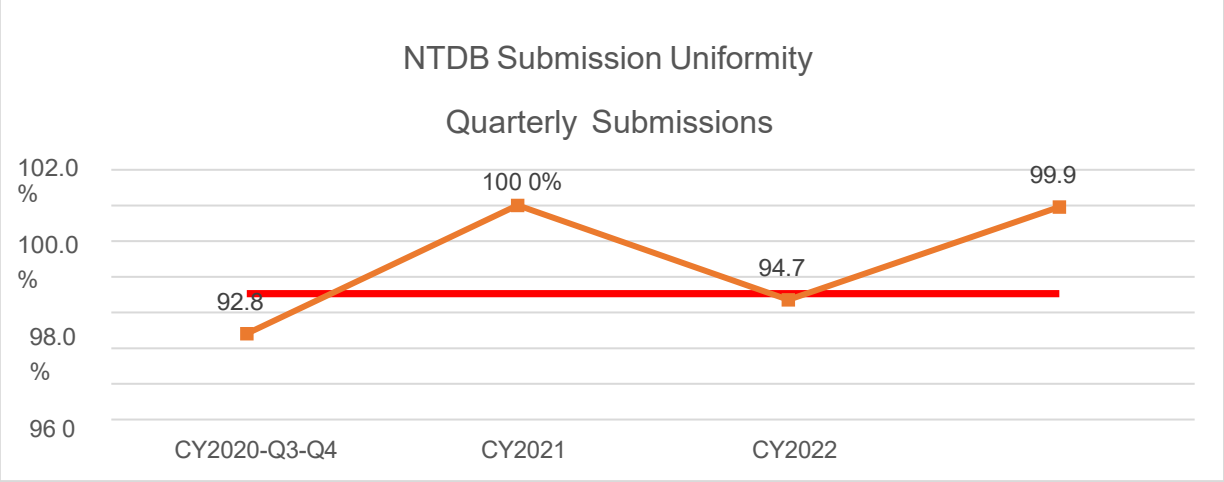
X Yes ____ Partial No

Met Performance Measure - QUARTERLY:

X Yes ____ Partial No



Note: CY2022, reporting one (1) facility.



Note: CY2022: Two (2) facilities reported first 3 quarters. Three (3) reported all quarters.

Notes:

- There are eleven (11) designated trauma centers in the State of Maryland. Of these centers, five (5) report annually and six (6) report quarterly.
    - Annual Reporting Centers:
        - American College of Surgeons (ACS) NTDS requires annual data submission.
        - In CY2023, Maryland has met the measure. All centers have submitted data for CY2023.
    - Quarterly Reporting Centers:
        - Quarterly Submission are made by ACS-TQIP Centers – TQIP collects more data points (performance measures) than the general NTDS and requires more frequent submissions. The goal for the quarterly data submission was also met.

###

Appendix 10: Citation Data Quality Review (NSC)

Note: This is only can be viewed as a report on data received by NSC, not an assessment of the original Maryland Judiciary records. NSC does not/may not receive every field from the Court's database, depending on MOU/DUA. This is only an evaluation of available data for analysis purposes at the NSC.

2022 Citation Data (Data Received March 2024):

The 2022 citation database contains a total of 622,953 observations and 107 variables. Notably, there are numerous special characteristics in the Full Name and License variables.

We have observed improvements in the License Number variable. Previously, this field had several issues, including the presence of special characters, redundant alphabets, various synonyms for unknown license numbers, and spelling errors. Additionally, some license numbers were coded as sequences like 000, 0000, 00000, etc.

This year, we have seen some progress. Special characters and redundant alphabets have been eliminated, and only 2% of license numbers are missing or blank. However, issues remain with coding, as some license numbers are still represented as 00, 000, 0000, 00000, 00000000, none, nolicense, xx, xxxxxxx, xxxxxxxxxx, etc., along with spelling errors.

There are few variables where more than 90% of observation are missing/blanks such as batch number (93% missing), case circuit court case (99.6% missing and rest coded as X), case commercial vehicle license (96% missing and rest coded as X), case commercial vehicle (93% missing), case contrib accident (95% missing and rest coded as X), case fatal accident (99.9% missing and rest coded as X). It is possible that "X" indicates "Yes" and missing indicates "No", but that is merely an assumption.

Despite these ongoing issues, the License Number variable has improved compared to previous years. Among all citations, 79% have a Maryland (MD) license state, and of these, 80% have valid license numbers. There are no duplicate citation numbers.

There is definitely a need for a data dictionary. For a long time, NSC has been referencing the citation manual and online resources to understand the meaning of various variables. However, there are still some variables that remain unclear. For instance, the "arrest type" variable is coded both alphabetically and numerically, and we lack information on its definition and description. Additionally, the "case district" variable, coded as 01, 02, 03, 04, 05, 06, 07, 08, 09, 10, 11, and 12, also lacks definition and description.

2021 Citation Data (Data Received March 2024):

The 2021 citation database contains a total of 647,042 observations and 107 variables. Notably, there are numerous special characteristics in the Full Name and License variables.

We have observed minimal improvement in the License Number variable. Previously, this field had several issues, including redundant alphabets, various synonyms for unknown license numbers, and spelling errors. The only notable improvement is a reduction in redundant alphabets.

However, many license numbers are still incorrectly coded as sequences like 000, 0000, 00000, P0000000000, M00000000, C9999999999, etc. This problem has persisted for years. It's crucial to ensure that if a license number is unavailable, it should simply be entered as "Unknown."

This year, we've also noticed the use of special characters in license numbers. Currently, only 2% of license numbers are missing or blank. However, issues remain with coding, as some license numbers are still represented as 00, 000, 0000, 00000, 00000000, none, nolicense, xx, xxxxxxx, xxxxxxxxxx, etc., along with spelling errors.

There are few variables where more than 90% of observation are missing/blanks such as batch number (93% missing), case charge code (98% missing), case circuit court case (99.5% missing and rest coded as X), case commercial vehicle license (96% missing and rest coded as X), case commercial vehicle (93% missing), case contrib accident (95% missing and rest coded as X), case fatal accident (99.9% missing and rest coded as X).

Approximately 49% of the time, the fine amount is zero. In instances related to size, weight, and load violations, the maximum fine can reach $2040. However, there are situations where fines exceed this amount. No indication is given as to why some fines surpass the $2040 limit.

In 88% of the cases, the recorded speed is zero. This suggests that either the speed was not recorded, or it represents a parked or stationary vehicle.

After 2018, the dataset contained a limited variety of plea types. Although we have made efforts to incorporate all plea types, it's worth noting that the most recent data may not include all of them.

Among all variables, approximately 37% of them have more than 90% of values missing.

Summary Points

2022 Citation Data:

The 2022 citation database contains a total of 622,953 observations and 107 variables. Notably, there are numerous special characteristics in the Full Name and License variables.

- **License Number Improvements**:
  - Previously, this field had several issues, including the presence of special characters, redundant alphabets, various synonyms for unknown license numbers, and spelling errors.
  - Some license numbers were coded as sequences like 000, 0000, 00000, 99999,99999, etc.
  - This year, we have seen some progress. Special characters and redundant alphabets have been eliminated, and only 2% of license numbers are missing or blank.
  - However, issues remain with coding, as some license numbers are still represented as 00, 000, 0000, 00000, 00000000, none, nolicense, xx, xxxxxxx, xxxxxxxxxx, etc., along with spelling errors.
- **Missing Data in Variables**:
  - Batch number: 93% missing.
  - Case circuit court case: 99.6% missing (rest coded as X)
  - Case commercial vehicle license: 96% missing (rest coded as X)
  - Case commercial vehicle: 93% missing.
  - Case contrib accident: 95% missing (rest coded as X)
  - Case fatal accident: 99.9% missing (rest coded as X)
  - It is possible that X indicates “Yes” and a missing value indicates “No” but no information is given to support that assumption.
- **License Number Analysis**:
  - Among all citations, 79% have a Maryland (MD) license state, and of these, 80% have valid license numbers. Note that, these valid License numbers have been calculated based on the old format of License number in Maryland.
  - There are a total 75,140 citations issued to drivers having a driver’s license beginning with “MD” followed by a series of numbers, for a total of 12.1% of all citations issued that year. Among those, there were citation where 0.4% citations have invalid license number, fox example, MD, MD00000000, MDNONE, MDXXXXXXXX, PMD00000000, etc.
  - There are no duplicate citation numbers.
- **Need for Data Dictionary**:
  - NSC has been referencing the citation manual and online resources to understand the meaning of various variables.
  - Some variables remain unclear, such as:
    - "Arrest type" variable is coded both alphabetically and numerically without a clear definition.
    - "Case district" variable, coded as 01, 02, 03, 04, 05, 06, 07, 08, 09, 10, 11, and 12, lacks definition and description.
    - Race variables is coded both alphabetically and numerically without a clear definition.

2021 Citation Data:

The 2021 citation database contains a total of 647,042 observations and 107 variables. Notably, there are numerous special characteristics in the Full Name and License variables.

- **License Number Minimal Improvement**:
  - Previously, this field had several issues, including redundant alphabets, various synonyms for unknown license numbers, and spelling errors.
  - The only notable improvement is a reduction in redundant alphabets.
  - Many license numbers are still incorrectly coded as sequences like 000, 0000, 00000, P0000000000, M00000000, C9999999999, etc.
  - This problem has persisted for years.
  - It's crucial to ensure that if a license number is unavailable, it should simply be entered as "Unknown."

    - This year, we've also noticed the use of special characters in license numbers.
    - Currently, only 2% of license numbers are missing or blank.
    - Issues remain with coding, as some license numbers are still represented as 00, 000, 0000, 00000, 00000000, none, nolicense, xx, xxxxxxx, xxxxxxxxxx, etc., along with spelling errors.
    - There are no citations where License number starts with “MD”.
- **Missing Data in Variables**:
    - Batch number: 93% missing.
    - Case charge code: 98% missing.
    - Case circuit court case: 99.5% missing (rest coded as X)
    - Case commercial vehicle license: 96% missing (rest coded as X)
    - Case commercial vehicle: 93% missing.
    - Case contrib accident: 95% missing (rest coded as X)
    - Case fatal accident: 99.9% missing (rest coded as X)
    - It is possible that X indicates “Yes” and a missing value indicates “No” but no information is given to support that assumption.
- **Plea Types After 2018**:
    - The dataset contained a limited variety of plea types.
    - Efforts have been made to incorporate all plea types, but the most recent data may not include all of them.
- **Fine Amount Analysis**:
    - Approximately 49% of the time, the fine amount is zero.
    - In instances related to size, weight, and load violations, the maximum fine can reach $2040. However, there are situations where fines exceed this amount. No information is given as to why some fines surpass the $2040 limit.
    -
- **Speed Recording Issue**:
    - In 88% of the cases, the recorded speed is zero. This suggests that either the speed was not recorded, or it represents a parked or stationary vehicle.
- **Missing Values**:
    - Among all variables, approximately 37% of them have more than 90% of values missing.

Recommendations:

- Develop a comprehensive data dictionary to clarify the definitions and descriptions of all variables. NSC is consistently working to improve it, however, we need additional information and clarification from our data partners.
- Address the inconsistencies in the "arrest type" and "case district" variables.
- Standardize the coding for license numbers, ensuring that unavailable license numbers are consistently entered as "Unknown."
- Investigate the reasons behind zero fine amounts in nearly half of the cases.
- Review and correct the recording of vehicle speeds to ensure accurate data.
- Update the dataset to include a full range of plea types.
- Investigate the reasoning on why 37% of variables have 90% missing values.

Appendix 11: FFY2024-2025 TRSP Projects with Funding Sources

#	Project	Funding
	• Maryland Center for Traffic Safety Analysis (MCTSA) (National Study Center for Trauma and EMS)	NHTSA 405c
	• Seat Belt Observation Project (NOPUS Analysis) (National Study Center for Trauma and EMS)	NHTSA 405b
	• Implementation of Web Based Crash Forecasting Application and Approaches to Reach Zero Deaths in MD (Crash CORE/National Study Center)	NHTSA 402
	• Toxicology Sampling (Drugged Driving Data Project) (National Study Center for Trauma and EMS) • Impaired Driving Analysis and SPIDRE Support (Washington College) • DRE Database Development in Delta Plus (MSP ITD)	NHTSA 405d
	• Traffic Records Program Manager/MHSO TRCC Coordinator Position	NHTSA 405c
	• Traffic Records Data Improvement and Accessibility (Washington College)	NHTSA 405c
	• Maryland Safety and Crash Analysis Network (MSCAN)	State Funding; FHWA HSIP
	• Customer Connect (Driver and Vehicle Systems, MDOT-MVA)	Maryland State Funds
	• CDLIS, State State/SPEXS (MDOT-MVA)	Maryland State Funds
	• PRISM (MDOT MVA) • FMCSA Facial Recognition Pilot Program (MDOT MVA)	FMCSA
	• SAFETYNET Data Management (SHA Motor Carrier Division)	FMCSA
	• Commercial Vehicle Crashes Dashboard Development (Washington College and SHA Motor Carrier Division)	FMCSA
	• Race/Ethnicity and Traffic Stops in Maryland (NSC; Washington College; Crash CORE)	1906
	• Crash Data Improvements	SEDC

###

Appendix F: Occupant Protection Emphasis Area Team Contact List

First Name	Last Name	Email Address	Agency	Title
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Allie	Chavez	alicia.chavez@som.umaryland.edu	National Study Center	Research Analyst/Site Coordinator
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Becca	Drayer	bdrayer@impactresearchinc.com	The Impact Society	Statistician
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Karen	Gay	karen.gay@dc.gov	OP Cordinator DC	Program Manager
Kamiell	Hall	khall@sadd.org	SADD	Coordinator
Jerome	Hamilton	jhamilton@mdta.state.md.us	MDTA Police	Corporal
Jonathan	Heiderich	jonathan.heiderich@montgomerycountymd.gov	Montgomery County Police	State Police

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Chris	Krieger	ckrieger@impactresearch.com	Impact Research	Former Law Enforcement
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Rich	Mioduszewski	rmioduszewski@mdot.state.md.us	MDOT/MHSO	Southern, MD Law Enforcement Liaison
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Cathy	Nyce	Cathy.Nyce@MarylandAuto.Net	Maryland Auto Insurance	Director
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David	Resnick	elite@drivingschool.net	MD Professional Driving Schools	President
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Roumen	Vesselinov	Rvesselinov@som.umaryland.edu	National Study Center	Research Associate
Jennifer	Weaver	jennyweaver@verizon.net	Distracted Driving Advocate	Speaker/Presenter
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Appendix G: Highway Safety Plan Transaction (HSP-1)

U.S. Department of Transportation National Highway Traffic Safety Administration

State: Maryland

Highway Safety Plan Cost Summary

2025-HSP-1

Report Date: 08/28/2024

For Approval

Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/(Decre)	Current Balance	Share to Local
NHTSA								
BIL NHTSA 402								
Planning and Administration								
	PA-2025-G0-54-SW	MHSO - Staffing Grant 1	$.00	$.00	$.00	$157,709.72	$157,709.72	$.00
	PA-2025-G0-55-SW	MHSO - Staffing Grant 2	$.00	$.00	$.00	$64,847.69	$64,847.69	$.00
	PA-2025-G0-57-SW	MHSO - Planning and Administration	$.00	$.00	$.00	$69,002.87	$69,002.87	$.00
	PA-2025-G2-59-SW	MHSO - GPS Grant System	$.00	$.00	$.00	$1,050.00	$1,050.00	$.00
	PA-2025-MA-TC-H1	BIL NHTSA 402 Match	$.00	$292,610.28	$.00	$.00	$.00	$.00
Planning and Administration Total			**$.00**	**$292,610.28**	**$.00**	**$292,610.28**	**$292,610.28**	**$.00**
Impaired Driving								
	AL-2025-G0-54-SW	MHSO - Staffing Grant 1	$.00	$.00	$.00	$2,000.00	$2,000.00	$.00
	AL-2025-G0-55-SW	MHSO - Staffing Grant 2	$.00	$.00	$.00	$2,000.00	$2,000.00	$.00
	AL-2025-G0-66-LC	Worcester Co Health - Impaired Driving	$.00	$.00	$.00	$24,178.53	$24,178.53	$24,178.53
	AL-2025-G2-41-LC	CAASA - Impaired Driving Activities	$.00	$.00	$.00	$4,320.00	$4,320.00	$4,320.00
	AL-2025-G2-53-LC	Garrett Co Liq Bd - Impaired Driving	$.00	$.00	$.00	$10,980.00	$10,980.00	$10,980.00
	AL-2025-L0-03-LC	La Plata PD - DUI Grant	$.00	$.00	$.00	$2,500.00	$2,500.00	$2,500.00
	AL-2025-L0-07-LC	Frederick PD - Impaired Driving FY25	$.00	$.00	$.00	$18,000.00	$18,000.00	$18,000.00
	AL-2025-L0-14-LC	Chestertown PD - Impaired Driving Grant	$.00	$.00	$.00	$945.00	$945.00	$945.00
	AL-2025-L0-23-LC	Allegany Co Sheriff - Impaired	$.00	$.00	$.00	$6,500.00	$6,500.00	$6,500.00
	AL-2025-L0-26-LC	Berlin PD - 2025 Berlin Impaired Driving	$.00	$.00	$.00	$3,000.00	$3,000.00	$3,000.00
	AL-2025-L0-28-LC	Sykesville PD - Call a ride	$.00	$.00	$.00	$2,000.00	$2,000.00	$2,000.00
	AL-2025-L0-33-LC	Washington Co Sheriff - DUI	$.00	$.00	$.00	$10,000.00	$10,000.00	$10,000.00
	AL-2025-L0-37-LC	Elkton PD - Impaired Driving	$.00	$.00	$.00	$2,500.00	$2,500.00	$2,500.00
	AL-2025-L0-43-LC	Baltimore Co PD - Impaired Driving	$.00	$.00	$.00	$135,000.00	$135,000.00	$135,000.00
	AL-2025-L0-44-LC	Gaithersburg PD - Impaired Driving	$.00	$.00	$.00	$10,000.00	$10,000.00	$10,000.00
	AL-2025-L0-50-LC	Carroll Co Sheriff - Drive Sober	$.00	$.00	$.00	$26,000.00	$26,000.00	$26,000.00
	AL-2025-L0-53-LC	St. Marys Co Sheriff - Impaired Driving	$.00	$.00	$.00	$12,000.00	$12,000.00	$12,000.00
	AL-2025-L0-59-LC	Manchester PD - DUI Saturation	$.00	$.00	$.00	$2,500.00	$2,500.00	$2,500.00
	AL-2025-L0-63-LC	Montgomery Co - Impaired Driving	$.00	$.00	$.00	$95,000.00	$95,000.00	$95,000.00
	AL-2025-L0-64-LC	Montgomery Co Sheriff - Impaired Driving	$.00	$.00	$.00	$4,000.00	$4,000.00	$4,000.00
	AL-2025-L0-71-LC	Talbot Co Sheriff - 2025 Impaired Drivin	$.00	$.00	$.00	$4,000.00	$4,000.00	$4,000.00
	AL-2025-L0-80-LC	Hampstead PD - Impaired Driving 2025	$.00	$.00	$.00	$1,500.00	$1,500.00	$1,500.00
	AL-2025-L0-83-LC	Salisbury PD - Impaired Driving Applicat	$.00	$.00	$.00	$2,000.00	$2,000.00	$2,000.00

AL-2025-L0-85-LC	Dent PD - Say no to DUI	$.00	$.00	$.00	$960.00	$960.00	$960.00

AL-2025-L0-86-LC	Frostburg City PD - DUI GRANT	$.00	$.00	$.00	$1,000.00	$1,000.00	$1,000.00
AL-2025-L0-90-LC	Fruitland PD - FPD DUI Overtime	$.00	$.00	$.00	$4,966.00	$4,966.00	$4,966.00
AL-2025-L0-94-LC	Wicomico Co Sheriff - Impaired Driving	$.00	$.00	$.00	$4,980.00	$4,980.00	$4,980.00
AL-2025-L0-95-LC	Garrett Co Sheriff - Impaired Driving	$.00	$.00	$.00	$3,976.00	$3,976.00	$3,976.00
AL-2025-L0-98-LC	Frederick Co Sheriff - Impaired Driving	$.00	$.00	$.00	$8,000.00	$8,000.00	$8,000.00
AL-2025-L1-01-LC	Somerset Co Sheriff - Impaired Driving	$.00	$.00	$.00	$3,840.00	$3,840.00	$3,840.00
AL-2025-L1-02-LC	Bel Air PD - Impaired Driving	$.00	$.00	$.00	$2,987.04	$2,987.04	$2,987.04
AL-2025-L1-05-LC	Queen Anne Sheriff - Impaired Driving	$.00	$.00	$.00	$20,009.00	$20,009.00	$20,009.00
AL-2025-L1-10-LC	Greenbelt PD - Impaired Driving	$.00	$.00	$.00	$3,000.00	$3,000.00	$3,000.00
AL-2025-L1-16-LC	Havre de Grace PD - DUI Enforcement	$.00	$.00	$.00	$1,000.00	$1,000.00	$1,000.00
AL-2025-L1-23-LC	Anne Arundel Co PD - Impaired Driving	$.00	$.00	$.00	$20,000.00	$20,000.00	$20,000.00
AL-2025-L1-31-LC	Howard Co PD - Impaired Driving	$.00	$.00	$.00	$35,000.00	$35,000.00	$35,000.00
AL-2025-L1-36-LC	Ocean Pines PD - Impaired Driving	$.00	$.00	$.00	$1,035.00	$1,035.00	$1,035.00
AL-2025-L1-48-LC	City of Bowie - Impaired Driving Enforce	$.00	$.00	$.00	$3,500.00	$3,500.00	$3,500.00
AL-2025-L1-53-LC	Harford Co Sheriff - Impaired Driving	$.00	$.00	$.00	$45,000.00	$45,000.00	$45,000.00
AL-2025-L1-55-LC	Calvert Co Sheriff - Impaired Driving	$.00	$.00	$.00	$15,000.00	$15,000.00	$15,000.00
AL-2025-L1-60-LC	Ocean City PD - Impaired Driving	$.00	$.00	$.00	$25,000.00	$25,000.00	$25,000.00
AL-2025-L1-63-LC	Caroline Co Sheriff - Impaired Driving	$.00	$.00	$.00	$992.63	$992.63	$992.63
AL-2025-L1-64-LC	Princess Anne PD - Impaired Driving	$.00	$.00	$.00	$2,982.00	$2,982.00	$2,982.00
AL-2025-L1-71-LC	Charles Co Sheriff - Impaired Driving	$.00	$.00	$.00	$31,000.00	$31,000.00	$31,000.00
AL-2025-L1-74-LC	Cecil Co Sheriff - IMPAIRED DRIVING	$.00	$.00	$.00	$3,000.00	$3,000.00	$3,000.00
AL-2025-L1-79-LC	Mt. Airy PD - Impaired Driving	$.00	$.00	$.00	$2,000.00	$2,000.00	$2,000.00
AL-2025-L1-94-LC	MSP-SPIDRE - SPIDRE Team	$.00	$.00	$.00	$400,000.00	$400,000.00	$400,000.00
AL-2025-L2-03-LC	Worcester Co Sheriff - Impaired Driving	$.00	$.00	$.00	$2,000.00	$2,000.00	$2,000.00
AL-2025-L2-04-LC	City of Hyattsville PD - Impaired Drivin	$.00	$.00	$.00	$3,000.00	$3,000.00	$3,000.00
AL-2025-L2-12-LC	UMCP PD - Impaired Driving	$.00	$.00	$.00	$9,000.00	$9,000.00	$9,000.00
AL-2025-L2-25-LC	Prince Georges Co PD - Impaired Driving	$.00	$.00	$.00	$80,000.00	$80,000.00	$80,000.00
AL-2025-L2-27-LC	Aberdeen PD - Impaired Driving Campaign	$.00	$.00	$.00	$477.38	$477.38	$477.38
AL-2025-L2-33-LC	Easton PD - Impaired Driving	$.00	$.00	$.00	$7,800.00	$7,800.00	$7,800.00
AL-2025-L2-37-LC	Riverdale Park PD - Impaired	$.00	$.00	$.00	$3,000.00	$3,000.00	$3,000.00
AL-2025-L2-49-LC	Baltimore City PD - Impaired	$.00	$.00	$.00	$3,000.00	$3,000.00	$3,000.00
Impaired Driving Total		**$.00**	**$.00**	**$.00**	**$1,128,428.58**	**$1,128,428.58**	**$1,124,428.58**
Motorcycle Safety							
MC-2025-G0-11-SW	MSP-Statewide - Maryland M.O.T.O.R.S	$.00	$.00	$.00	$111,042.08	$111,042.08	$.00
MC-2025-G1-28-SW	MHSO - Media Internal Projects	$.00	$.00	$.00	$50,000.00	$50,000.00	$.00
MC-2025-G1-40-SW	MHSO - Communications DUI	$.00	$.00	$.00	$130,000.00	$130,000.00	$.00
MC-2025-G2-16-SW	CORE - MD Motors Coordination and Eval	$.00	$.00	$.00	$40,398.88	$40,398.88	$.00
MC-2025-G2-35-LC	Pulling for Veterans - Motorcycle	$.00	$.00	$.00	$43,400.00	$43,400.00	$43,400.00
Motorcycle Safety Total		**$.00**	**$.00**	**$.00**	**$374,840.96**	**$374,840.96**	**$43,400.00**
Safety Belts							
OP-2025-G2-29-LC		$.00	$.00	$.00	$10,080.00	$10,080.00	$10,080.00
OP-2025-L0-08-LC	Frederick PD - Occupant Protection FY25	$.00	$.00	$.00	$5,000.00	$5,000.00	$5,000.00
OP-2025-L0-13-LC	Chestertown PD - Occupant Protection Gra	$.00	$.00	$.00	$800.00	$800.00	$800.00
OP-2025-L0-16-LC	Kent Co Sheriff - Occupant Protection	$.00	$.00	$.00	$1,000.00	$1,000.00	$1,000.00
OP-2025-L0-24-LC	Allegany Co Sheriff - Seat Belt	$.00	$.00	$.00	$3,000.00	$3,000.00	$3,000.00
OP-2025-L0-27-LC	Berlin PD - Occupant Protection	$.00	$.00	$.00	$1,500.00	$1,500.00	$1,500.00

OP-2025-L0-29-LC	Sykesville PD - Stay in your lane	$.00	$.00	$.00	$1,500.00	$1,500.00	$1,500.00
OP-2025-L0-34-LC	Washington Co Sheriff - Occupant Protect	$.00	$.00	$.00	$5,000.00	$5,000.00	$5,000.00
OP-2025-L0-45-LC	Salisbury Univ PD - Occupant Protection	$.00	$.00	$.00	$1,995.84	$1,995.84	$1,995.84
OP-2025-L0-49-LC	Carroll Co Sheriff - Buckle UpPhone Down	$.00	$.00	$.00	$7,500.00	$7,500.00	$7,500.00
OP-2025-L0-60-LC	Manchester PD - Buckle Up Phone Down	$.00	$.00	$.00	$2,000.00	$2,000.00	$2,000.00
OP-2025-L0-72-LC	Talbot Co Sheriff - 2025 Occupant Protec	$.00	$.00	$.00	$2,000.00	$2,000.00	$2,000.00
OP-2025-L0-81-LC	Salisbury PD - Distracted Driving Applic	$.00	$.00	$.00	$1,000.00	$1,000.00	$1,000.00
OP-2025-L0-87-LC	Frostburg City PD - Occupant Protection	$.00	$.00	$.00	$1,000.00	$1,000.00	$1,000.00
OP-2025-L0-91-LC	Fruitland PD - Occupant Protection	$.00	$.00	$.00	$1,995.00	$1,995.00	$1,995.00
OP-2025-L0-93-LC	Wicomico Co Sheriff - Occupant Protectio	$.00	$.00	$.00	$1,980.00	$1,980.00	$1,980.00
OP-2025-L0-97-LC	Frederick Co Sheriff - Occupant Protecti	$.00	$.00	$.00	$3,000.00	$3,000.00	$3,000.00
OP-2025-L1-06-LC	Queen Anne Sheriff - Occupant Safety	$.00	$.00	$.00	$6,018.00	$6,018.00	$6,018.00
OP-2025-L1-20-LC	Somerset Co Sheriff - Occupant Protectio	$.00	$.00	$.00	$1,440.00	$1,440.00	$1,440.00
OP-2025-L1-37-LC	Ocean City PD - Occupant Protection	$.00	$.00	$.00	$5,000.00	$5,000.00	$5,000.00
OP-2025-L1-39-LC	Ocean Pines PD - Occupant Protection	$.00	$.00	$.00	$990.00	$990.00	$990.00
OP-2025-L1-43-LC	Dent PD - Click It	$.00	$.00	$.00	$960.00	$960.00	$960.00
OP-2025-L1-65-LC	Princess Anne PD - Occupant 2025	$.00	$.00	$.00	$1,491.00	$1,491.00	$1,491.00
OP-2025-L1-82-LC	Mt. Airy PD - Occupant Protection	$.00	$.00	$.00	$1,000.00	$1,000.00	$1,000.00
OP-2025-L1-87-LC	Caroline Co Sheriff - Occupant Protectio	$.00	$.00	$.00	$992.63	$992.63	$992.63
OP-2025-L2-02-LC	Worcester Co Sheriff - Occupant Protecti	$.00	$.00	$.00	$1,500.00	$1,500.00	$1,500.00
OP-2025-L2-30-LC	Hampstead PD - Occupant Protection 2025	$.00	$.00	$.00	$800.00	$800.00	$800.00
OP-2025-L2-34-LC	Easton PD - Occupant Protection	$.00	$.00	$.00	$1,560.00	$1,560.00	$1,560.00
Safety Belts Total		**$.00**	**$.00**	**$.00**	**$72,102.47**	**$72,102.47**	**$72,102.47**
Pedestrian/Bicycle Safety							
PS-2025-G2-42-LC	WASHCOG - Pedestrian Bicycle	$.00	$.00	$.00	$179,841.61	$179,841.61	$179,841.61
Pedestrian/Bicycle Safety Total		**$.00**	**$.00**	**$.00**	**$179,841.61**	**$179,841.61**	**$179,841.61**
Traffic Enforcement Services							
PT-2025-G0-54-SW	MHSO - Staffing Grant 1	$.00	$.00	$.00	$281,133.49	$281,133.49	$.00
PT-2025-G1-35-SW	Wor-Wic - Training Traffic Programs	$.00	$.00	$.00	$2,400.00	$2,400.00	$.00
PT-2025-G1-86-SW	MCPA - Special Projects	$.00	$.00	$.00	$128,425.00	$128,425.00	$.00
PT-2025-G2-09-LC		$.00	$.00	$.00	$357,687.17	$357,687.17	$357,687.17
PT-2025-G2-53-LC	Garrett Co Liq Bd - Impaired Driving	$.00	$.00	$.00	$4,200.00	$4,200.00	$4,200.00
Traffic Enforcement Services Total		**$.00**	**$.00**	**$.00**	**$773,845.66**	**$773,845.66**	**$361,887.17**
Crash Investigation							
AI-2025-G0-76-SW		$.00	$.00	$.00	$26,000.00	$26,000.00	$.00
Crash Investigation Total		**$.00**	**$.00**	**$.00**	**$26,000.00**	**$26,000.00**	**$.00**
Community Traffic Safety Programs							
CP-2025-G0-31-SW	MML PEA - 2025 MMLPEA	$.00	$.00	$.00	$8,000.00	$8,000.00	$.00
CP-2025-G0-54-SW	MHSO - Staffing Grant 1	$.00	$.00	$.00	$364,848.57	$364,848.57	$.00
CP-2025-G0-55-SW	MHSO - Staffing Grant 2	$.00	$.00	$.00	$388,048.02	$388,048.02	$.00
CP-2025-G0-57-SW	MHSO - Planning and Administration	$.00	$.00	$.00	$10,500.00	$10,500.00	$.00
CP-2025-G0-67-SW	DRIVE SMART VA - Special Projects	$.00	$.00	$.00	$99,805.68	$99,805.68	$.00
CP-2025-G0-78-SW	Balt Metropolitan Council - Special Proj	$.00	$.00	$.00	$144,134.75	$144,134.75	$.00
CP-2025-G1-26-SW	MHSO - Work Zone Safety	$.00	$.00	$.00	$120,000.00	$120,000.00	$.00
CP-2025-G1-27-SW	MHSO - Roadway Safety and Move Over	$.00	$.00	$.00	$25,000.00	$25,000.00	$.00
CP-2025-G1-28-SW	MHSO - Media Internal Projects	$.00	$.00	$.00	$450,000.00	$450,000.00	$.00

CP-2025-G1-35-SW	Wor-Wic - Training Traffic Programs	$.00	$.00	$.00	$7,600.00	$7,600.00	$.00
CP-2025-G1-86-SW	MCPA - Special Projects	$.00	$.00	$.00	$22,000.00	$22,000.00	$.00
CP-2025-G2-14-SW	CORE - Development of the 2026-2030 SHSP	$.00	$.00	$.00	$113,678.00	$113,678.00	$.00
CP-2025-G2-59-SW	MHSO - GPS Grant System	$.00	$.00	$.00	$231,258.80	$231,258.80	$.00
Community Traffic Safety Programs Total		**$.00**	**$.00**	**$.00**	**$1,984,873.82**	**$1,984,873.82**	**$.00**
Speed Management							
SC-2025-G1-28-SW	MHSO - Media Internal Projects	$.00	$.00	$.00	$50,000.00	$50,000.00	$.00
SC-2025-L0-09-LC	Frederick PD - Speed Enforcement FY25	$.00	$.00	$.00	$12,000.00	$12,000.00	$12,000.00
SC-2025-L0-12-LC	Chestertown PD - Speed Enforcement Grant	$.00	$.00	$.00	$800.00	$800.00	$800.00
SC-2025-L0-15-LC	Kent Co Sheriff - Speed	$.00	$.00	$.00	$1,000.00	$1,000.00	$1,000.00
SC-2025-L0-22-LC	Allegany Co Sheriff - SPEED	$.00	$.00	$.00	$3,000.15	$3,000.15	$3,000.15
SC-2025-L0-25-LC	Berlin PD - 2025 Berlin Speed Enforcemen	$.00	$.00	$.00	$1,500.00	$1,500.00	$1,500.00
SC-2025-L0-30-LC	Sykesville PD - Slow Down	$.00	$.00	$.00	$1,500.00	$1,500.00	$1,500.00
SC-2025-L0-32-LC	Washington Co Sheriff - Speed Enforcemen	$.00	$.00	$.00	$2,999.00	$2,999.00	$2,999.00
SC-2025-L0-38-LC	Elkton PD - FY2025 Speed Enforcement Gra	$.00	$.00	$.00	$2,500.00	$2,500.00	$2,500.00
SC-2025-L0-42-LC	Baltimore Co PD - Speed Enforcement	$.00	$.00	$.00	$38,000.00	$38,000.00	$38,000.00
SC-2025-L0-47-LC	Talbot Co Sheriff - Speed	$.00	$.00	$.00	$2,000.00	$2,000.00	$2,000.00
SC-2025-L0-48-LC	Carroll Co Sheriff - Slow Down	$.00	$.00	$.00	$7,500.00	$7,500.00	$7,500.00
SC-2025-L0-51-LC	St. Marys Co Sheriff - Speed	$.00	$.00	$.00	$4,500.00	$4,500.00	$4,500.00
SC-2025-L0-58-LC	Manchester PD - Speed Enforcement	$.00	$.00	$.00	$2,000.00	$2,000.00	$2,000.00
SC-2025-L0-61-LC	Montgomery Co - SpeedAggressive	$.00	$.00	$.00	$12,000.00	$12,000.00	$12,000.00
SC-2025-L0-68-LC	MDTA - Speed Enforcement	$.00	$.00	$.00	$25,000.00	$25,000.00	$25,000.00
SC-2025-L0-82-LC	Salisbury PD - Speed Enforcement Applica	$.00	$.00	$.00	$1,000.00	$1,000.00	$1,000.00
SC-2025-L0-88-LC	Frostburg City PD - Speed Enforcement Gr	$.00	$.00	$.00	$800.00	$800.00	$800.00
SC-2025-L0-89-LC	Wicomico Co Sheriff - Speed	$.00	$.00	$.00	$4,980.00	$4,980.00	$4,980.00
SC-2025-L0-92-LC	Fruitland PD - FPD Speeding OT	$.00	$.00	$.00	$1,995.00	$1,995.00	$1,995.00
SC-2025-L0-99-LC	Frederick Co Sheriff - Speeding	$.00	$.00	$.00	$5,000.00	$5,000.00	$5,000.00
SC-2025-L1-03-LC	Bel Air PD - Speed Enforcement	$.00	$.00	$.00	$4,986.36	$4,986.36	$4,986.36
SC-2025-L1-04-LC	Queen Anne Sheriff - Speed Enforcement	$.00	$.00	$.00	$16,000.40	$16,000.40	$16,000.40
SC-2025-L1-09-LC	Greenbelt PD - Speed enforcement	$.00	$.00	$.00	$1,000.00	$1,000.00	$1,000.00
SC-2025-L1-17-LC	Havre de Grace PD - Speed Enforcement	$.00	$.00	$.00	$1,500.00	$1,500.00	$1,500.00
SC-2025-L1-21-LC	Somerset Co Sheriff - Speed	$.00	$.00	$.00	$2,400.00	$2,400.00	$2,400.00
SC-2025-L1-22-LC	Anne Arundel Co PD - Speed Enforcement	$.00	$.00	$.00	$16,000.00	$16,000.00	$16,000.00
SC-2025-L1-25-LC	Howard Co PD - Speed Enforcement	$.00	$.00	$.00	$20,000.00	$20,000.00	$20,000.00
SC-2025-L1-38-LC	Ocean Pines PD - Speed	$.00	$.00	$.00	$900.00	$900.00	$900.00
SC-2025-L1-42-LC	Dent PD - Slow 404	$.00	$.00	$.00	$960.00	$960.00	$960.00
SC-2025-L1-50-LC	City of Bowie - Speed Enforcement	$.00	$.00	$.00	$1,000.00	$1,000.00	$1,000.00
SC-2025-L1-52-LC	Harford Co Sheriff - Speed	$.00	$.00	$.00	$22,000.00	$22,000.00	$22,000.00
SC-2025-L1-54-LC	Calvert Co Sheriff - Speed Enforcement	$.00	$.00	$.00	$9,000.00	$9,000.00	$9,000.00
SC-2025-L1-58-LC	Ocean City PD - Speed	$.00	$.00	$.00	$7,000.00	$7,000.00	$7,000.00
SC-2025-L1-59-LC	Easton PD - Speed Enforcement	$.00	$.00	$.00	$2,860.00	$2,860.00	$2,860.00
SC-2025-L1-67-LC	Princess Anne PD - Speed Enforcement	$.00	$.00	$.00	$1,491.00	$1,491.00	$1,491.00
SC-2025-L1-69-LC	Charles Co Sheriff - Speed Enforcement	$.00	$.00	$.00	$13,000.00	$13,000.00	$13,000.00
SC-2025-L1-75-LC	Cecil Co Sheriff - SPEED ENFORCEMENT	$.00	$.00	$.00	$2,000.00	$2,000.00	$2,000.00
SC-2025-L1-81-LC	Mt. Airy PD - Speed Enforcement	$.00	$.00	$.00	$1,000.00	$1,000.00	$1,000.00

SC-2025-L1-85-LC	Caroline Co Sheriff - Speed	$.00	$.00	$.00	$992.63	$992.63	$992.63
SC-2025-L1-91-LC	MSP-Statewide - Speed Enforcement	$.00	$.00	$.00	$145,000.00	$145,000.00	$145,000.00
SC-2025-L2-05-LC	Worcester Co Sheriff - Speed Enforcement	$.00	$.00	$.00	$1,500.00	$1,500.00	$1,500.00
SC-2025-L2-07-LC	City of Hyattsville PD - Aggressive Driv	$.00	$.00	$.00	$1,000.00	$1,000.00	$1,000.00
SC-2025-L2-11-LC	UMCP PD - Speed Enforcement	$.00	$.00	$.00	$2,500.00	$2,500.00	$2,500.00
SC-2025-L2-21-LC	Prince Georges Co PD - Speed	$.00	$.00	$.00	$40,000.00	$40,000.00	$40,000.00
SC-2025-L2-26-LC	Aberdeen PD - Speed Enforcement Campaign	$.00	$.00	$.00	$477.38	$477.38	$477.38
SC-2025-L2-31-LC	Hampstead PD - Speed Enforcement 2025	$.00	$.00	$.00	$800.00	$800.00	$800.00
SC-2025-L2-39-LC	Riverdale Park PD - Speed	$.00	$.00	$.00	$2,000.00	$2,000.00	$2,000.00
SC-2025-L2-50-LC	Baltimore City PD - Speed	$.00	$.00	$.00	$1,500.00	$1,500.00	$1,500.00
Speed Management Total		**$.00**	**$.00**	**$.00**	**$498,941.92**	**$498,941.92**	**$448,941.92**
Distracted Driving							
DD-2025-G1-07-LC		$.00	$.00	$.00	$10,560.00	$10,560.00	$10,560.00
DD-2025-G1-14-SW	UM Medical System - Minds of the Future	$.00	$.00	$.00	$30,559.75	$30,559.75	$.00
DD-2025-G2-18-LC	John Hopkins Hospital - Distracted Drivi	$.00	$.00	$.00	$4,361.95	$4,361.95	$4,361.95
DD-2025-L0-19-LC	Elkton PD - FY2025 Distracted Driving Gr	$.00	$.00	$.00	$2,500.00	$2,500.00	$2,500.00
DD-2025-L0-40-LC	Baltimore Co PD - Distracted Driving	$.00	$.00	$.00	$40,000.00	$40,000.00	$40,000.00
DD-2025-L0-52-LC	St. Marys Co Sheriff - Distracted Drivin	$.00	$.00	$.00	$3,000.00	$3,000.00	$3,000.00
DD-2025-L0-62-LC	Montgomery Co - Distracted	$.00	$.00	$.00	$12,000.00	$12,000.00	$12,000.00
DD-2025-L0-69-LC	MDTA - Distracted Driving	$.00	$.00	$.00	$20,000.00	$20,000.00	$20,000.00
DD-2025-L0-73-LC	City of Bowie - Bowie City Distracted Dr	$.00	$.00	$.00	$1,000.00	$1,000.00	$1,000.00
DD-2025-L1-00-LC	Bel Air PD - Distracted Driving	$.00	$.00	$.00	$1,991.36	$1,991.36	$1,991.36
DD-2025-L1-15-LC	Havre de Grace PD - Distracted Driving	$.00	$.00	$.00	$1,000.00	$1,000.00	$1,000.00
DD-2025-L1-19-LC	Anne Arundel Co PD - Distracted Driving	$.00	$.00	$.00	$20,000.00	$20,000.00	$20,000.00
DD-2025-L1-32-LC	Howard Co PD - Distracted Driving	$.00	$.00	$.00	$12,000.00	$12,000.00	$12,000.00
DD-2025-L1-47-LC	Greenbelt PD - Distracted Driving	$.00	$.00	$.00	$3,000.00	$3,000.00	$3,000.00
DD-2025-L1-51-LC	Harford Co Sheriff - Distracted Driving	$.00	$.00	$.00	$22,000.00	$22,000.00	$22,000.00
DD-2025-L1-56-LC	Calvert Co Sheriff - Distracted Driving	$.00	$.00	$.00	$4,000.00	$4,000.00	$4,000.00
DD-2025-L1-70-LC	Charles Co Sheriff - Distracted Driving	$.00	$.00	$.00	$5,000.00	$5,000.00	$5,000.00
DD-2025-L1-73-LC	Cecil Co Sheriff - DISTRACTED DRIVING	$.00	$.00	$.00	$2,000.00	$2,000.00	$2,000.00
DD-2025-L1-92-LC	MSP-Statewide - Distracted Driving	$.00	$.00	$.00	$58,000.00	$58,000.00	$58,000.00
DD-2025-L2-00-LC	City of Hyattsville PD - Distracted Driv	$.00	$.00	$.00	$1,500.00	$1,500.00	$1,500.00
DD-2025-L2-10-LC	UMCP PD - Distracted Driving	$.00	$.00	$.00	$1,500.00	$1,500.00	$1,500.00
DD-2025-L2-23-LC	Prince Georges Co PD - Distracted Drivin	$.00	$.00	$.00	$30,000.00	$30,000.00	$30,000.00
DD-2025-L2-36-LC	Riverdale Park PD - Distracted Driving	$.00	$.00	$.00	$2,000.00	$2,000.00	$2,000.00
DD-2025-L2-48-LC	Baltimore City PD - Distrated	$.00	$.00	$.00	$1,500.00	$1,500.00	$1,500.00
Distracted Driving Total		**$.00**	**$.00**	**$.00**	**$289,473.06**	**$289,473.06**	**$258,913.31**
Paid Advertising							
PM-2025-G1-26-SW	MHSO - Work Zone Safety	$.00	$.00	$.00	$500,000.00	$500,000.00	$.00
PM-2025-G1-27-SW	MHSO - Roadway Safety and Move Over	$.00	$.00	$.00	$372,651.09	$372,651.09	$.00
PM-2025-G1-28-SW	MHSO - Media Internal Projects	$.00	$.00	$.00	$325,000.00	$325,000.00	$.00
PM-2025-G1-40-SW	MHSO - Communications DUI	$.00	$.00	$.00	$56,856.81	$56,856.81	$.00
Paid Advertising Total		**$.00**	**$.00**	**$.00**	**$1,254,507.90**	**$1,254,507.90**	**$.00**
Heatstroke/Unattended passenger education							
UNATTD-2025-G0-96-SW	Maryland DOH - Maryland Kids In Safety S	$.00	$.00	$.00	$66,669.01	$66,669.01	$.00
UNATTD-2025-G1-13-SW	MIEMSS - Occupant Protection	$.00	$.00	$.00	$1,220.00	$1,220.00	$.00

Heatstroke/Unattended passenger education Total		**$.00**	**$.00**	**$.00**	**$67,889.01**	**$67,889.01**	**$.00**
NHTSA 402 Match							
MATCH-2025-11-11-11	BIL NHTSA 402 Match	$.00	$1,749,263.20	$.00	$.00	$.00	$.00
NHTSA 402 Match Total		**$.00**	**$1,749,263.20**	**$.00**	**$.00**	**$.00**	**$.00**
BIL NHTSA 402 Total		***$.00***	***$2,041,873.48***	***$.00***	***$6,943,355.27***	***$6,943,355.27***	***$2,489,515.06***
BIL 1906 Prohibit Racial Profiling							
1906 Collecting and Maintaining Data							
F1906CMD-2025-G2-57-SW	Washington College	$.00	$.00	$.00	$41,834.03	$41,834.03	$.00
F1906CMD-2025-G2-60-SW	CORE - Special Projects	$.00	$.00	$.00	$92,604.88	$92,604.88	$.00
1906 Collecting and Maintaining Data Total		**$.00**	**$.00**	**$.00**	**$134,438.91**	**$134,438.91**	**$.00**
1906 Match							
F1906MCH-2025-11-11-11	BIL 1906 Prohibit Racial Profiling Match	$.00	$34,954.12	$.00	$.00	$.00	$.00
1906 Match Total		**$.00**	**$34,954.12**	**$.00**	**$.00**	**$.00**	**$.00**
BIL 1906 Prohibit Racial Profiling Total		***$.00***	***$34,954.12***	***$.00***	***$134,438.91***	***$134,438.91***	***$.00***
BIL 405b OP High							
405b High Training							
M1TR-2025-G1-96-SW		$.00	$.00	$.00	$1,941.28	$1,941.28	$.00
405b High Training Total		**$.00**	**$.00**	**$.00**	**$1,941.28**	**$1,941.28**	**$.00**
4 05b High Public Education							
M1PE-2025-G0-54-SW	MHSO - Staffing Grant 1	$.00	$.00	$.00	$92,053.77	$92,053.77	$.00
405b High Public Education Total		**$.00**	**$.00**	**$.00**	**$92,053.77**	**$92,053.77**	**$.00**
4 05b High Community CPS Servic es							
M1CPS-2025-G0-75-SW	UMB NSC - Seat Belt Observation Project	$.00	$.00	$.00	$148,779.48	$148,779.48	$.00
M1CPS-2025-G0-96-SW	Maryland DOH - Maryland Kids In Safety S	$.00	$.00	$.00	$5,192.00	$5,192.00	$.00
M1CPS-2025-G1-13-SW	MIEMSS - Occupant Protection	$.00	$.00	$.00	$9,245.00	$9,245.00	$.00
M1CPS-2025-G1-28-SW	MHSO - Media Internal Projects	$.00	$.00	$.00	$400,000.00	$400,000.00	$.00
M1CPS-2025-G1-96-SW		$.00	$.00	$.00	$24,739.25	$24,739.25	$.00
405b High Community CPS Services Total		**$.00**	**$.00**	**$.00**	**$587,955.73**	**$587,955.73**	**$.00**
4 05b High Match							
M1MATCH-2025-11-11-11	BIL 405b OP High Match	$.00	$269,593.69	$.00	$.00	$.00	$.00
405b High Match Total		**$.00**	**$269,593.69**	**$.00**	**$.00**	**$.00**	**$.00**
4 05b High Underserved CPS Programs							
B1CPS_US-2025-G0-96-SW	Maryland DOH - Maryland Kids In Safety S	$.00	$.00	$.00	$232,897.08	$232,897.08	$.00
B1CPS_US-2025-G1-13-SW	MIEMSS - Occupant Protection	$.00	$.00	$.00	$83,587.42	$83,587.42	$.00
B1CPS_US-2025-G1-28-SW	MHSO - Media Internal Projects	$.00	$.00	$.00	$200,000.00	$200,000.00	$.00
405b High Underserved CPS Programs Total		**$.00**	**$.00**	**$.00**	**$516,484.50**	**$516,484.50**	**$.00**
BIL 405b OP High Total		***$.00***	***$269,593.69***	***$.00***	***$1,198,435.28***	***$1,198,435.28***	***$.00***
BIL 405c Data Program							
405c Data Program							
M3DA-2025-G0-35-SW	Washington College - Traffic Records	$.00	$.00	$.00	$306,880.92	$306,880.92	$.00
M3DA-2025-G0-54-SW	MHSO - Staffing Grant 1	$.00	$.00	$.00	$52,958.63	$52,958.63	$.00

405c Data Program Total		**$.00**	**$.00**	**$.00**	**$359,839.55**	**$359,839.55**	**$.00**
405c Match							
M3MATCH-2025-11-11-11	BIL 405c Data Program Match	$.00	$185,549.29	$.00	$.00	$.00	$.00
405c Match Total		**$.00**	**$185,549.29**	**$.00**	**$.00**	**$.00**	**$.00**
405c Data Sharing and Analysis							
B3DSA-2025-G0-74-SW	UMB NSC - Traffic Safety Citations Analy	$.00	$.00	$.00	$258,583.55	$258,583.55	$.00
B3DSA-2025-G2-61-SW	CORE - Development of the 2026-2030 TRSP	$.00	$.00	$.00	$95,228.00	$95,228.00	$.00
405c Data Sharing and Analysis Total		**$.00**	**$.00**	**$.00**	**$353,811.55**	**$353,811.55**	**$.00**
BIL 405c Data Program Total		***$.00***	***$185,549.29***	***$.00***	***$713,651.10***	***$713,651.10***	***$.00***
BIL 405d Impaired Driving Low							
405d Low Other Based on Problem ID							
M6OT-2025-G0-20-SW	MSAA - Traffic Safety Resource Prosecuto	$.00	$.00	$.00	$187,847.98	$187,847.98	$.00
M6OT-2025-G0-39-SW	MADD - Impaired Driving	$.00	$.00	$.00	$108,805.36	$108,805.36	$.00
M6OT-2025-G0-65-SW	St. Marys Co Health Dept - Impaired Driv	$.00	$.00	$.00	$14,500.00	$14,500.00	$.00
M6OT-2025-G0-77-SW	WRAP - Impaired Driving	$.00	$.00	$.00	$2,040.00	$2,040.00	$.00
M6OT-2025-G1-29-SW	MSP-DRE - DRE Training	$.00	$.00	$.00	$70,000.00	$70,000.00	$.00
M6OT-2025-G1-33-SW	MSP - Forensic Sciences Division FSD	$.00	$.00	$.00	$25,649.46	$25,649.46	$.00
M6OT-2025-G1-61-SW	Restaurant Association - Impaired Drivin	$.00	$.00	$.00	$49,307.81	$49,307.81	$.00
M6OT-2025-G1-98-SW	UB Center for Advancing Prevention	$.00	$.00	$.00	$21,160.10	$21,160.10	$.00
405d Low Other Based on Problem ID Total		**$.00**	**$.00**	**$.00**	**$479,310.71**	**$479,310.71**	**$.00**
405d Low HVE							
FDLHVE-2025-L0-17-LC	Kent Co Sheriff - Impaired Driving	$.00	$.00	$.00	$1,000.00	$1,000.00	$1,000.00
FDLHVE-2025-L0-70-SW	MDTA - Impaired Driving	$.00	$.00	$.00	$33,000.00	$33,000.00	$.00
FDLHVE-2025-L1-30-SW	MSP-Mob Unit - Impaired Driving	$.00	$.00	$.00	$20,000.00	$20,000.00	$.00
FDLHVE-2025-L1-93-SW	MSP-Statewide - Impaired Driving	$.00	$.00	$.00	$208,500.00	$208,500.00	$.00
405d Low HVE Total		**$.00**	**$.00**	**$.00**	**$262,500.00**	**$262,500.00**	**$1,000.00**
405d Low BAC Testing/Reporting							
FDLBAC-2025-L1-30-SW	MSP-Mob Unit - Impaired Driving	$.00	$.00	$.00	$52,200.00	$52,200.00	$.00
405d Low BAC Testing/Reporting Total		**$.00**	**$.00**	**$.00**	**$52,200.00**	**$52,200.00**	**$.00**
405d Low Media/ID training/Enf Related exp.							
FDLPEM-2025-G1-40-SW	MHSO - Communications DUI	$.00	$.00	$.00	$1,000,000.00	$1,000,000.00	$.00
405d Low Media/ID training/Enf Related exp. Total		**$.00**	**$.00**	**$.00**	**$1,000,000.00**	**$1,000,000.00**	**$.00**
405d Low Training							
FDLTR-2025-G0-39-SW		$.00	$.00	$.00	$2,750.00	$2,750.00	$.00
FDLTR-2025-G1-29-SW	MSP-DRE - DRE Training	$.00	$.00	$.00	$170,100.00	$170,100.00	$.00
FDLTR-2025-G1-83-SW		$.00	$.00	$.00	$24,090.00	$24,090.00	$.00
FDLTR-2025-G1-84-SW	MCPA - Impaired Driving	$.00	$.00	$.00	$145,090.00	$145,090.00	$.00
FDLTR-2025-L1-93-SW		$.00	$.00	$.00	$39,500.00	$39,500.00	$.00
405d Low Training Total		**$.00**	**$.00**	**$.00**	**$381,530.00**	**$381,530.00**	**$.00**
405d Low Match							
M6MATCH-2025-11-11-11	BIL 405d Impaired Driving Low Match	$.00	$548,751.16	$.00	$.00	$.00	$.00
405d Low Match Total		**$.00**	**$548,751.16**	**$.00**	**$.00**	**$.00**	**$.00**

405d Low Court Support							
B6CS-2025-G1-98-SW	UB Center for Advancing Prevention	$.00	$.00	$.00	$81,136.16	$81,136.16	$.00
405d Low Court Support Total		**$.00**	**$.00**	**$.00**	**$81,136.16**	**$81,136.16**	**$.00**
BIL 405d Impaired Driving Low Total		***$.00***	***$548,751.16***	***$.00***	***$2,256,676.87***	***$2,256,676.87***	***$1,000.00***
BIL 405f Motorcycle Programs							
405f Motorcyclist Awareness							
M11MA-2025-G1-28-SW	MHSO - Media Internal Projects	$.00	$.00	$.00	$44,741.77	$44,741.77	$.00
M11MA-2025-G1-40-SW	MHSO - Communications DUI	$.00	$.00	$.00	$43,143.19	$43,143.19	$.00
405f Motorcyclist Awareness Total		**$.00**	**$.00**	**$.00**	**$87,884.96**	**$87,884.96**	**$.00**
405f Match							
M11MATCH-2025-11-11-11	BIL 405f Motorcycle Programs Match	$.00	$22,850.09	$.00	$.00	$.00	$.00
405f Match Total		**$.00**	**$22,850.09**	**$.00**	**$.00**	**$.00**	**$.00**
BIL 405f Motorcycle Programs Total		***$.00***	***$22,850.09***	***$.00***	***$87,884.96***	***$87,884.96***	***$.00***
BIL 405h Nonmotorized Safety							
405h Public Education							
FHPE-2025-G2-42-LC	WASHCOG - Pedestrian Bicycle	$.00	$.00	$.00	$70,158.39	$70,158.39	$.00
405h Public Education Total		**$.00**	**$.00**	**$.00**	**$70,158.39**	**$70,158.39**	**$.00**
BIL 405h Nonmotorized Safety Total		***$.00***	***$.00***	***$.00***	***$70,158.39***	***$70,158.39***	***$.00***
SUPPLEMENTAL BIL NHTSA 402							
Community Traffic Safety Programs							
CP-2025-G0-54-SW	MHSO - Staffing Grant 1	$.00	$.00	$.00	$288,604.14	$288,604.14	$.00
Community Traffic Safety Programs Total		**$.00**	**$.00**	**$.00**	**$288,604.14**	**$288,604.14**	**$.00**
NHTSA 402 Match							
MATCH-2025-11-11-11	SUPPLEMENTAL BIL NHTSA 402 Match	$.00	$75,037.08	$.00	$.00	$.00	$.00
NHTSA 402 Match Total		**$.00**	**$75,037.08**	**$.00**	**$.00**	**$.00**	**$.00**
SUPPLEMENTAL BIL NHTSA 402 Total		***$.00***	***$75,037.08***	***$.00***	***$288,604.14***	***$288,604.14***	***$.00***
SUPPLEMENTAL BIL 405b OP High							
405b High Match							
M1MATCH-2025-11-11-11	SUPPLEMENTAL BIL 405b OP High Match	$.00	$11,112.61	$.00	$.00	$.00	$.00
405b High Match Total		**$.00**	**$11,112.61**	**$.00**	**$.00**	**$.00**	**$.00**
405b High Underserved CPS Programs							
B1CPS_US-2025-G0-96-SW	Maryland DOH - Maryland Kids In Safety S	$.00	$.00	$.00	$42,740.83	$42,740.83	$.00
405b High Underserved CPS Programs Total		**$.00**	**$.00**	**$.00**	**$42,740.83**	**$42,740.83**	**$.00**
SUPPLEMENTAL BIL 405b OP High Total		***$.00***	***$11,112.61***	***$.00***	***$42,740.83***	***$42,740.83***	***$.00***
SUPPLEMENTAL BIL 405b OP Low							
405b Low Public Education							
M2PE-2025-G0-75-SW	UMB NSC - Seat Belt Observation Project	$.00	$.00	$.00	$2,166.95	$2,166.95	$.00
405b Low Public Education Total		**$.00**	**$.00**	**$.00**	**$2,166.95**	**$2,166.95**	**$.00**
405b Low Match							
M2MATCH-2025-11-11-11	SUPPLEMENTAL BIL 405b OP Low Match	$.00	$563.41	$.00	$.00	$.00	$.00

405b Low Match Total		**$.00**	**$563.41**	**$.00**	**$.00**	**$.00**	**$.00**
SUPPLEMENTAL BIL 405b OP Low Total		***$.00***	***$563.41***	***$.00***	***$2,166.95***	***$2,166.95***	***$.00***
SUPPLEMENTAL BIL 405c Data Program							
405c Data Program							
M3DA-2025-G0-54-SW	MHSO - Staffing Grant 1	$.00	$.00	$.00	$103,514.40	$103,514.40	$.00
405c Data Program Total		**$.00**	**$.00**	**$.00**	**$103,514.40**	**$103,514.40**	**$.00**
405c Match							
M3MATCH-2025-11-11-11	SUPPLEMENTAL BIL 405c Data Program Match	$.00	$26,913.74	$.00	$.00	$.00	$.00
405c Match Total		**$.00**	**$26,913.74**	**$.00**	**$.00**	**$.00**	**$.00**
SUPPLEMENTAL BIL 405c Data Program Total		***$.00***	***$26,913.74***	***$.00***	***$103,514.40***	***$103,514.40***	***$.00***
SUPPLEMENTAL BIL 405d Impaired Driving Low							
405d Low Other Based on Problem ID							
M6OT-2025-G0-20-SW	MSAA - Traffic Safety Resource Prosecuto	$.00	$.00	$.00	$33,756.92	$33,756.92	$.00
M6OT-2025-G0-77-SW	WRAP - Impaired Driving	$.00	$.00	$.00	$235,055.27	$235,055.27	$.00
M6OT-2025-G1-33-SW	MSP - Forensic Sciences Division FSD	$.00	$.00	$.00	$65,750.94	$65,750.94	$.00
405d Low Other Based on Problem ID Total		**$.00**	**$.00**	**$.00**	**$334,563.13**	**$334,563.13**	**$.00**
405d Low ID Coordinator							
FDLIDC-2025-G0-55-SW	MHSO - Staffing Grant 2	$.00	$.00	$.00	$101,003.69	$101,003.69	$.00
405d Low ID Coordinator Total		**$.00**	**$.00**	**$.00**	**$101,003.69**	**$101,003.69**	**$.00**
405d Low Match							
M6MATCH-2025-11-11-11	SUPPLEMENTAL BIL 405d Impaired Driving L	$.00	$113,247.37	$.00	$.00	$.00	$.00
405d Low Match Total		**$.00**	**$113,247.37**	**$.00**	**$.00**	**$.00**	**$.00**
SUPPLEMENTAL BIL 405d Impaired Driving Low Total		***$.00***	***$113,247.37***	***$.00***	***$435,566.82***	***$435,566.82***	***$.00***
SUPPLEMENTAL BIL 405f Motorcycle Programs							
405f Motorcyclist Awareness							
M11MA-2025-G1-28-SW	MHSO - Media Internal Projects	$.00	$.00	$.00	$5,258.23	$5,258.23	$.00
405f Motorcyclist Awareness Total		**$.00**	**$.00**	**$.00**	**$5,258.23**	**$5,258.23**	**$.00**
405f Match							
M11MATCH-2025-11-11-11	SUPPLEMENTAL BIL 405f Motorcycle Program	$.00	$1,367.14	$.00	$.00	$.00	$.00
405f Match Total		**$.00**	**$1,367.14**	**$.00**	**$.00**	**$.00**	**$.00**
SUPPLEMENTAL BIL 405f Motorcycle Programs Total		***$.00***	***$1,367.14***	***$.00***	***$5,258.23***	***$5,258.23***	***$.00***
BIL 405e Distracted Driving Awareness 24-26							
405e Public Education							
B8APE-2025-G1-28-SW	MHSO - Media Internal Projects	$.00	$.00	$.00	$200,000.00	$200,000.00	$.00
B8APE-2025-G1-97-SW	Impact Teen Drivers - Distracted Driving	$.00	$.00	$.00	$38,568.75	$38,568.75	$.00
405e Public Education Total		**$.00**	**$.00**	**$.00**	**$238,568.75**	**$238,568.75**	**$.00**
405e DD Match							
B8AMATCH-2025-11-11-11	BIL 405e Distracted Driving Awareness 24	$.00	$62,027.88	$.00	$.00	$.00	$.00
405e DD Match Total		**$.00**	**$62,027.88**	**$.00**	**$.00**	**$.00**	**$.00**
BIL 405e Distracted Driving Awareness 24-26 Total		***$.00***	***$62,027.88***	***$.00***	***$238,568.75***	***$238,568.75***	***$.00***
BIL 405g Nonmotorized Safety 24-26							

405g Public Education							
BGPE-2025-G0-55-SW	MHSO - Staffing Grant 2	$.00	$.00	$.00	$36,420.64	$36,420.64	$.00
405g Public Education Total		**$.00**	**$.00**	**$.00**	**$36,420.64**	**$36,420.64**	**$.00**
405g Match							
BGMATCH-2025-11-11-11	BIL 405g Nonmotorized Safety 24-26 Match	$.00	$9,469.37	$.00	$.00	$.00	$.00
405g Match Total		**$.00**	**$9,469.37**	**$.00**	**$.00**	**$.00**	**$.00**
BIL 405g Nonmotorized Safety 24-26 Total		***$.00***	***$9,469.37***	***$.00***	***$36,420.64***	***$36,420.64***	***$.00***
BIL 405h Preventing Roadside Deaths 24-26							
405h Public Education							
M12BPE-2025-G1-27-SW	MHSO - Roadway Safety and Move Over	$.00	$.00	$.00	$137,554.89	$137,554.89	$.00
405h Public Education Total		**$.00**	**$.00**	**$.00**	**$137,554.89**	**$137,554.89**	**$.00**
405 h Match							
M12MATCH-2025-11-11-11	BIL 405h Preventing Roadside Deaths 24-2	$.00	$35,764.27	$.00	$.00	$.00	$.00
405h Match Total		**$.00**	**$35,764.27**	**$.00**	**$.00**	**$.00**	**$.00**
BIL 405h Preventing Roadside Deaths 24-26 Total		***$.00***	***$35,764.27***	***$.00***	***$137,554.89***	***$137,554.89***	***$.00***
SUPPLEMENTAL BIL 405e Distracted Driving Awareness 24-26							
405e Public Education							
B8APE-2025-G1-97-SW	Impact Teen Drivers - Distracted Driving	$.00	$.00	$.00	$60,086.40	$60,086.40	$.00
405e Public Education Total		**$.00**	**$.00**	**$.00**	**$60,086.40**	**$60,086.40**	**$.00**
4 05e DD Match							
B8AMATCH-2025-11-11-11	SBIL 405e Distracted Driving Awareness M	$.00	$15,622.46	$.00	$.00	$.00	$.00
405e DD Match Total		**$.00**	**$15,622.46**	**$.00**	**$.00**	**$.00**	**$.00**
SUPPLEMENTAL BIL 405e Distracted Driving Awareness 24-26 Total		***$.00***	***$15,622.46***	***$.00***	***$60,086.40***	***$60,086.40***	***$.00***
SUPPLEMENTAL BIL 405g Nonmotorized Safety 24-26							
405g Public Education							
BGPE-2025-G0-55-SW	MHSO - Staffing Grant 2	$.00	$.00	$.00	$57,118.72	$57,118.72	$.00
405g Public Education Total		**$.00**	**$.00**	**$.00**	**$57,118.72**	**$57,118.72**	**$.00**
4 05g Match							
BGMATCH-2025-11-11-11	SUPPLEMENTAL BIL 405g Nonmotorized Safet	$.00	$14,850.87	$.00	$.00	$.00	$.00
405g Match Total		**$.00**	**$14,850.87**	**$.00**	**$.00**	**$.00**	**$.00**
SUPPLEMENTAL BIL 405g Nonmotorized Safety 24-26 Total		***$.00***	***$14,850.87***	***$.00***	***$57,118.72***	***$57,118.72***	***$.00***
SUPPLEMENTAL BIL 405h Preventing Roadside Deaths 24-26							
405h Public Education							
M12BPE-2025-G1-27-SW	MHSO - Roadway Safety and Move Over	$.00	$.00	$.00	$14,794.02	$14,794.02	$.00
405h Public Education Total		**$.00**	**$.00**	**$.00**	**$14,794.02**	**$14,794.02**	**$.00**
405h Match							
M12MATCH-2025-11-11-11	SBIL 405h Preventing Roadside Deaths Mat	$.00	$3,846.45	$.00	$.00	$.00	$.00
405h Match Total		**$.00**	**$3,846.45**	**$.00**	**$.00**	**$.00**	**$.00**
SUPPLEMENTAL BIL 405h Preventing Roadside Deaths 24-26 Total		***$.00***	***$3,846.45***	***$.00***	***$14,794.02***	***$14,794.02***	***$.00***
NHTSA Total		***$.00***	***$3,473,394.48***	***$.00***	***$12,826,995.57***	***$12,826,995.57***	***$2,490,515.06***

Total	***$.00***	***$3,473,394.48***	***$.00***	***$12,826,995.57***	***$12,826,995.57***	***$2,490,515.06***

Appendix H: Motorcyclist Safety Grant

Below is a list of counties and political subdivisions in the state where motorcycle rider training courses will be conducted during the fiscal year.

Allegany County
Baltimore County
Carroll County
Charles County
Frederick County
Harford County
Howard County
Montgomery County
Prince George's County
Washington County
Wicomico County

Below is the number of registered motorcycles in each county or political subdivision according to the Motor Vehicle Administration's records.

MARYLAND DEPARTMENT OF TRANSPORTATION MOTOR VEHICLE ADMINISTRATION REGISTERED MOTORCYCLES BY COUNTY AND YEAR	
Jurisdiction	**2023**
ALLEGANY	**1,935**
ANNE ARUNDEL	**11,213**
BALTIMORE CITY	**11,206**
BALTIMORE	**2,897**
CALVERT	**2,976**
CAROLINE	**1,127**
CARROLL	**5,726**
CECIL	**3,310**
CHARLES	**3,997**

DORCHESTER	728
FREDERICK	7,084
GARRETT	1,106
HARFORD	6,477
HOWARD	3,922
KENT	505
MONTGOMERY	9,533
PRINCE GEORGE'S	8,843
QUEEN ANNE'S	1,403
ST. MARY'S	429
SOMERSET	3,466
TALBOT	785
WASHINGTON	4,143
WICOMICO	1,990
WORCESTER	1,568
NO COUNTY	520
GRAND TOTALS	96,889

Appendix I: Impaired Driving Strategic Plan

2024

Impaired Driving Strategic Plan

ZERO DEATHS MARYLAND

Highway Safety Office

Table of Contents

The following plan and its contents were drafted by Maryland's Impaired Driving Coordinator with guidance and input from multi-disciplinary partners. The plan was reviewed, ratified, and accepted by Maryland's Impaired Driving Prevention Emphasis Area Team (EAT) on July 16, 2024. Additional feedback was requested from and received by the current roster of EAT members and incorporated, as appropriate, into the plan.

Introduction

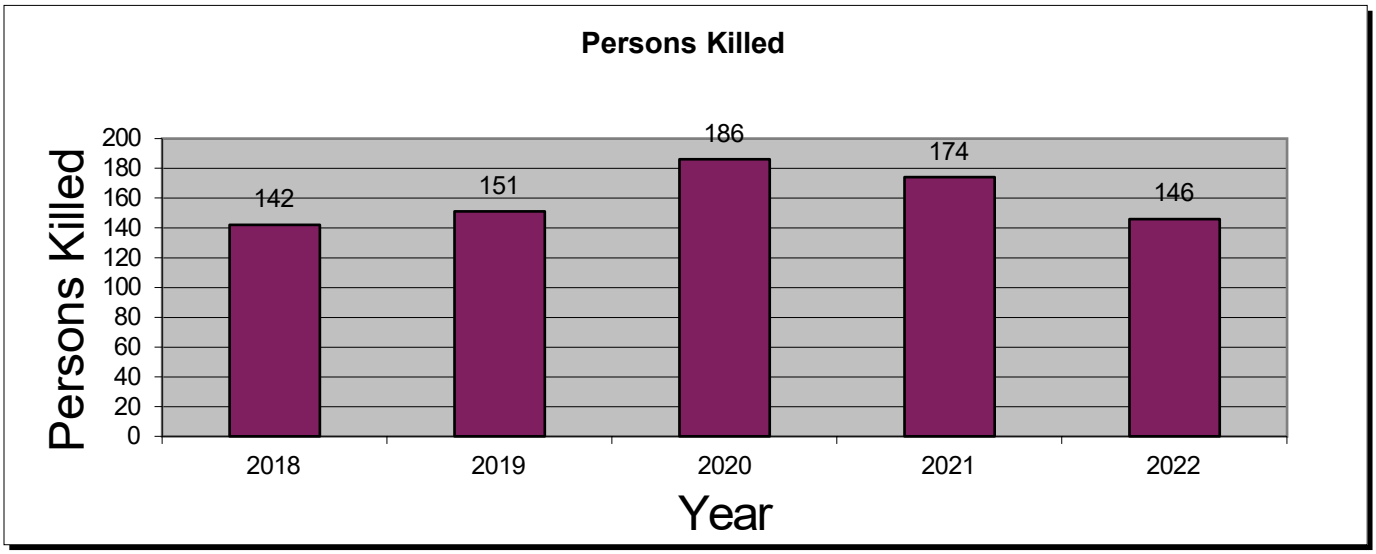
Impaired Driving in Maryland

Driving while under the influence of drugs or alcohol is one of the deadliest behaviors on our roadways. Historically, a third of the state's traffic-related deaths have been due to impaired driving. Impaired driving is defined as "at least one driver in a crash reported to be driving while under the influence of alcohol, while impaired by alcohol, while impaired by any drug, any combination of drugs, or a combination of one or more drugs and alcohol or while impaired by a controlled dangerous substance." Impairment is determined through the driver condition, blood alcohol content, substance use detected, and contributing factor fields on the Maryland crash report (MSP ACRS). Between 2018 and 2022, nearly 800 persons were killed, and more than 14,000 more people were injured in a crash where drugs and/or alcohol were involved.

The number of impaired driving crashes in 2021 increased by approximately 5 percent from 2020, though the 2021 total was still 5 percent below the number of impaired crashes that occurred in 2019. The NHTSA FARS data only counts alcohol-impaired crashes with a BAC of .08 or higher. Alcohol-impaired driving fatalities (BAC = .08 or higher) in 2022 were nine percent higher than 2021.

While one in 42 crashes involving driver impairment resulted in a fatality in 2021, 29 percent of all fatal crashes in the state involved alcohol and/or drugs. Although every impaired driving crash does not result in a fatality, impairment is often a factor when a fatality does occur. This relatively high rate of occurrence and correlation between impaired driving and fatal crashes and fatalities on Maryland roadways has made impaired driving a crucial focus point for traffic safety and law enforcement professionals throughout the state.

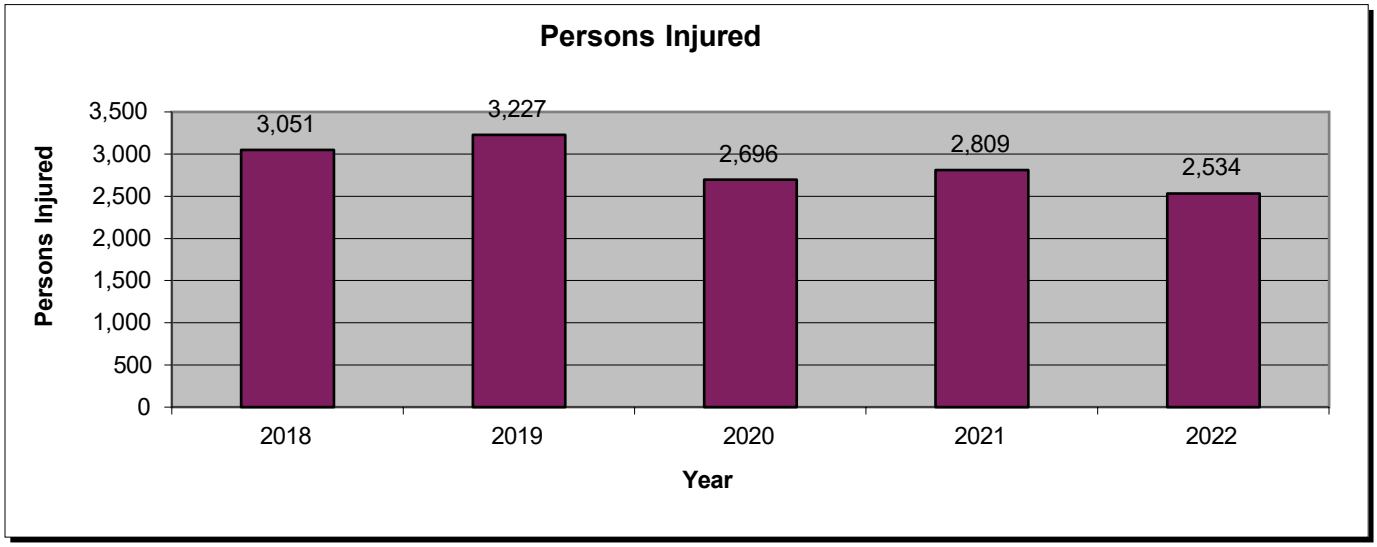
Figure 1: Maryland Impaired Driving Fatalities (2018-2022)



Fifty-seven percent of impaired drivers were 20–39 years old. In addition, impaired drivers in their twenties and thirties comprised 58 percent of injured and 56 percent of fatal impaired drivers. Forty-two percent of impaired drivers and 41 percent of passengers killed in impaired crashes were not wearing a seat belt. In comparison, in all crashes across the state, 31 percent of drivers killed (and 39 percent of passengers) were not wearing their seat belts, indicating that impaired drivers are less inclined to buckle up.

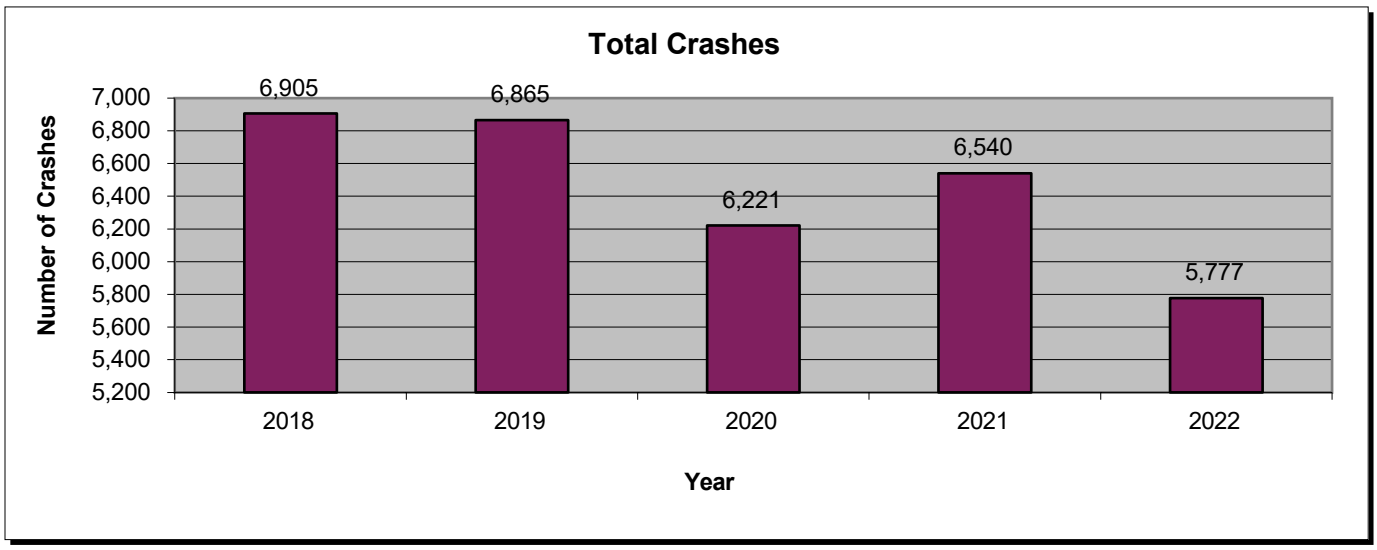
This combination of impaired driving and reduced usage of seat belts, particularly during late-night hours, indicates an opportunity for effective crossover or combined outreach efforts by the State, utilizing impaired and occupant protection messages. Additionally, use of this data set provides law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

Figure 2: Maryland Impaired Driving Injuries (2018-2022)



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

Figure 3: Maryland Impaired Driving Crashes (2018-2022)



Performance Targets and Strategies

The Impaired Driving EA team, focused on both alcohol and drug impairment, collaborates with State transportation agencies, safety partners, stakeholders, and law enforcement to reduce impaired driving related fatalities and serious injuries. The Maryland Impaired Driving Strategic Plan derives performance targets and high-level strategies from Maryland's SHSP. Performance targets include the following:

1. **STATE-DEFINED IMPAIRED DRIVING FATALITY TARGET:** Reduce the number of State-defined (alcohol/drug) impaired driving related fatalities on all roads in Maryland from the five-year average (2005-2009) of 202 to 127 or

fewer by December 31, 2025.

2. **STATE-DEFINED IMPAIRED DRIVING SERIOUS INJURY TARGET:** Reduce the number of impaired (alcohol/drug) driving related serious injuries on all roads in Maryland from the five-year average (2005-2009) of 809 to 223 or fewer by December 31, 2025.

3. **NHTSA-DEFINED IMPAIRED DRIVING FATALITY TARGET:** Reduce the number of NHTSA-defined (BAC 0.08) impaired driving related fatalities on all roads in Maryland from the five-year average (2005-2009) of 174 to 124 or fewer by December 31, 2025.

In accordance with Maryland's overall SHSP, the Impaired Driving EAT will implement strategies to drive down death and serious injuries on Maryland's roadways. These strategies include the highway safety elements of engineering, education, enforcement, emergency medical services, and equity to address both behavioral and infrastructure issues. Maryland's strategies to eliminate impaired (by alcohol or drugs) driving include the use of:

1. **DATA:** Use the collection, analysis, and evaluation of data on all roads in Maryland to identify impaired driving issues, key audiences, and locations of concern, as well as support the improvement of data quality (accessibility, accuracy, completeness, integration, timeliness, uniformity) of impaired driving related data.
2. **ENFORCEMENT:** Support the enforcement of laws pertaining to the impaired driving Emphasis Area, as well as support enforcement initiatives that promote safe behaviors.
3. **INFRASTRUCTURE:** Improve roadway environments for the impaired driving Emphasis Area through the support of system-wide countermeasures, engineering treatments, and land-use planning.
4. **LEGISLATION:** Support legislation and adjudication efforts to advance the goals of the impaired driving Emphasis Area.
5. **OUTREACH:** Promote a systemic safety culture through the support of outreach initiatives including public awareness, education, training, and media campaigns focused on the concerns of the impaired driving Emphasis Area.
6. **VEHICLE ENGINEERING & TECHNOLOGY:** Identify, promote, and support the implementation of effective engineering and technological approaches to support the impaired-by-alcohol or drugged driving emphasis area's countermeasures.

Maryland understands that eliminating impaired driving will decrease crash occurrences and save lives. The Impaired Driving Emphasis Area calls for a safe system approach to countermeasures and a traffic safety culture intolerant of impaired driving.

Problem Identification & Data Sources

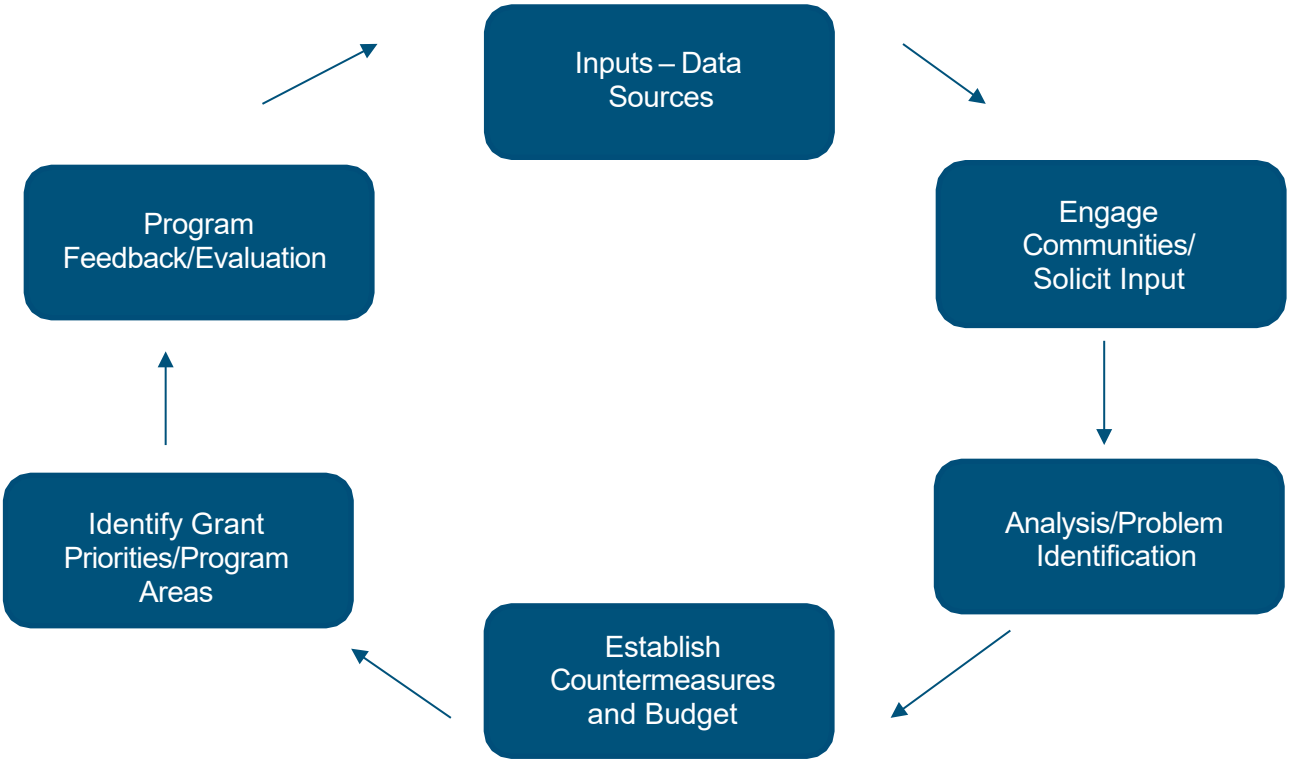
Problem Identification Methodology

Maryland's problem identification process targets highway safety problems by using relevant data sources, estimates of funding levels, identification of potential partners, and community/partner feedback. Potential grant programs are prioritized by their ability to address federal- and state-designated traffic safety priorities.

The problem identification process used by the MHSO includes analysis of traffic safety data from established state and federal sources, with a focus on those recommended in NHTSA's traffic records information system model. The MHSO

manages this ongoing process, collecting, analyzing data, and collecting public input uniformly over time. Accurate problem identification helps to quantify program decisions as managers establish statewide priority areas where the MHSO can most effectively focus its highway safety efforts and identify the partners best suited to implement safety projects.

An overview of the MHSO problem identification and programming process is depicted below:



Data Sources

The sources of the MHSO's data include, but are not limited to:

- Maryland District Court – Citation/Adjudication data.
- MHSO Fatal Crash Dashboard – The interactive Fatal Crash Dashboard developed by the Maryland Department of State Police (MDSP) and Motor Vehicle Administration's Highway Safety Office.
- Maryland Institute for Emergency Medical Services Systems (MIEMSS) – Emergency Medical Services (EMS) data information network; eMEDS.
- Maryland Trauma Registry – Trauma registry, injury data, and EMS databases.
- MDOT Motor Vehicle Administration (MVA) – Vehicle and driver information, including the state's driver license, vehicle registration, and citation/conviction files.
- MDOT State Highway Administration (SHA) – Crash data are obtained from SHA, which maintains a database derived from crash reports submitted to, and processed and approved by, the Maryland Department of State Police, along with data on average daily traffic counts and vehicle miles traveled (VMT). In 2023, the MHSO and all traffic safety partners transitioned to using the MDSP Data Warehouse as its source for crash data. Historical data from SHA will still be utilized.
- Maryland Judiciary – Citation and Adjudication data.
- National Study Center (NSC) – observational seat belt use surveys.
- NHTSA – Federal Fatality Analysis Reporting System (FARS), and Fatality and Injury Reporting System Tool (FIRST). •
- Office of the Chief Medical Examiner (OCME) – Medical examiner data.
- US Census Data – US DOT Equitable Transportation Communities Explorer.

Data elements in motor vehicle crash analysis can be classified in three general categories: people, vehicles, and roadway. These categories may be further defined in subgroups and assigned relevant characteristics for ease and consistency of analysis, as shown in the following table:

Data Category	Subgroups	Details
Persons	Drivers, occupants, pedestrians	Age, gender, behavioral aspects, blood alcohol level
Vehicles	Passenger cars, trucks, buses, motorcycles, bicycles, etc.	Sedans, SUVs, convertibles, airbags, levels of protection
Roadway	Interstate, primary, secondary	Political subdivisions, lighting conditions, surface conditions

Data subgroups are reviewed to determine statistical over-representations, which can indicate traffic safety problems or potential problems among subgroups. Further analysis then typically focuses on identifying subgroup characteristics (such as increased frequency or severity) or other factors suggested by the data when asking the traditional "who, what, where, why, and how" questions.

Alignment with Other Plans and Requirements

Maryland Strategic Highway Safety Plan (SHSP)

Maryland's Impaired Driving Prevention Strategic Plan has goals and strategies aligned with the State's SHSP. All goals or strategies set forth to reduce impaired driving shall at least reflect those of the SHSP. Additional goals may be included in the mission of the Impaired Driving EAT at the discretion of the Co-Chairpersons, with approval by the Governor's Highway Safety Representative and the SHSP Executive Council.

In accordance with the overall SHSP, the Impaired Driving EAT will implement the following strategies to drive down death and serious injuries on Maryland's roadways. These strategies include the highway safety elements of engineering, education, enforcement, and emergency medical services and address both behavioral and infrastructure issues, as well as incorporating the State's plan for safe, accessible, and effective multi-modal transportation systems. Maryland's strategies to meet the goals in reducing impaired (by alcohol or drugs) driving include the use of:

- **DATA:** Use the collection, analysis, and evaluation of data on all roads in Maryland to identify impaired driving safety issues, key audiences, locations of concern, as well as support the improvement of data quality of impaired driving-related data.
- **ENFORCEMENT:** Support the enforcement of laws pertaining to the impaired driving Emphasis Area, as well as support enforcement initiatives that promote safe behaviors.
- **INFRASTRUCTURE:** Improve roadway environments for the impaired driving Emphasis Area through the support of system-wide countermeasures, engineering treatments, and land-use planning.
- **LEGISLATION:** Support legislation and adjudication efforts to advance the goals of the impaired driving Emphasis Area.
- **OUTREACH:** Promote a systemic safety culture through the support of outreach initiatives including public awareness, education, training, and media campaigns focused on the concerns of the impaired driving Emphasis Area.
- VEHICLE ENGINEERING & TECHNOLOGY: Identify, promote, and support the implementation of effective engineering and technological approaches to support the impaired-by-alcohol or drugged driving emphasis area's countermeasures. Maryland understands that eliminating impaired driving will decrease crash occurrence and save lives. The Impaired Driving Emphasis Area calls for a safe system approach to countermeasures and a traffic safety culture intolerant of impaired driving.

Associated with the above strategies is an action plan designed to reach the goals named for the Impaired Driving EA. The action plan includes steps aimed to improve data collection, enhance enforcement programs, improve roadway environments to prevent impaired driving related crashes, support impaired driving prevention policy, educate the public on the risks of impaired driving, and utilize new technology to reduce the number of associated fatalities and serious injuries. Action steps are regularly evaluated for progress on a quarterly basis by the Impaired Driving EAT.

Triennial Highway Safety Plan and Annual Grant Application

As a requirement of the Bipartisan Infrastructure Law (BIL), Maryland is required by Federal law to provide a Triennial Highway Safety Plan (3HSP) to the NHTSA. The 3HSP includes the State's goals, objectives, and countermeasure strategies for improving traffic safety, as well as performance measures to evaluate progress.

The application that was submitted to cover the period of FFY 2024 to FFY 2026 is located here: MD 3HSP.

NHTSA Uniform Guidelines

Title 23, Section 402, of the United States Code sets forth the uniform guidelines for State highway safety programs. Maryland adheres to many of the strategies and program-specific activities contained within Uniform Guideline No. 8, which specifically outlines components of a successful impaired driving prevention program. These activities include Program Management and Strategic Planning, Prevention, Criminal Justice System, Communication Program, Alcohol and Other Drug Misuse, and Program Evaluation and Data.

The current version of Uniform Guideline No. 8 is located here: Uniform Guideline No. 8

Countermeasures That Work

Countermeasures That Work is a reference guide for State Highway Safety Offices to help select effective countermeasures to address highway safety problem areas. All countermeasures included in the guide aim to change human behavior and feature a ratings scale of anywhere from one to five stars, with one star being viewed as least effective, and five stars being the most effective. Countermeasures That Work is continually updated and includes a heavy emphasis on changing dangerous driving behaviors.

The current version of Countermeasures That Work is located here: Countermeasures That Work.

Vision Zero

In 2019, Maryland officially became a Vision Zero state after a law was passed that set an official goal of zero traffic fatalities or serious injuries by 2030. The legislation also called for the development of a Vision Zero program within MDOT. The continued development and implementation of this Impaired Driving Prevention Strategic Plan will utilize the fundamentals of Vision Zero as part of a comprehensive approach to reduce fatalities and serious injuries on roadways across the State.

Maryland's Vision Zero law provides for an MDOT-designated coordinator to oversee the implementation of the plan, collaboration with other State agencies and local authorities, a State-funded budget, yearly reporting, and strategies to achieve the established goals. Such strategies include, but are not limited to, identifying state and local laws, policies and regulations that hinder the development and implementation of Vision Zero; proposing changes to state and local laws to allow for innovative engineering and traffic calming, data collection, safety program effectiveness and development of best practices; proactively engaging community members; developing a long-term plan; prioritizing resources; and investing more resources into construction needs for high-crash intersections and roadways.

A major component of Vision Zero is what is known as the Safe System approach. Six principles from the basis of a Safe System approach:

1. **Death and serious injuries are unacceptable** – Deaths and injuries on our roadways should never be simply accepted.
2. **People make mistakes** – Transportation systems must be designed with this in mind.
3. **Human bodies are fragile** – Vehicles and transportation systems should be developed with the limits of the human body in consideration.
4. **Responsibility is shared** – From initial planning to those using the roadway on a daily basis, everyone plays a role in traffic safety.
5. **Safety is proactive** – We must continue to be vigilant and make changes to prevent crashes.
6. **Redundancy is crucial** – Multiple checks and balances must be implemented to eliminate crash-related deaths and injuries.

Public Participation and Engagement Process

In 2019, the Maryland General Assembly passed House Bill 855, making Maryland a Vision Zero state, and setting a statewide goal of zero fatalities and zero serious injuries by 2030. While even one fatality on Maryland roadways in unacceptable, in accordance with guidelines provided by the National Highway Traffic Safety Administration (NHTSA) and the Federal Highway Administration, the state's Strategic Highway Safety Plan (SHSP) for 2021-2025 has set more attainable objectives (see the Highway Safety Performance Measures).

Low Income and Underserved Areas

In April 2023, A group of data experts including the National Study Center for Trauma and EMS, Washington College, and MHSO representatives formalized a model for determining underserved and low-income areas throughout the State of Maryland. The methodology for determining these communities included two sets of disadvantaged populations – socioeconomic disadvantaged and transportation safety disadvantaged. Variables within socioeconomic disadvantaged include Risk (alcohol retailers and cannabis dispensaries), Poverty, and Race (non-white). Variables within transportation safety disadvantaged include Violations (home location), Under 21/Over 65, and Crashes (location where occurred). This tool will lay the groundwork for ongoing engagement, identifying the most disadvantaged and priority audiences for future community engagement and outreach efforts.

Maryland Equity Composite Index

After extended review of existing equity indicators related to transportation, the MHSO defined the most desirable qualities of an equity index, namely ease of use and one that uses a small number of components that represent different sides of the problem and are not highly correlated. The index was designed to be intuitive, transparent, and easy to understand for diverse audiences. Also, the index was built using components that are readily available, now and in the future. Finally, the index was crafted to be specific and sensitive enough for practical purposes, and this index will be utilized as the State implements more solutions to prevent alcohol- and drug-impaired driving in transportation disadvantaged communities.

The State of Maryland has a very diverse population and geographical area. To reflect certain differences between rural and urban areas, the index is stratified by urban/rural areas. This means that urban area characteristics are compared to all urban areas in Maryland, and rural area characteristics are compared to all rural areas.

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

Zip code was selected as the unit of observation because it is an easily defined and readily available dimension for analysis and GIS mapping, can be tied in with Census Zip Code Tabulation Area (ZTA) information, and can be linked to the problem identification methodology that prioritizes at-risk locations and populations by zip code. The appropriate data for the index components on zip code level are also readily available.

Impaired Driving in Community Engagement

Maryland's processes for selecting projects will be guided by the identification of transportation disadvantaged and underserved communities. Each separate community has individual circumstances requiring unique solutions. Combating the dangers of impaired driving will mean tailoring the approach the Impaired Driving EAT to meet those needs. Maryland will continue to apply methodologies and solutions designed to meet the needs of the State's diverse population.

Future impaired driving prevention engagement efforts will provide sufficient opportunities for public engagement so that Maryland can better plan, implement, manage, and staff the highway safety grant program. *Finding culturally competent partners to work with non-traditional partners will ensure that all voices are heard and a broad spectrum of representation from the communities affected by traffic safety issues.* Ongoing planning will consist of:

- Understanding community characteristics through data analysis
- Identifying new opportunities and understanding concerns
- Exploring alternatives
- Collaborating on an effective solution

Program Management and Strategic Planning

Strategic Planning

Maryland's Impaired Driving EAT members are involved in the development and implementation of Maryland's Impaired Driving Strategic Plan. Per the NHTSA, Maryland takes certain requirements, as well as suggestions, into consideration in developing strategic plans. Maryland is committed to the following:

- Developing and implementing an overall plan for short- and long-term impaired driving activities.
- Defining a vision for the state that is easily understood and supported by all partners.
- Utilizing best practices in strategic planning.
- Creating strategic plans utilizing a thorough problem identification that uses crash, arrest, conviction, driver record, and other available data to identify the populations and geographic areas most at risk.
- Allocating resources for countermeasures determined to be effective will impact the populations and geographic areas most at risk.
- Having clear measurable outcomes.
- Coordinating with, and supporting other state plans, including the Highway Safety Plan, the Strategic Highway Safety Plan, and the Maryland Pedestrian Safety Action Plan.
- Establishing or adjusting priorities based on recommendations provided to the state as a result of reviews and assessments.
- Assigning responsibility and accountability among the state's partners for the implementation of priority recommendations.

Maryland employs a comprehensive strategy to reduce impaired driving, encompassing these six core strategic areas: Data, Enforcement, Infrastructure, Legislation, Outreach, and Vehicle Technology. These efforts are aligned with the State's broader plan for safe and accessible transportation systems.

Program Management

The process for selecting impaired driving projects entails strategic methodologies. The MHSO, in partnership with its collaborators, chooses strategies based on the potential to achieve safety goals. The selection process is grounded in data analysis, guided by the HSP and the SHSP. The MHSO leverages resources like NHTSA's Countermeasures That Work guide to identify effective evidence-based strategies. These strategies align with grant descriptions and project prerequisites, embedded within the broader framework of highway safety plans.

Prior to offering grant applications for review by the MHSO's Grant Review Team (GRT), a joint review is conducted by the MHSO Impaired Driving Program Manager and other staff. This review ensures eligibility, alignment with safety goals, and the applicant's capability to implement and sustain strategies.

During an application review, all aspects of the proposal are analyzed by the various GRT members and any portion of the prospective grantee's request for funding may be excluded. Projects that serve underserved communities will be given additional consideration. However, many projects are designed to benefit all residents of the state or a particular region. If a portion of the grant request is removed from consideration, the corresponding dollar amount is removed from the total request when calculating the award amount.
Responsibility for final recommendation and allocation of funds to any grantee rests with the MHSO's Director during grant review. All projects are reviewed to make sure that costs are allowable, allocable, and appropriate within funding limitations. Following all team reviews of the applications and appropriate recommendations, the entire grant program proposal is presented for final approval to the GR for Maryland. The GR must then review and sign off on all strategies and grants proposed to be incorporated into the HSP.

The MHSO's final selection of grant proposals is based heavily upon the ability of proposed grant projects to address federal and state priorities for traffic safety programs or related priorities and needs outlined through the problem identification process. Considerable weight is also given to the communities that will be affected most by the activities provided. All grants funded are measured against goals set forth in the HSP and the SHSP, and all grants selected for funding are thus assured to be rooted in a strategy from the SHSP.

Proposals that target high-risk populations (ex. underserved/low-income communities) as noted in the Safe System approach, high-risk behaviors, and high-crash locations receive additional consideration, thus emphasizing the need for and use of measurable outcomes in defining application strategies and approaches. Proposed strategies must demonstrate one or more of the following attributes:

- An evidence-based strategy of countermeasures supported by research.
- A demonstration project, with clear evidence of data-driven safety needs identified.
- A strong evaluation plan for the project that allows the grantee to assess the effectiveness of the activity at its conclusion.

Maryland Impaired Driving Assessment

NHTSA's Highway Safety Program Assessment process is a tool that allows management to review various highway safety programs. Program assessments are provided for EMS, occupant protection, impaired driving, traffic records, motorcycle safety, standardized field sobriety testing, drivers education, and pedestrian and bicycle safety. Program assessments are based on the "Uniform Guidelines for State Highway Safety Programs." For each highway safety program area, the criteria against which each state program is assessed have been developed through use of the Uniform Guidelines, augmented by current best practices.

In September 2023, Maryland completed an impaired Driving Program Assessment process under the direction of a five-person team of experts. A list of recommendations will be provided under the Strategic Planning section of this document, but a few key recommendations are outlined below.

Priority Assessment Recommendations

The following are priority recommendations in the Impaired Driving Assessment:

- Utilize the Impaired Driving Task Force to create a dedicated Impaired Driving Strategic Plan, distinct from the Strategic Highway Safety Plan, that aligns with the six focus areas outlined in the National Highway Traffic Safety Administration's "Impaired Driving Uniform Program Guidelines."
- Fund and hire a State Traffic Safety Resource Prosecutor and a State Judicial Outreach Liaison.
- Increase funding to local law enforcement agencies to conduct compliance checks and other strategies to reduce underage alcohol and cannabis sales and service.
- Require responsible alcohol and cannabis server training, including servers at festivals and other events.
- Stress "no use" messages for the designated driver in all designated driver programs.
- Eliminate the expungement of impaired driving offenses.
- Mandate participation in the Ignition Interlock Program for drivers who receive probation before judgement.
- Institute cannabinoid panel testing in all fatal collisions.
- Require drug recognition experts (DREs) to apply for a search warrant in DRE evaluations when the subject refuses Step 12 (Toxicological Sample).
- Prioritize recruiting and training additional Drug Recognition Experts (DREs) in counties or jurisdictions with no DREs.

- Execute complete and thorough toxicological examinations on all blood specimens submitted for driving under the influence investigations (alcohol and cannabis).
- Provide toxicology results on crash records where a report has been amended to add toxicology information.
- Link traffic record systems to enable the tracking of each driving under the influence case from citation through to final post-disposition compliance.

These priority recommendations will form the base of the Impaired Driving Prevention Strategic Plan. Some have had progress made since the assessment, and Maryland will track the progress of these recommendations, as well as the others named in the assessment report.

Prevention

Maryland is committed to the prevention of alcohol and drug abuse that many times contributes to impaired driving. The MHSO will continue to target impaired driving prevention through collaborative partnerships among state and local government agencies, legislative and judicial leaders, regional authorities, community organizations and nongovernmental organizations. Together, these groups are collaborating through Maryland's Impaired Driving EAT with a mission to strengthen and enforce impaired driving laws, and to educate the public about the dangers of drug and alcohol misuse.

Promote Responsible Alcohol Service

The Impaired Driving EAT works to increase awareness of the dangers and consequences of impaired driving and look for opportunities to continue and expand effective programs. Law enforcement, Alcohol Beverage and Tobacco agents, alcohol services owners, and servers will be trained on the consequences of selling to minors and overserving impaired patrons.

Retailers have responsibilities toward the safe use of alcohol in their communities and are one line of defense in the prevention of access to alcohol by underage patrons, as well as to prevent over-service to individuals of all ages. Educating servers on recognizing false or fraudulent identifications and promoting cooperation with law enforcement are imperative. Staff training can also reduce the personal liability and risk of injury or death. The same applies to cannabis dispensaries and Maryland has utilized a training for "Budtenders" to help educate cannabis dispensary staff.

Promote Transportation Alternatives

Alternative transportation programs are a vital approach to reducing impaired driving. These programs transport impaired people home using taxis, ride-share programs, privately owned vehicles, and public transportation. In some cases, alternative transportation programs agree to pick up patrons before they become impaired and transport them to and between venues, so they are not tempted to drive home.

Maryland is fortunate to have a robust public transportation system, as well as numerous rideshare companies available in the State. The MHSO works with those partners to promote the message of "Be the Make a Plan Driver," a campaign that promotes safe alternative transportation programs. The heavily supported and promoted SoberRide program in the Washington, D.C. metropolitan area functions with an exclusive partnership with Lyft, offering ride credits to potentially impaired drivers.

Community-Based Programs

Schools, places of worship, employers, military partners, and other outlets will be used to implement impaired driving-related programs. These programs use familiar surroundings as a prevention method by using family, friends, colleagues, etc. to potentially change behavior and actions.

Numerous programs are coordinated with schools throughout Maryland. These programs are both initiated by the schools and by the MHSO and feature impaired driving prevention messaging to high schools. The dangers of drugs and alcohol are also communicated to middle school students. Maryland has utilized partners such as ThinkFast Interactive, Mothers Against Drunk Driving, the Washington Regional Alcohol Program, and the MHSO's Community Engagement Team (CET) to promote messaging in schools.
Places of worship are often valuable conduits for traffic safety messaging. The closeness of the worship communities, in addition to the support of worship leaders, is invaluable to spreading Maryland's impaired driving prevention messaging.

Employers and military partners are also incredibly important support networks for traffic safety messaging. Both groups offer the ability to set certain conditions of employment/enlistment, and these often involve significant consequences for

impaired driving offenses as loss of employment or enlistment are major deterrents. Employee Assistance Programs and military resources, such as the Army Substance Abuse Program, provide individuals with a confidential resource if they believe they may have an alcohol or drug problem. Providing any of these services to employees and their families can benefit the company or military branch and the community.

Criminal Justice System

The criminal justice system, and its related components of enforcement, prosecution, adjudication, and sanctions, plays a vital role in impaired driving deterrence and punishment. Impaired driving comes with real-world consequences and Maryland works to improve its criminal justice system in all of those areas as described below.

Enforcement

Maryland conducts frequent, highly visible, well-publicized and fully coordinated impaired driving enforcement efforts throughout the State, utilizing data to focus on locations where alcohol-related fatalities most often occur. To maximize visibility, the State conducts sobriety checkpoints, periodic saturation patrols, and sustained efforts throughout the year. The MHSO will continue to fund the State Police Impaired Driving Reduction Effort (SPIDRE), with teams dedicated to the Baltimore and Washington metro regions and will invest heavily in accompanying education and media components to prevent drivers from getting behind the wheel after consuming alcohol.

Both periodic and sustained efforts support and are supported by a combination of paid and earned media. To maximize resources, Maryland's Law Enforcement Services Section coordinates highly visible, multi-jurisdictional efforts among state, county, and municipal enforcement agencies. To increase the probability of detection, arrest and prosecution, participating officers receive training in the latest law enforcement techniques.

Maryland regularly trains officers in Advanced Roadside Impaired Driving Enforcement (ARIDE) and the Maryland State Police coordinates a Drug Recognition Expert (DRE) Program. ARIDE bridges the gap between Standardized Field Sobriety Training (SFST) offered at the academy level and the more advanced DRE training. DRE-trained officers are considered experts in the field of drug- and alcohol detection. There are more than 180 DREs in Maryland and there are approximately 50 DRE instructors. Instructors and DRE-certified officers are recognized for excellent performance at an annual ceremony known as the Maryland DUI Awards.

In addition to training on alcohol-related issues, Maryland emphasizes training opportunities related to cannabis, known as "green labs." These experiences involve safety professionals, law enforcement officers, and willing participants who are medical cannabis patients in Maryland. The officers are training with DREs, to experience, assess, and practice their interactions with impaired individuals and to know what to look for when performing traffic stops on suspected impaired drivers. Cannabis-related enforcement and education efforts will continue to develop for years to come and will be a focus of the Maryland Impaired Driving EAT.

The Maryland Traffic Safety Specialist (TSS) Program provides a major recognition and feedback program for law enforcement officers who have received advanced levels of training and developed high levels of proficiency and expertise in areas of traffic safety, including impaired driving enforcement practices. The TSS specifically tracks and recognizes the advanced training and proficiency of law enforcement officers in traffic safety.

Maryland coordinates a program called Leading Effective Traffic Enforcement Program (LETEP). The MHSO helps to systematically address many traffic safety and other public safety issues through a recognized training curriculum that makes traffic safety management a priority. Partner organizations such as the Maryland Sheriff's Association and the Maryland Chiefs of Police Association recognize the training needs for law enforcement members that are not adequately met by state and local governments. Traffic safety is often neglected, compared to what may seem more pressing law enforcement training issues experienced by individual agencies.

Prosecution

Impaired driving cases are often complex and involve nuances that, if missed, can lead to dismissal of cases or other undesirable outcomes. Enforcement is vital to removing impaired drivers from Maryland's roadways, but without effective prosecution, offenders will often return to driving and commit further infractions.
Maryland utilizes a Traffic Safety Resource Prosecutor (TSRP), and coordinates efforts with public and private partners, such as MADD and WRAP. The TSRP works with the Maryland General Assembly to promote traffic-related bills during the year, including issues regarding blood warrants in impaired driving cases; expanding the number of officers allowed to ask for blood tests.

The TSRP also conducts and assists with training, including but not limited to Stops, Searches and Seizures; Legal Discovery for Prosecutors; Courtroom Testimony; and Sobriety Checkpoints. The trainings are conducted statewide for police officers and prosecutors. The TSRP provides a monthly legal update and distributes them to all prosecutor offices, police agencies, and other agencies working on impaired-driving charges in the state. Lastly, the TSRP is responsible for coordinating an annual DUI Institute for Prosecutors. Prosecutors receive training on drug evaluation and classification, use of the intoximeter, and direct examination of a DRE.

Adjudication

Adjudicating impaired driving cases must take into consideration multiple variables such as evidence presented, the conditions of the arrest, the perpetrator's past record, and a variety of other conditions. It is difficult and reliant on accurate reporting and presentation of evidence in adherence to Maryland's DUI laws.

In support of improving the adjudication of DUI, DWI, and DUID cases, Maryland employs a State Judicial Outreach Liaison (SJOL). The SJOL position is housed in the University of Baltimore, Center for Advancing Prevention Excellence (CAPE) and is fully funded by the MHSO. The SJOL position provides support and education on impaired driving and other highway safety issues to courts and judges in the State of Maryland. While remaining independent and impartial, the SJOL serves as a statewide resource for the judiciary and other members of the highway safety community dealing with highway-safety-related court cases, particularly cases involving impaired driving. The duties of the SJOL include serving as an educator, writer, outreach advocate, consultant, and liaison, regarding impaired driving and other traffic issues.

Administrative Sanctions

Administrative sanctions against drivers are often a result of successfully prosecuted and adjudicated impaired driving cases. In particular, Maryland has a robust Ignition Interlock Program (IIP) and sanctioning drivers with technology that prevents impaired driving is crucial to eliminating impaired driving-related crashes.

Maryland's Ignition Interlock Program, which began in 1989, is monitored by the MDOT MVA. Today's Ignition Interlock Program is fully automated, which allows the MVA to efficiently monitor participants and to act against program violators. Maryland has the sixth highest number of ignition interlocks installed and the ninth highest usage rate in the nation. The Maryland MDOT MVA now requires, due to legislative changes in 2019, participants to install a camera-enabled ignition interlock device.

In FFY 2022, more than 4,600 drivers were assigned to participate in the IIP for the first time. Originally, a loophole existed in a piece of legislation commonly known as "Noah's Law," named after Office Noah Leotta who was struck and killed by a drunk driver in 2015. The loophole allowed people who were given a Probation Before Judgement, to avoid having an interlock installed in their vehicle.

In the first five years following the implementation of Noah's Law in October 2016, more than 31,000 drivers participated in the IIP for the first time. As of the 2024 legislative session, the loophole regarding ignition interlock for those given a

PBJ has been closed and the MHSO will continue to promote effective drive sanctions and programs to deter impaired driving.

Communication Program

Communications programs are incredibly vital to educating the public concerning impaired driving and its consequences. Effective campaigns increase the effectiveness of enforcement and other aspects of Maryland's efforts to eliminate alcohol- and drug-impaired driving.

The MHSO has developed and continues to expand the overarching highway safety campaign, Be the Driver. The campaign depicts common situations that drivers, riders, and pedestrians often face, and each road user's personal responsibility. Throughout the campaign, the MHSO is asking: "Will you Be the Driver who helps eliminate deaths and serious injuries on Maryland roads?" Creative related to impaired driving prevention includes the message "Be the Make a Plan Driver" which encourages any person who plans to consume alcohol or cannabis in any form to plan for a safe ride home. Focus group efforts revealed that many cannabis patients did not realize that driving while under the influence of cannabis is illegal. Paid media efforts are coupled with NHTSA's communication calendar, popular holidays, and HVE waves from state and local law enforcement.

As of July 2023, cannabis use was expanded to recreational use as well as medical use. One of the most vital partners in Maryland's efforts to educate the State's residents about cannabis use and its effects on a person's ability to drive is the Maryland Cannabis Administration (MCA). The MCA has been crucial in providing expertise and support in the creation of this messaging, as is the Maryland Medical Cannabis Dispensary Association.

Social Media

Facebook, Twitter, and Instagram continue to be the MHSO's main social media platforms. Organic content encourages impaired driving-related behavioral changes, recognizes individuals and agencies, and shares photos from partner events. The MHSO has seen substantial growth on all social media platforms. In particular, the Zero Deaths MD Facebook page garners tens of millions of impressions and engagements between organic and paid media posts. The Zero Deaths MD Twitter accounts for hundreds of thousands of impressions and engagements, while the Zero Deaths MD Instagram page achieves tens of millions of impressions and engagements.

Social Media Toolkits

The MHSO put outs monthly social media toolkits to easily allow partners to share Be the Driver messages about preventing impaired driving and other traffic safety issues. Each toolkit is available for download from the ZeroDeathsMD.gov website under Digital Resources and contained at least 40 social media posts, including copy and graphics formatted for Facebook, Twitter, and Instagram. The topics for each toolkit mirror paid media that was in market from the MHSO, as well as popular holidays and season-specific messages.

Zero Deaths Website

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 are made to the website, including the addition of year-to-date fatality data that is updated monthly. The top five most visited pages, excluding the homepage, are Child Passenger Safety, Impaired Driving, Aggressive Driving, Crash Data, and Roadside Emergencies. Resources are continuously developed for impaired driving prevention and cannabis impairment-related concerns.

Alcohol and Other Drug Misuses

Screening and Assessment

Impaired driving is often symptomatic of more complicated mental and physical issues facing an individual. Physical dependency on alcohol or other drugs creates dangerous situations in which an individual self-medicates, often to the point of over-drinking or excessive drug use. Without being assessed for their individual needs, treatment is almost impossible.

Drug and alcohol evaluations are beneficial and help narrow down the choice for treatment and rehabilitation in Maryland. During substance abuse evaluations, each evaluator in Maryland looks at the DAST ("Drug Abuse Screening Test") Scoring System in a Substance Abuse Evaluation. This is done on a one-on-one basis and an evaluator usually gets a narrative that provides a very comprehensive view of an individual. The intended purpose of Maryland DUI substance abuse evaluations is to put the accused on a kind of spectrum by determining whether:

- The offender's action was just a social mistake.
- The offender is a troubled drinker.
- The offender has substantial addiction issues that require treatment.

Treatment and Rehabilitation

After an evaluation, offenders who have been deemed to have evidence of alcohol or drug abuse are eligible for treatment services. Alcohol and drug rehabilitation is critical for individuals struggling with addiction, providing them the ability to recover and live a sober life. The rehabilitation process encompasses multiple stages of change that address each individual's needs. The combination of behavioral therapies, medically assisted treatment, and support systems is essential for effective rehabilitation.

In Maryland, there are a variety of treatment programs available, including many in-patient, private facilities, and county-level agencies. These services include:

- **Inpatient Programs:** These intensive residential treatment options provide a structured environment where individuals can focus solely on recovery without the distractions of everyday life.
- **Outpatient Programs:** Outpatient rehabilitation enables an individual to receive treatment while living at home and maintaining work or family responsibilities.
- **Intensive Outpatient Programs (IOP):** Treat substance use disorders and co-occurring mental health disorders. IOP offers group therapy and life skills for those with substance use disorders. IOP is intensive due to the schedule of treatment.
- **Residential Programs:** Similar to inpatient care, residential programs offer a home-like setting where individuals can stay for an extended period.
- **Behavioral Therapies:** Behavioral interventions are a core component of many alcohol rehab programs, helping individuals modify problematic behaviors and develop coping strategies for triggers and cravings.
- **Aftercare Programs:** Aftercare is a critical aspect of the recovery journey, providing ongoing support and resources to help maintain sobriety after formal treatment ends.

Monitoring Impaired Drivers

The Maryland Division of Parole and Probation administers two distinct supervision/monitoring entities - criminal supervision and the Drinking Driver Monitor Program (DDMP). The DDMP provides an effective way to deal with the problems associated with offenders who operate motor vehicles while either intoxicated or while their abilities are impaired by alcohol. It is designed to maximize monitoring and reporting to gain compliance with court-ordered treatment. Offenders are referred to DDMP by the courts (96.4 percent), or by MVA's Medical Advisory Board.

The program also monitors offender attendance at community treatment programs as well as compliance with the terms of probation. Drinking driver monitors are responsible for monitoring offenders, conducting breathalyzer tests of offenders, interacting with other criminal justice agencies in the community, confirming offender attendance at treatment or self-help meetings, verifying employment, collecting supervision fees and restitution, and enforcing any other court-ordered conditions of probation. If the offender is a problem drinker, monitors identify relapse factors and proactively recommend, and coordinate intervention strategies aimed at relapse prevention.

In addition, the DDMP monitors supply the courts and the MVA with information essential to deciding to initiate:

- Violation of probation court proceedings or administrative hearings.
- Modification of special conditions of supervision.
- Offender entry into inpatient treatment based on information from treatment providers and observation and documentation by the monitor.

The Maryland MVA operates the state's Ignition interlock Program (IIP), providing yet another avenue to monitor drunk driving offenders. Maryland's IIP is a key strategy in the fight against impaired driving. Research continues to find that ignition interlock devices, which require the driver to pass a breath test before starting a vehicle, are effective in reducing recidivism by impaired drivers and ignition interlock laws are associated with reductions in alcohol-involved fatal crashes.

The MVA's IIP is fully automated, which allows the MVA to efficiently monitor participants and act against program violators. Due to legislative changes in 2019, participants are required to install a camera-enabled ignition interlock device. In Fiscal Year (FY) 2022, Maryland's IIP prevented more than 3,650 attempts to start or operate a vehicle where the driver's blood alcohol concentration2 (BAC) was greater than 0.08 grams of alcohol per deciliter of blood (g/dL) – the legal limit in Maryland.

Significantly more than half of the individuals who participated in the IIP in 2022 were between the ages of 21 and 40, a prime age range related to dangerous alcohol-impaired driving behaviors. In addition, nearly 80 percent of program participants were age 50 years or younger. Nearly 80 percent of participants were male.

Maryland's IIP remains an important part of Maryland's approach to reducing impaired driving crashes and the impact these crashes have on families and communities. Each year, the IIP prevents thousands of attempts to drive while impaired by alcohol, while allowing responsible participants to continue to drive. In 2022, 4,523 drivers successfully completed their assignments to the program with no new assignments in the fiscal year, down from 5,818 in 2021, a decrease of approximately 20 percent. In 2022, more than 3,650 drunk driving trips were prevented when an ignition interlock device stopped a driver from starting their vehicle when their breath alcohol concentration was above the legal limit. Also, in 2022, more than 6,100 drivers had ignition interlock violations where the breath sample was collected, and the value was greater than 0.025 BAC.

Data and Program Evaluation

Crash data analysis and program evaluation forms the foundation for all of the MHSO's safety efforts. Collecting and analyzing reliable and accurate traffic records data is central to identifying traffic safety problems and selecting countermeasures to reduce crashes and the resulting injuries and fatalities.

Data

Maryland draws upon data from multiple resources including:

- **The Maryland District Court:** Citation/Adjudication data.
- **MHSO Crash Data Dashboard:** The new interactive Crash Data Dashboard developed by the Maryland Department of State Police (MDSP) and Motor Vehicle Administration's Highway Safety Office.
- **Maryland Institute for Emergency Medical Services Systems (MIEMSS):** Emergency Medical Services (EMS) data information network; eMEDS.
- **Maryland Trauma Registry:** Trauma registry, injury data, and EMS databases.
- **MDOT Motor Vehicle Administration (MVA):** Vehicle and driver information, including the state's driver license, vehicle registration, and citation/conviction files.
- **MDOT State Highway Administration (SHA):** Crash data are obtained from SHA, which maintains a database derived from crash reports submitted to, and processed and approved by, the Maryland Department of State Police, along with data on average daily traffic counts and vehicle miles traveled.
- **Maryland Judiciary:** Citation and Adjudication data.
- **National Study Center (NSC) – CODES:** observational seat belt use surveys.
- **NHTSA – Federal Fatality Analysis Reporting System (FARS), and Fatality and Injury Reporting System Tool (FIRST).**
- **Office of the Chief Medical Examiner (OCME):** Medical examiner data.

Data acquired through these sources are used to correlate Maryland's traffic safety problem identification statements and needs with countermeasure selection. Data elements in motor vehicle crash analysis can be classified in three general categories: people, vehicles, and roadway. These categories may be further defined in subgroups and assigned relevant characteristics for ease and consistency of analysis.

Related to alcohol- and drug-impaired driving offenses, Maryland mainly utilizes crash location data, severity of the outcome, the number of citations and arrests for impaired driving-related infractions, and the number of patrol hours spent. These factors, along with others, are utilized in the development of dashboards and products distributed to partners. Internally, the MHSO utilizes these sources of data to determine the location of enforcement and media placement, and to identify areas in need of additional resources or intervention.

Program Evaluation

The Maryland Impaired Driving EAT explores all opportunities to strengthen and improve the data and reporting systems to enhance safety decision-making and encourage evaluation of the impaired driving system and programs. An evaluation of all MHSO-funded projects and other non-funded impaired driving efforts is conducted annually and program evaluation is a critical component of grantee reports to the MHSO. The progress of efforts, along with the outcome of crash data trends, are used to assess gaps, plan new program strategies, and to provide outcome-based information to Maryland's Impaired Driving EAT.

Appendix A: Impaired Driving EAT Charter

The Problem

In Maryland, more than 30 percent of traffic-related fatalities involve alcohol and/or drugs. Impairment from alcohol or drugs is a well-known risk factor for roadway crashes and also plays a role in other incidents involving impaired pedestrians or bicyclists. These substances impair coordination and the ability to perceive and respond to hazards.

Maryland believes that crashes are preventable and views zero as the only acceptable number of motor vehicle deaths. In 2019, the Maryland legislature passed a Vision Zero bill. The law set a goal of zero motor vehicle-related fatalities or serious injuries by 2030.

Mission

The mission of the Maryland Impaired Driving Emphasis Area Team (EAT) is to eliminate deaths and injuries from impaired driving in Maryland.

Who We Are

Maryland's Impaired Driving EAT is comprised of individuals with expertise in creating solutions and strategies to eliminate alcohol- and drug-impaired crashes, injuries, and deaths. EAT members are tasked with supporting solutions to achieve the mission of the group, and to foster meaningful partnerships throughout the state.

Partners in enforcement, education, engineering, prosecution, adjudication, legislation, and other areas are represented in Maryland's Impaired Driving EAT. The group uses its ability to cross numerous areas of expertise with the ultimate goal of eliminating impaired driving. The Impaired Driving EAT members identify best practices, innovative solutions, and provide recommendations to the Maryland Strategic Highway Safety Plan Executive Council, traffic safety partners, municipal planning organizations, and state and local government agencies.

Officers

The SHSP Executive Council is responsible for approving strategies proposed by the Impaired Driving EAT. This team is comprised of senior-level leaders throughout Maryland, and is led by the Governor's Highway Safety Representative, currently also the Maryland Motor Vehicle Administrator.

There shall be two co-chairpersons, the MHSO's Impaired Driving Prevention Program Manager, and one representing an MHSO grant recipient or another appointed partner. The MHSO-based Co-Chairperson will be permanent, and the second Co-Chairperson will serve at their pleasure. Upon resignation, the MHSO will solicit a replacement.

The MHSO's Impaired Driving Prevention Program Manager will have the ultimate responsibility for organizing meetings and managing the overall membership of the EAT.

Membership

The Impaired Driving EAT shall be comprised of agencies, offices, and organizations from public and private sectors of state leadership, each of whom possesses a demonstrated interest in the elimination of impaired driving. The Co-Chairpersons may appoint additional members on an as-needed basis. Members may also submit nominations to the Co-Chairpersons via e-mail.

Individual EAT members serve at will and are not obligated to any specific term length. There is no limit to the amount of time that a member may serve.

Any member has the right to resign from his or her involvement with the Impaired Driving EAT. Any resignation should be provided to the EAT Co-Chairpersons via e-mail.

The Co-Chairpersons reserve the right to remove or replace inactive members.

Meetings

The Impaired Driving EAT will meet quarterly and dates will be sent to members via email.

Meetings will be held at a location determined by the Co-Chairpersons. Virtual meeting options may be presented as deemed necessary by the Co-Chairpersons.

The MHSO's Impaired Driving Prevention Program Manager will be responsible for sending out minutes of each meeting within two (2) weeks of an EAT meeting. These minutes will include any presentations provided during the meetings, as well as a roster of attendees.

Subcommittees

The Co-Chairpersons shall appoint or disband special and/or other subcommittees as necessary for the efficient operation of Maryland's Impaired Driving EAT.

The Maryland Impaired Driving Prevention Strategic Plan

The Maryland Impaired Driving EAT is tasked with preparing and maintaining the State's Impaired Driving Prevention Strategic Plan. The Plan has been created to directly address the most critical issues of impaired driving prevention and closely supports the State's SHSP.

The Governor's Highway Safety Representative shall distribute or make available the most recent Maryland Impaired Driving Prevention Strategic Plan to members. The EAT Co-Chairpersons shall be responsible for reviewing the plan with EAT members and providing comments and feedback for improvement.

Upon approval by the Governor's Highway Safety Representative, the Co-Chairpersons shall facilitate updates to the Plan. The Governor's Highway Safety Representative shall disseminate an updated version of the Plan to members for final review.

Upon final review and concurrence with the updated Plan, members shall submit approval of the Plan to the Co-Chairpersons. The Governor's Highway Safety Representative shall submit the final Plan for submission to the National Highway Traffic Safety Administration.

Appendix B: Impaired Driving EAT Membership

The following list represents the current roster of Maryland's Impaired Driving EAT:

Name	Title	Organization
Alicia Chavez	Senior Project Coordinator	National Studies Center
Amber Gundlach	Legislative Counsel	Maryland General Assembly
Anna Levendusky	Communications Manager	Maryland Highway Safety Office
Brian Forde	Manager	Motor Vehicle Administration Office of Vehicle Programs, Vehicle Division
Bryna Clark Braverman	Regional Executive Director	Mothers Against Drunk Drivers
Chris Konschak	Senior Director of Traffic Safety and Government Relations	Foundation for Advancing Alcohol Responsibility
Christa Marcotte	Section Manager	Motor Vehicle Administration Office of Driver Wellness and Safety
Christina Utz	Section Manager, Community Engagement	Maryland Highway Safety Office
Cindy Burch	Transportation Planner	Baltimore Metropolitan Council
Cliff Jacobs, Co- Chair	Impaired Driving Prevention Program Manager	Maryland Highway Safety Office
Dave Daggett	Traffic Safety Resource Prosecutor	Maryland State's Attorney's Association
Debbie Jennings	Director, Highway Safety Traffic Services	Chesapeake Region Safety Council
Doug Mowbray	Traffic Records Program Manager	Maryland Highway Safety Office
Elizabeth Allison	Junior Policy Analyst	Department of Legislative Services
Ralph Kettell	Policy Analyst	Department of Legislative Services
Emily Detitta	Strategic Communications Manager	Montgomery County Department of Transportation
Gray Barton	Executive Director	Office of Problem-Solving Courts
F. Sgt Jeff Choma	First Sergeant	Maryland State Police Chemical Test for Alcohol Unit
Joanna Reed	Program Analyst	National Highway Traffic Safety Administration
John Hipps	Section Manager, Law Enforcement Services	Maryland Highway Safety Office
Johnathon Ehsani	Associate Professor	Johns Hopkins University
Joy Strand	Executive Director	Maryland Wholesale Cannabis Trade Association
Julie Kwedar	Community Engagement Manager	Maryland Highway Safety Office
Kartik Kaushik	Assistant Director of Data and Informatics	University of Maryland, Baltimore
Officer Kelley Hagan	Officer	Maryland-National Capital Park Police
Kimberly Sizemore	Contract Administrator	Maryland Department of Transportation, Secretary's Office, Office of Procurement
Name	**Title**	**Organization**
Komal Bhagat	Lead Research Analyst / Epidemiologist	National Study Center for Trauma and EMS

Kurt Erickson, Chair	Executive Director	Washington Regional Alcohol Program
Officer Lori Hippensteel	Officer	Baltimore County Police Department
Mark Wall	Occupant Protection and Distracted Driving Protection Program Manager	Maryland Highway Safety Office
Matthew Lewis	GIS Analyst	Washington College
Melissa Johns	Case Manager/Pre-Licensing/Transfer	Montgomery County Government Regulation Office
Melissa Robinson	Program Manager	Maryland Motor Vehicle Administration Office of Policy and Innovation
Michael Bible	Law Enforcement Program Manager	Maryland Highway Safety Office
Michael Bomgardner	Community Engagement Manager	Maryland Highway Safety Office
Myra Wieman	Deputy Director	Maryland Highway Safety Office
Ragina Ali	Public and Government Affairs Manager	AAA Mid-Atlantic
Rebecca Spicer	Senior Research Scientist	Impact Research / Crash CORE
Renier Fee	Senior Marketing Director	Culta Dispensary
Rich Mioduszewski	Law Enforcement Liaison	Maryland Highway Safety Office
Captain Richard Ricko	Captain	Maryland Transportation Authority Police
Roumen Vesselinov	Assistant Professor	National Study Center for Trauma and EMS
Sean Lynn	GIS Program Manager	Washington College
Stephanie Hancock	Regional Administrator	NHTSA Region 3
Steve Rutzebeck	Law Enforcement Liaison	Maryland Highway Safety Office
Tim Kerns	Director	Maryland Highway Safety Office
Tim Richards	Section Manager, Safety Programs	Maryland Highway Safety Office

Appendix J: Distracted Driving Questions on State Exam

CDL Distraction questions:

Question: How can you identify a distracted driver?

1. The vehicle is speeding.
2. The vehicle is weaving in and out of traffic.
3. *The vehicle is drifting across lanes and moving at variable speeds.

Question: Which of the following can keep you from being distracted while you drive?

1. Try to use communication devices only in light traffic.
2. Constantly review your maps and your route plan as you drive.
3. *Pre-load your favorite CDs or cassette tapes.

Non - Commercial C questions:

If you become tired or sleepy while driving, it is best to:

1. Drink an energy drink and keep driving
2. Continue to drive and look for the nearest coffee shop
3. *Stop and rest or, if possible, change drivers

Which of the following is a warning sign for drowsy drivers:

1. You keep driving in your lane
2. *Your eyes close or go out of focus
3. Your focus is on your constant speed

Driving while drowsy is dangerous because it:

1. *Dulls the mind and slows reactions

2. Increases awareness and sharpens sense of judgment
3. Increases destination time

Which of the following is not a potential cause for distracted driving?

1. Use of a cell phone
2. Changing the radio station or CD
3. *Concentrating on the road and other vehicles around you

Using a cell phone while driving can be a distraction, so a safe driving practice would be:

1. Using a hands-on device
2. Calling contacts only on speed dial
3. *Using your cell phone only in emergencies

Driver distraction may be:

1. Anything that causes you to turn sharply while driving
2. *Anything that takes your attention away from driving
3. Anything that takes a longer time to adjust the GPS

Texting while driving a motor vehicle is:

1. Permitted when driving at a slow speed
2. * Is illegal
3. Legal if the driver is 21 years of age or older

Appendix K: 405i Attachments for 1300.28 – Driver and Officer Safety

The Police Training and Standards Commission (PTSC) is the body established by the Maryland Legislature to govern police certification and training in the State. The original PTSC was established in April 1966. The Commission was abolished on September 30, 2016, by the State legislature and the newly created PTSC was established October 1, 2016, through House Bill 1016. Its membership establishes minimum standards of training and selection for police officers in Maryland.

The Maryland Police and Correctional Training Commission (MPCTC) is a component of the Department of Public Safety & Correctional Services (DPSCS). MPCTC supports the Police Training and Standards Commission (PTSC) and the Correctional Training Commission (CTC) and manages the Public Safety Education and Training Center (PSETC) located in Sykesville, Maryland. The MPCTC provides training and regulatory services to Maryland's certified police and correctional professionals through the recommendation and implementation of standards and has direct authority to set minimum selection and training requirements.

The Maryland Police Accountability Act of 2021 became effective July 1, 2022. The ACT establishes requirements for police accountability and discipline, as well establishing other requirements for police officers to include mental health and physical agility assessments. The Act requires *a police officer to take a certain action and provide certain information to certain individuals at the commencement of a certain stop, with a certain exception; providing that a police officer's failure to comply with a certain requirement may be grounds for a certain disciplinary action against the officer and may not serve as the basis for the exclusion of certain evidence under a certain rule; prohibiting a police officer from prohibiting or preventing a citizen from recording the police officer's actions if the citizen is otherwise acting lawfully and safely.*

Maryland Entrance-Level Peace Officer Standards and Training Law Enforcement Officer
Course of Instruction
Updated 10/27/23
Course Total Hours 980

01	Organizational Principles & Law	Hours
1	Basics of MPTC Certification ***Objective**: 01.01, 01.02, 01.03*	1.0

2	Civil Process ***Objective**: 01.16, 01.17, 01.18, 01.19, 01.21, 01.22, 01.31, 01.32, 01.36, 01.37*	3.5
3	Code of Ethics and Police Discipline/Career Development ***Objective**: 01.04, 01.05, 01.15 (note: this topic is discussed throughout the academy)*	3.0
4	Constitutional Law (23.5) and Constitutional Law Update (2.5) ***Objective**: 01.08, 01.20, 01.23, 01.24, 01.25, 01.26, 01.28, 01.29, 01.100, 01.106, 04.120, 10.100*	26.0
5	Diplomatic Immunity/Consular Notification ***Objective**: 25.25*	1.0
6	Graduation Practice & Ceremony/Course Evaluation & Final Inspection ***Objective**: None*	6.0
7	History of Law Enforcement ***Objective**: 01.105*	2.0
8	Orientation ***Objectives**: None*	4.5
9	Police Accountability Board (PAB) ***Objective**: 25.05*	1.0
10	Prison Rape Elimination Act (PREA) 1. ***Objective:** 25.35*	2.0
11	Response to Resistance/De-Escalation (also covered in topics such as: firearms, defensive tactics, straight baton, emergency vehicle operation, judgmental shooting, active shooter) ***Objective**: 01.38, 01.39, 01.40, 10.01, 16.01*	3.5
12	Search and Seizure ***Objective**: 07.08, 10.08, 10.100*	2.0
13	Sexual Harassment ***Objective**: 25.10*	1.5
14	State Criminal Law ***Objective**: 01.06, 01.07, 01.09, 01.101, 01.102, 09.10*	49.0
15	Study Skills ***Objective**: None*	1.0
16	Tests/Critiques/Objective Completion ***Objective**: None*	29.0
	01 Total	***136.0***
02	**Patrol**	
1	Active Shooter Training (Classroom, 8.0) (Practical, 16.5) (Practical Testing 8.5) ***Objective**: None*	33.0
2	Fair and Impartial Policing ***Objective:** None*	6.5
3	Field Inquiries ***Objective**: 02.03, 02.04, 10.11*	3.0
4	Fire Extinguisher ***Objective**: 02.07*	3.0
5	K-9 Assistance and Limitations ***Objective**: None*	1.5

6	Patrol Functions and Techniques ***Objective**: 2.01, 2.02, 02.12, 02.100, 09.05*	2.5
7	Police One Lessons: COPP/COPP Strategies/Constitutional and Community Policing ***Objective**: 25.06*	6.0
8	Practical Skills Demonstrations (Combined with 03, 06, 10) (includes night practicals) **Objective**: *02.12, 02.13, 02.14, 03.07, 03.08, 03.09, 04.16, 04.24, 06.01, 06.05, 06.06, 06.07, 06.08, 07.100, 10.11, 10.12, 10.13, 10.101, 12.09, 13.11*	58.0
9	Responding to Calls for Service/Ambush Attacks ***Objective:** 02.05, 02.14, 02.101, 10.05, 10.06*	4.0
10	Training Practical #1-#3 (Vehicle Stops/Domestic Violence/Effective Communication/Field Stops/Building Searches/Patrol & Vehicle Stops/Defensive Tactics, half day training practicals—27.0) MDOP & Telephone Practicals (3.5) **Objective:** None	30.5
	02 Total	***148.0***
03	**Traffic**	
	Practical Skills Demonstrations (Combined with 02, 06, 10) **Objective**: *02.12, 02.13, 02.14, 03.07, 03.08, 03.09, 04.16, 04.24, 06.01, 06.05, 06.06, 06.07, 06.08, 07.100, 10.11, 10.12, 10.13, 12.09, 13.11*	*Hours counted in 02-Patrol*
1	Crash Investigation (includes ACRS) ***Objective**: 01.12, 03.15, 03.16, 03.17, 03.18, 03.19, 04.16, 07.10*	31.0
2	E-TIX ***Objective:** None*	4.0
3	Fraudulent Identification ***Objective**: 03.08, 25.16*	3.0
4	Introduction to Traffic Enforcement/Motorcycle Profiling ***Objective**: 03.01, 03.02, 25.38*	3.5
5	Standardized Field Sobriety ***Objective:** 03.10*	30.0
6	State Traffic Code (includes Traffic Control/Direction/Flares) ***Objective**: 01.34, 01.35, 03.03, 03.04, 03.05, 03.06, 03.11, 03.12, 03.13, 03.14, 03.100, 03.101*	37.5
7	State Traffic Code/Citations ***Objective**: 07.11*	4.5
8	Traffic Incident Management (TIM) ***Objective:** None*	4.5
9	Unknown and High Risk Stops ***Objective:** 25.13*	4.0
10	Vehicle Stops ***Objective**: 03.07, 03.08, 03.09, 10.13*	4.0
	03 Total	***126.0***
04	**Criminal Investigation**	
1	Alcoholic Beverages/Motor Fuel Tax/Tobacco Violations ***Objective**: 25.14*	1.5

2	Arson Investigation ***Objective**: 04.03, 04.05, 25.37*	2.5
3	Child Abuse ***Objective**: 04.03, 04.04, 09.13*	5.5
4	Counterfeit Money Identification ***Objective:** None*	1.5
5	Crime Scene Investigation (Class #1 - #5) ***Objective**: 04.13, 04.18, 04.19, 04.20, 04.22, 12.08, 13.100, 25.29, 25.32*	34.0
6	Crimes Against the Elderly ***Objective**: 04.05, 04.101*	2.0
7	Cultural Diversity and Bias Incident Reporting ***Objective**: 04.100, 04.110, 06.09, 25.12*	4.0
8	Dangerous Drugs (Drug Interdiction) ***Objective**: 25.07*	3.5
9	Dangerous Drugs & Organized Crime ***Objective**: 04.03, 04.05, 04.21, 04.22*	6.5
10	Death Investigation ***Objective**: 25.34*	7.0
11	Developing Informants ***Objective**: 04.06, 04.07*	2.5
12	General Techniques for Criminal Investigations ***Objective**: 04.01, 04.02, 04.03, 04.04, 04.10, 04.11, 04.12, 04.118, 04.119*	7.0
13	Human Trafficking ***Objectives:** 01.07.35, 04.03.23, 04.05.20, 04.25*	2.0
14	Identity Theft ***Objective**: 04.23*	3.5
15	Lethality Assessment Tool ***Objective:** 04.24*	1.5
16	Missing Persons ***Objective:** 04.03, 04.05*	3.0
17	Polygraph Familiarization ***Objective**: 04.08*	1.5
18	Rape Investigations ***Objective**: 01.103, 04.03*	3.0
19	Rape Trauma ***Objective**: 04.05, 09.07*	2.0
20	Rules of Evidence ***Objective**: 04.09*	4.0
21	Victimology ***Objective**: 04.05, 09.03, 09.04*	2.0
	04 Total	**100.0**
05	**Emergency Medical**	
1	Law Enforcement Emergency Medical Care Course (LEEMCC) ***Objective**: 05.02, 05.03*	24.0

2	Water Rescue ***Objective**: 05.01*	2.5
	05 Total	***26.5***
06	**Communications**	
	Practical Skills Demo (Combined with 02, 03, 10) **Objective**: *02.12, 02.13, 02.14, 03.07, 03.08, 03.09, 04.16, 04.24, 06.01, 06.05,06.06, 06.07, 06.08, 07.100, 10.11, 10.12, 10.13, 12.09, 13.11*	*Hours counted in 02-Patrol*
1	Effective Communication ***Objective**: 06.01, 06.02*	8.0
2	Interviewing, Interrogation, Written Statements and Practical ***Objective**: 01.11, 06.05, 07.101, 25.17*	12.5
3	Radio and Telephone Communications ***Objective:** 06.06, 06.07, 06.08*	1.0
4	Survival Spanish ***Objective**: 25.08*	13.5
	06 Total	***35.0***
07	**Report Writing**	
1	Criminal and Civil Citations ***Objective**: 01.13, 01.107, 01.108, 01.109, 01.110*	2.5
2	NCIC Training ***Objective**: 07.03*	4.0
3	Police and Press Relations ***Objective**: 07.02*	2.0
4	Report Writing ***Objective**: 01.30, 04.15, .4.17, 07.04, 07.05, 07.06, 07.07, 13.09*	40.5
5	Security and Law Enforcement Records ***Objective**: None*	1.5
	07 Total	***50.5***
08	**Crime Prevention**	
1	Crime Prevention ***Objective**: 08.01, 08.02, 08.03, 08.04*	3.0
	08 Total	***3.0***
09	**Crisis Intervention**	
1	Crisis Intervention ***Objective:** None*	2.0
2	Dealing with Individuals with Disabilities ***Objective**: 09.20, 09.21*	1.5
3	Dealing with the Mentally Ill ***Objective:** 09.06, 09.22, 09.23, 12.101* Emergency Commitments Practical ***Objective:** 07.09, 09.22*	6.5
4	Developmental Disabilities ***Objectives:** 09.15, 09.16, 09.17, 09.18, 09.19*	3.0

5	Four Plays and Practicals ***Objective**: 06.03, 06.04, 06.100, 09.01, 09.08, 09.18*	4.5
6	Handling Disputes/Domestic Violence ***Objective**: 09.02, 09.09, 09.11, 09.12, 25.15*	3.5
7	Integrated Communications Assessment and Tactics (ICAT) ***Objective:** 25.42*	12.0
8	Mental Health and IDD Practicals ***Objectives:** 09.18, 09.21, 09.22*	4.0
9	Realistic De-escalation ***Objective**: None*	2.5
10	Sexual Assault Response Team Training ***Objective**: None*	1.0
	09 Total	***40.5***
10	**Protection Strategies & Tactics**	
	Practical Skills Demonstrations (Combine with 02,03, 06) **Objective**: *02.12, 02.13, 02.14, 03.07, 03.08, 03.09, 04.16, 04.24, 06.01, 06.05, 06.06, 06.07, 06.08, 07.100, 10.11, 10.12, 10.13, 12.09, 13.11*	*Hours counted in 02-Patrol*
1	Building Searches ***Objective**: 10.08, 10.12, 25.11*	4.0
2	Defensive Tactics and Mechanics of Arrest (includes in-custody death) ***Objective**: 10.02, 10.03, 10.04, 10.09, 10.10, 10.15, 10.18, 25.09*	69.5
3	Defensive Tactics—Straight Baton ***Objective**: 10.16*	4.0
4	Explosive Ordinance Recognition ***Objective**: 02.10*	2.5
5	Mob and Crowd Control **Objective**: *10.19*	9.5
6	O.C. Spray ***Objective**: 10.14*	4.0
7	Practical Skills/Defensive Tactics/Judgmental Shooting ***Objective**: None*	16.0
8	Restraining Devices ***Objective**: 10.17*	4.0
9	Site Protection through Observational Techniques ***Objective:** None*	4.0
	10 Total	***117.5***
11	**Emergency Vehicle**	
1	EVOC ***Objective:** 02.06, 02.11, 11.01, 11.02, 11.03, 11.04, 11.05, 11.06, 11.07, 11.08, 11.09, 11.10, 11.11, 11.12*	40.5
	11 Total	***40.5***
12	**Prisoner Processing & Security**	
1	Introduction to Jail and Corrections ***Objective**: 12.01, 12.02, 12.04, 12.07*	4.0

2	Juvenile Court Procedures ***Objective**: 01.10, 10.07, 12.05, 12.06, 12.100*	1.5
3	Transporting Prisoners ***Objective**: 12.03, 12.09, 12.10*	2.5
	12 Total	***8.0***
13	**Court Preparations**	
1	Court Systems and Procedures/Duties of the State's Attorney ***Objective**: 13.01, 13.02, 13.04*	2.5
2	Courtroom Security ***Objective**: 13.10*	2.0
3	Testifying in Court ***Objective**: 07.01, 13.03, 13.11*	4.0
	13 Total	***8.5***
14	**Health & Wellness**	
1	Fitness and Wellness ***Objective**: 14.01*	4.0
2	Physical Assessment and training: Orientation (2), Initial (2), Mid-Point (1.5), Final (1.5), Physical Training Skills (0.5), Drill Inspection/Physical Training (49.5) ***Objective**: 01.104, 14.02, 14.03, 14.04, 14.05*	57.0
	14 Total	***61.0***
15	**Terror – WMD**	
1	Criminal Street Gangs ***Objective:** 15.04, 15.05, 15.06, 15.07, 15.08, 15.09, 15.10*	8.0
2	Law Enforcement Prevention and Deterrence of Terrorist Acts ***Objective:** None*	4.0
3	Standardized Weapons of Mass Destruction Awareness Training ***Objectives**: 02.08, 15.01, 15.02, 15.03, 15.100*	4.0
	15 Total	***16.0***
16	**Firearms**	
1	Firearm Safety and Qualifications –Classroom (16.5), Range (40.0), Drills (2.5) ***Objective**: 16.02, 16.03, 16.04, 16.05, 16.06, 16.07, 16.08, 16.09, 16.10*	59.0
2	Judgmental Shooting—Duty to Intervene/Simulator ***Objective:** None*	4.0
3	Judgmental Shooting/Use of Force (throughout course) ***Objective**: See Firearms Safety*	
	16 Total	***63.0***
	Course Total	**980.0**

Course Descriptions

01 Organizational Principles and Law **136.0 hrs**

1. Basics of MPTC Certification 1.0 hr

Description: The course will identify the requirements for receiving and maintaining certification as a police officer in the State of Maryland. Student-officers will also examine potential consequences for failure to maintain certification with the Maryland Police Training Commission.

2. Civil Process 3.5 hrs

Description: This course is designed to give the student-officer knowledge concerning rules and responsibilities governing Civil Process in the State of Maryland.

3. Code of Ethics and Police Discipline/Career Development 3.0 hrs

Description: This course examines the role and function of a professional law enforcement official in a free society and examines a range of problems confronting law enforcement. Identify the importance of discipline and ethical behavior within a law enforcement agency. Review the importance of standards of conduct for law enforcement officers, both on and off duty.

4. Constitutional Law/Constitutional Law Update 26.0 hrs

Description: The broad topic of constitutional law deals with the interpretation and implementation of the U.S. Constitution. Law enforcement officers must have a clear understanding of their authority, responsibility, and potential for liability. Student-officers will review the Bill of Rights and develop an understanding of the fundamental principles by which the government exercises its authority.

5. Diplomatic Immunity/Consular Notification 1.0 hr

Description: This course will provide guidance for law enforcement officers regarding diplomatic and consular immunity of foreign nationals.

6. Graduation Practice/Ceremony/Course Evaluations/Final Inspection 6.0 hrs

Description: During the final stages of the Academy student-officers will evaluate their academic experience and prepare for graduation with a final uniform inspection and

ceremonial protocol.

7. History of Law Enforcement 2.0 hrs

Description: This class is designed to provide the student-officer with a brief history of law enforcement. This lesson examines the English origins of law enforcement and early development of American law enforcement. Other major developments and their influence on modern policing are discussed. The remainder of the lesson provides an overview of the structure of American law enforcement today.

8. Orientation 4.5 hrs

Description: Provides an introduction and outline of the course. The student-officer will receive essential information and requirements for successful course completion. Information will include a review of:

- Academy & Campus Guide
- Policy & Procedures
- Expectations
- Rules & Regulations
- Dress Code

9. Police Accountability Board (PAB) 1.0 hr

Description: Law enforcement officers have a duty to intervene when they have an opportunity to prevent another officer from using unlawful force. That duty comes from multiple courses, including federal constitutional law, state statute, and agency policy. Recruits will discuss what the warning signs of unlawful force might look like and how to intervene to stop the unlawful force.

10. Prison Rape Elimination Act (PREA) 2.0 hrs

Description: Identify and discuss the importance of the Prison Rape Elimination Act (PREA) and how it impacts a law enforcement agency. The course will also explain the legal liabilities relating to the investigation of sexual abuse in confinement settings.

11. Response to Resistance/De-Escalation 3.5 hrs

Description: This course is designed to identify the mental, emotional, and physical abilities required to deal with a possible use of force situation. The terms and circumstances of reasonable force and deadly force will be defined and discussed. The liabilities that are attached to the officer and agency through the use of force will be identified and discussed. State laws covering the limits of deadly force will be covered

as well as the constitutional restriction of the use of deadly force: Tennessee vs. Garner and Graham vs. Conner will be reviewed.

12. Search and Seizure 2.0 hrs

Description: The student-officer will be required to complete applications for search and seizure warrants. Student-officers will execute a warrant in a mock situation.

13. Sexual Harassment 1.5 hrs

Description: Review and discuss sexual harassment with an emphasis placed on Title VII of the Civil Rights Act of 1964. Student-officers will be aware that sexual harassment is illegal and in conflict with city, county, state, and federal personnel practices.

14. State Criminal Law 49.0 hrs

Description: This course examines the Annotated Code of Maryland. The elements of crimes as prosecuted in a court of law are examined.

15. Study Skills 1.0 hr

Description: This class examines useful study skills necessary to facilitate success for the student-officer. This lesson acquaints the participant with information to improve study habits, listening skills, note taking strategies, test preparation, test-taking, and time management. It is designed to improve knowledge retention through the application of effective study habits that may be used by the student-officer to succeed in the academy and in any other learning environment.

16. Tests/Critiques/Objective Completion 29.0 hrs

Description: Testing instruments are used to evaluate a student-officer's understanding of training objectives. The time allotted for examinations may be adjusted by the Director or Associate Director as need arises. The student-officer must pass all training objectives conducted through testing and/or practical demonstrations.

Patrol

Course Description

02 Patrol **148.0 hrs**

1. Active Shooter Training (Classroom, Practical and Practical Testing) 33.0 hrs

Description: Active shooter motivation and situational awareness will be reviewed. The student-officer will examine active shooter incidents along with appropriate response techniques. Realistic scenario-based training exercises will be conducted.

2. Fair and Impartial Policing 6.5 hrs

Description: The student-officer will recognize human biases, how implicit biases can affect your perceptions and behavior, how biased policing impacts community members and the department, how FIP supports procedural justice and thus police legitimacy. The student-officer will develop skills and tactics to reduce the influence of bias on police practice and allow you to be safe, effective, and just police professionals.

3. Field Inquires 3.0 hrs

Description: This subject will familiarize the student-officer with the proper procedures involved with an acceptable field stop. Emphasis will be placed on officer safety, proper position for subject/s and officer/s, and verbal skills.

4. Fire Extinguisher 3.0 hrs

Description: The student-officer will identify basic firefighting procedures. Participants will demonstrate the use of a hand-held fire extinguisher.

5. K-9 Assistance and Limitations 1.5 hrs

Description: This course will familiarize student-officers with procedures to request K-9.

6. Patrol Functions and Techniques 2.5 hrs

Description: The student-officer will learn police patrol basics. Protecting and serving

the public, enforcing laws, and preventing crime through citizen involvement are key concepts discussed during Patrol Functions and Techniques. The student-officer will learn the importance of opportunity reduction, preventable crimes, crime trends and community resources. The qualities of a good patrol officer as it relates to an understanding of patrol area dynamics will be discussed. Emphasis will be placed upon the participants that "Patrol" is the heart of police work and one of the most important duties of a police officer.

7. Police One Lessons 6.0 hrs

Description: The student-officer will complete Police One lessons on COPP/COPP Strategies/Constitutional and Community Policing.

8. Practical Skills (includes night practicals) 58.0 hrs

Description: The student-officer will demonstrate practical skills that are mandated by the Maryland Police Training Commission.

9. Responding to Calls for Service/Ambush Attacks 4.0 hrs

Description: Participants will review appropriate procedures in responding to callsfor service.

10. Training Practical #1-#3 30.5 hrs

Description: The student-officer will participate in practical training exercises involving car stops, domestic violence, effective communication, field stops, building searches, malicious destruction of property, and defensive tactics.

Traffic

Course Description

03 Traffic **126.0 hrs**

Traffic Practical Skills **"See 02-Patrol for hours"**

(Combined in sections 02, 06, 10)

1. Crash Investigation (includes ACRS) 31.0 hrs

Description: This subject, through lecture and field training will develop the student-officer's skills in crash investigation. Methods and techniques will be applied to the application of investigation procedures, measurements, documenting the scene, interviewing of witnesses and drivers. Incidents involving the preservation and protection of life and property will also be reviewed.

2. E-TIX 4.0 hrs

Description: The student-officer will receive instruction about Electronic Traffic Information (E-TIX). E-Tix in partnership with the Maryland Judiciary eCitations system enables a police officer to electronically file a traffic citation in seconds. The E-Tix or E-Citation reduces the amount of time the officer spends outside of their patrol vehicle issuing citations, ultimately improving safety for vehicle operators and patrol officers.

E-Tix software is capable of collecting citations, warnings, field observation reports, and vehicle safety equipment repair orders. Through the use of a mobile data computer and barcode reader a search is conducted of MVA records based off the barcode information listed on a driver's license. Information may be obtained about the driver, the vehicle and registration.

3. Fraudulent Identification 3.0 hrs

Description: This course will review the recognition and identification of various forms of fraudulent identification.

4. Introduction to Traffic Enforcement/Motorcycle Profiling

3.5 hrs

Description: This subject will provide the student-officer with an introduction to traffic enforcement.

5. Standardized Field Sobriety 30.0 hrs

Description: This subject will familiarize the student-officer with the procedures necessary to properly handle a person charged with driving or attempting to drive a vehicle while under the influence of intoxicating liquor or narcotic drugs. Emphasis will

be placed on that provision of the law which provides for chemical tests for intoxication. Instructions will include suggested guidelines for the student-officer to follow in offering the subject an opportunity to avail himself/herself of the Breathalyzer test. Discussion will also include information concerning the time element and other data involved with the administration of the test. Whenever practical, psychophysical tests and the Breathalyzer test will be simulated using a student-officer.

6. State Traffic Code (includes Traffic Control/Directions/Flares) 37.5 hrs

Description: This subject will assist the student-officer in becoming familiar with the Maryland Traffic Code. Potential violations of traffic code will also be reviewed.

Traffic Control/Direction/Flares

Description: This subject will present to the student-officer the fundamentals and mechanics of traffic control, control devices, proper signals, and gestures. In addition, the course will instruct the student-officer in proper placement and removal of flare patterns.

7. State Traffic Code/Citations and Practical Applications 4.5 hrs

Description: This subject is designed to instruct the student-officer in the mechanics of executing a Maryland Uniform Traffic Citation.

8. Traffic Incident Management (TIM) 4.5 hrs

Description: The student-officer will gain an understanding of the Traffic Incident Management (TIM). TIM consist of a planned and coordinated multidisciplinary process to detect, respond to, and clear traffic incidents so that traffic flow may be restored as safely and quickly as possible.

Effective TIM reduces the duration and impacts of traffic incidents and improves the safety of motorist, crash victims, and especially emergency responders.

9. Unknown and High Risk Stops 4.0 hrs

Description: Techniques of stopping vehicles under a variety of conditions are discussed. Vehicle approach and occupant control is explained with emphasis placed on safety of the officer and violator.

10. Vehicle Stops 4.0 hrs

Description: Techniques of stopping vehicles under a variety of conditions are discussed. Vehicle approach and occupant control is explained with emphasis placed on safety of the officer and violator.

Criminal Investigations

Course Description

04 Criminal Investigations **100.0 hrs**

1. Alcoholic Beverages/Motor Fuel Tax/Tobacco Violations 1.5 hrs

Description: This course will provide the student-officer with information about state and local laws that pertain to violations of alcoholic beverages, motor fuel tax, and tobacco. Instruction will be provided in the improper production, transportation, and sale of these items without proper tax labels and subsequent legal procedures to follow.

2. Arson Investigation 2.5 hrs

Description: The student-officer will become aware of arson signs, myths, and motives for committing the crime.

3. Child Abuse 5.5 hrs

Description: This course will review and discuss issues and motives of child abuse and neglect.

Physical indicators which can often be used to identify a particular type of child abuse or neglect will be covered. The role of the law enforcement officer and their responsibility in child abuse and neglect cases will be identified.

4. Counterfeit Money Identification 1.5 hrs

Description: This course provides students how to authenticate U.S. currency. It focuses on security and design features of the current-design notes to allow officer to support the mission of their agencies effectively and efficiently. This course provides a professional and comprehensive examination of overt and covert security features of different genuine U.S. currency.

5. Crime Scene Investigations (Class #1-#5) 34.0 hrs

Description: This course provides a practical hands-on approach to evidence identification, documentation, collection, and handling, from the crime scene to the crime laboratory to presentation in court. This course includes investigative skills for the police officers.

6. Crimes Against the Elderly 2.0 hrs

Description: This subject provides the student-officer with information concerning crimes against an elderly person. One will learn how to communicate effectively with elderly citizens who are victims of a crime and understand their expectations, vulnerabilities, and fears.

7. Cultural Diversity and Bias Incident Reporting 4.0 hrs

Description: The purpose of this training is to prepare the student-officer to understand and relate fairly and effectively with various cultures they will work with in the community. Bias incidents will be reviewed, and the student-officer will be given Maryland Criminal Law concerning (RRE) Racial, Religious and Ethnic incident reporting.

8. Dangerous Drugs (Drug Interdiction) 3.5 hrs

Description: This course will enable the student-officer to effectively assist in drug investigations at the patrol level. Emphasis will be placed upon understanding the classification of drugs, a basic knowledge of the psychological and physiological effects of abused drugs Participants review and discuss the outward manifestations of drug use and/or abuse and procedures for initiating and investigating a drug case.

9. Dangerous Drugs & Organized Crime 6.5 hrs

Description: This subject will introduce the student-officer to the nature of moral laws, the philosophy behind their enactment, the relationship between enforcement and public opinion and the inevitable entrance of organized crime into the field of criminal

activity. Traditionally vice involves illegal traffic in liquor, gambling, narcotics and dangerous drugs, prostitution, and

pornography. This subject will review and discuss the methods of illegal activity of organized
crime, along with investigation and policy of enforcement; both in patrol and specialized enforcement units. The student-officer will also become familiar with functions and services of public and private agencies that have jurisdiction over matters of health, the welfare, and rehabilitation of female prostitutes and the prosecution of commercialized violators.

10. Death Investigation 7.0 hrs

Description: This segment of instruction covers the fundamentals of preliminary death investigation. Emphasis is on investigative techniques associated with victim identification, estimating time of death, determining cause and manner of death, and suspect identification. Additional topics include the four general categories of death, motives for homicide, the nature and extent of homicide, victim and offender profiles, physical evidence, and the role of forensic pathology.

11. Developing Informants 2.5 hrs

Description: This subject will outline the importance of developing criminal informants (CI) during criminal investigations.

12. General Techniques for Criminal Investigations 7.0 hrs

Description: This subject covers the fundamental principles and procedures employed in the investigation of a crime. Emphasis is placed on the responsibilities of first responding officers to a crime scene, conducting preliminary investigations, identification of resources and sources of information, and procedures to identify suspects.

13. Human Trafficking 2.0 hrs

Description: This subject will familiarize the student-officer with the crime of human trafficking. Students will learn how to recognize human trafficking indicators and provide a list of existing resources for victims.

14. Identity Theft 3.5 hrs

Description: This course will identify procedures on how to handle identity theft complaints. The student-officer will be able to identify real and tangible evidence relating to the crime of identity theft.

15. Lethality Assessment Tool 1.5 hrs

Description: This course will familiarize student-officers with domestic violence issues and dangers. The lethality assessment tool is designed for first responders to use during calls for domestic violence. The program gives the responding officer a checklist and other tools to analyze danger signals that will require further action by the officer.

16. Missing Persons 3.0 hrs

Description: This subject will familiarize the student-officer with basic procedures involved with a missing person case.

17. Polygraph Familiarization 1.5 hrs

Description: This course will cover a brief history of polygraph testing procedures, important pretest considerations and other general information. General recommendations are made regarding the use of the polygraph in connection with various criminal offenses.

18. Rape Investigations 3.0 hrs

Description: This lesson introduces the student-officer to the fundamentals of rape investigation. Subjects covered include rape myths, characteristics of rapists and victims, rape typologies, methods of approach, motives for false reports, red flags associated with false rape accusations, and community resources. Guidelines conducting preliminary and follow-up investigations are also explained.

19. Rape Trauma 2.0 hrs

Description: This course will look at the effects of trauma on victims of rape and review the resources available to assist the victim.

20. Rules of Evidence 4.0 hrs

Description: This course examines the principles and techniques of criminal procedure used during trials to determine the admissibility of physical and testimonial evidence. An analysis of laws and court decisions related to admissibility is emphasized.

21. Victimology 2.0 hrs

Description: The student-officer will gain an understanding of the basic psychological responses of a crime victim. It will be understood that a victim of a crime must be treated with dignity, respect, and sensitivity during all phases of the criminal justice process.

Emergency Medical

Course Description

05 Emergency Medical 26.5 hrs

1. Law Enforcement Emergency Medical Care Course (LEEMCC) 24.0 hrs

Description: The Law Enforcement Emergency Medical Care Course has been developed in response to the Maryland law enforcement community's request to create a medical course with specificity and applicability to the needs of law enforcement. The course topics addressed are legal and ethical issues, patient assessment, lifting and moving patients, AED and CPR certification, major medical, trauma, and resuscitation situations encountered by law enforcement officers including unique Care Under Fire.

2. Water Rescue 2.5 hrs

Description: This course will provide the student-officer with safe techniques to assist persons in need of rescuing following an unscheduled event involving potential or actual personal injury or property damage arising from fire, flood, storm, or other natural or man-caused incidents.

Communications

Course Description

06 Communications **35.0 hrs**

Practical Skills **"See 02 Patrol for hours"**

(Combined in sections 02, 03, 10)

1. Effective Communication 8.0 hrs

Description: The student-officer will learn a set of specific crisis intervention skills that will improve handling a person in crisis.

2. Interviewing, Interrogation, Written Statements and Practical 12.5 hrs

Description: This course will provide procedures for interviewing witnesses and interrogating suspects. The student-officer will demonstrate the skills learned during this course through a practical exercise.

3. Radio and Telephone Communications

1.0 hr

Description: This subject will acquaint the student-officer with radio and telephone

procedures.

4. Survival Spanish 13.5 hrs

Description: This course will provide the student-officer with instruction in elementary Spanish. Emphasis will be placed on those phrases most utilized when police officers interact with a Spanish-speaking citizen.

Report Writing

Course Description

07 Report Writing **50.5 hrs**

1. Criminal and Civil Citations 2.5 hrs

Description: This course will instruct the student-officer in the legal requirements and procedures for issuance of a Mary land Criminal Citation and Civil Citation.

2. NCIC Training 4.0 hrs

Description: This subject will familiarize the student-officer with the National Crime Information Center (NCIC).

3. Police and Press Relations 2.0 hrs

Description: Course material will provide the student-officer with information concerning the importance of maintaining a good image with all segments of the public and members of the press. Dealing effectively with the media is an important aspect of law enforcement. The student-officer will learn the basics of media relations and general policy guidelines to follow during media inquiries.

4. Report Writing 40.5 hrs

Field Notetaking

Description: The student-officer will learn the importance of properly recording information in a field notebook and compiling an accurate and detailed account of information reported or observed. Emphasis will be placed on using field notes to prepare and complete reports.

Report Writing

Description: The student-officer will examine the different kinds of reports that a police officer will have to write as part of his/her duties and discuss essential characteristics of each. Participants will review and prepare reports that are comprehensive and organized.

The student-officer will develop the ability to communicate effectively in their written reports. A practical approach will be used, and the student-officer will be expected to become familiar with various reports used by law enforcement agencies. The student-officer is expected to prepare a statement of charges, statement of probable cause and an application of statement of charges report.

This subject will familiarize the student-officer with the rules of evidence and legal principles exercised in a court of law. Areas highlighted during the training will include recognition of what is legally admissible, differentiating between the types of evidence and the rules concerning maintaining the chain of evidence.

5. Security of Law Enforcement Records 1.5 hrs

Description: This subject will familiarize the student-officer with the legal requirements concerning the storage and distribution of police records. Emphasis will be placed on security and distribution of criminal records and the legal requirements involved.

Crime Prevention

Course Description

08 Crime Prevention **3.0 hrs**

1. Crime Prevention 3.0 hrs

Description: This subject will provide instruction in the fundamental concepts of crime prevention and the role a police officer plays in the suppression of crime.

Crisis Intervention

Course Description

09 Crisis Intervention **40.5 hrs**

1. Crisis Intervention 2.0 hrs

Description: This course is to help alleviate the problem by providing law enforcement personnel with training in how to safely and compassionately handle a person in a mental health crisis.

2. Dealing with Individuals with Disabilities 1.5 hr

Description: This subject provides the student-officer with information to improve their ability to understand and communicate with individuals with disabilities. To effectively communicate law enforcement personnel must understand the different needs of individuals with disabilities.

3. Dealing with the Mentally Ill/Emergency Commitment Practical 6.5 hrs

Description: The student-officer will become familiar with the complex task of handling a disturbed person. It should assist the student-officer to recognize abnormal behavior that is potentially destructive and then intervene effectively. The course will stress three objectives at the same time: protect the public, safeguard his own well-being, and treat the mentally or emotionally disturbed person as humanely as possible.

4. Developmental Disabilities 3.0 hrs

Description: This subject provides the student-officer with information to improve their ability to understand and communicate with individuals with developmental disabilities. To effectively communicate law enforcement personnel must understand the different needs and differences of individuals with developmental disabilities.

5. Four Plays and Practicals 4.5 hrs

Description: “The Four Plays” is a framework that allows for the student-officer to easily remember the four steps involved in communicating with individuals in crisis. The four steps are: Introduce yourself- Get the individual’s name – Express what you see, hear, or were told – Summarize. This course is designed for the student-officer to improve their ability to effectively handle a person in crisis.

6. Handling Disputes/Domestic Violence 3.5 hrs

Description: This subject will familiarize the student-officer with the different dynamics involved in handling disputes. Also, the student will be presented with strategies and techniques for assessing and handling these calls.

7. Integrated Communications Assessment and Tactics (ICAT) 12.0 hrs

Description: This subject provides the student-officer with information concerning ICAT: Integrating Communications, Assessment, and Tactics.

Integrated ICAT is a new way of thinking about use-of-force training for American police officers. ICAT takes the essential building blocks of critical thinking, crisis intervention, communications, and tactics, and puts them together in an integrated approach to training. ICAT is anchored by a Critical Decision-Making Model that helps officers assess situations, make safe and effective decisions, and document and learn from their actions.

The goal of ICAT is to enhance both officer safety and public safety. How? By providing police officers with more tools, skills, and options for handling different types of critical incidents, especially those that involve subjects who are acting erratically because of mental illness or behavioral crisis and who are unarmed or armed with a weapon other than a firearm.

8. Mental Health and IDD Practicals 4.0 hrs

Description: This subject will have the student – officer demonstrate skills learned during mental health training. Participants will be required to respond to various mock situations involving individuals in crisis who may be developmentally disabled or mentally ill.

9. Realistic De-Escalation Training 2.5 hrs

Description: This subject will present concepts and methods to support de-escalation efforts when personal connections can be made. Student-officers will be provided with knowledge to apply to, and to address the needs of those in mental health crisis or those whose perception of reality is altered. It is designed to improve the student-officer's ability to manage human beings by enhancing skills to establish contact, build rapport, and gain influence to achieve a police objective.

10. Sexual Assault Response Team Training 1.0 hr

Description: This subject will provide information to the patrol officer about responding to victims of sexual assault and domestic violence. Information will include new trends for dealing with victims and their needs, along with how these cases are being prosecuted on a local level.

Protection Strategies & Tactics

Course Description

10 Protection Strategies & Tactics **117.5 hrs**

Practical Skills **"See 02- Patrol for hours"**

(Combined in sections 02, 03, 06)

1. Building Searches 4.0 hrs

Description: The student-officer will learn to identify the procedures and the tactical considerations when conducting a building search.

2. Defensive Tactics and Mechanics of Arr 69.5 hrs (Includes in-custody death)

Description: This subject will, through the use of lecture, demonstration, and individual participation, provide each student-officer with sufficient skills to defend himself/herself from attack. The student-officer will participate in the practical application of defensive and offensive moves utilized to protect one's self or others during use of force incidents. The student-officer will learn appropriate use of force techniques during simulated exercises. This subject covers basic mechanics of placing a suspect under arrest. Safety precautions, search techniques and prisoner escorts are reviewed and discussed during this presentation.

3. Defensive Tactics—Straight Baton 4.0 hrs

Description: Course will examine the use of impact weapons in the use of force continuum. The student-officer will learn the legal aspects of the use of impact weapons and demonstrate appropriate self-defense techniques.

4. Explosive Ordinance Recognition 2.5 hrs

Description: This subject will familiarize the student-officer with the identification of various explosive devices. Instruction will include information on the types of devices and most popular places of concealment. Identify procedural steps to follow should an explosive device be suspected or found.

5. Mob and Crowd Control/Use of Agents and Gas Mask Practical 9.5 hrs

Description: The student-officer will receive instruction in the legal aspects involved

with crowd control. Participants will review and discuss mob and crowd behavior, methods of crowd control, and equipment used during crowd control. Practical exercises will be used for the student-officer to demonstrate the knowledge learned during this program.

6. O.C. Spray 4.0 hrs

Description: This subject will provide the student-officer with the knowledge and skills for use of oleo capsicum – pepper spray (O.C.). Participants will review and discuss appropriate use and discharge of chemical agents during use of force scenarios. Training will include discussions concerning the psychological and physiological effects of O.C. Emphasis will be placed on proper stance, grip, and spray methods, using second blasts, and verbal skills that may be used prior, during and after deployment of O.C. Personal decontamination, first aid procedures, and experiencing the effects of O.C. firsthand will also be presented.

7. Practical Skills/Defensive Tactics/Judgmental Shooting 16.0 hrs

Description: The student-officer will participate in realistic based training where defensive tactics maneuvers, firearms tactics and firearms safety are tested and critiqued during practical applications.

8. Restraining Devices 4.0 hrs

Description: This subject will discuss, review, and demonstrate the purpose and appropriate use of restraining devices. The student-officer will become familiar with the fundamentals of physical arrest, the safe manner of approach to a person about to be placed under arrest, use of restraining devices, frisk searching, disarming techniques and other important protocols.

9. Site Protection through Observational Techniques 4.0 hrs

Description: This course is designed to improve student-officer's observational techniques by using a four-step ongoing screening process that includes increasing protective awareness, identifying pre-operational behaviors, evaluating, and taking action. The student-officer will engage in a collaborative learning activity that uses fictional scenarios to test the objectives learned in the course.

Emergency Vehicle

Course Description

11 Emergency Vehicle **40.5 hrs**

1. Emergency Vehicle 40.5 hrs

Description: This subject, by means of lecture/discussion/ and practical exercises, is intended to impress upon the student-officer the importance of driving an emergency vehicle in a safe manner at all times, regardless of the circumstances. Participants will discuss and compare the proper methods of normal patrol driving versus driving during emergency and pursuit operations. Maryland law and the legal liabilities involved in vehicle pursuits will also be presented to participants.

Prisoner Processing

Course Description

12 Prisoner Processing & Security **8.0 hrs**

1. Introduction to Jail and Corrections 4.0 hrs

Description: The student-officer will identify the primary purposes of the three major elements of the criminal justice system in Maryland. Participants will describe the purpose and function of those agencies within the department of public safety and correctional services. The student-officer will identify the development of correctional philosophy and commonly recognized goals of the Maryland Correctional System.

2. Juvenile Court Procedures 1.5 hrs

Description: The student-officer will review and discuss the differences between adult court and juvenile court and the contrast in criminal procedures. Issues of arrest, confinement and transportation of juvenile offenders will be reviewed and discussed during this presentation.

3. Transporting Prisoners 2.5 hrs

Description: This course will focus on security, custody, and control issues with regard to the transportation of prisoners. The student-officer will review best practices in the

effective, efficient, and safe transportation of prisoners.

Court Preparations

Course Description

13 Court Preparations **8.5 hrs**

1. Court Systems and Procedures/Duties of the State's Attorney 2.5 hrs

Description: The student-officer will become familiar with the Maryland court system and the duties of the States Attorney.

2. Courtroom Security 2.0 hrs

Description: This program will review all aspects involved with courtroom security. Courtroom security procedures and methods will be reviewed and discussed in detail. Emphasis will be placed on access control, building security, searches, and security of participants: judge, prosecutor, defendants, jury, and others.

3. Testifying in Court 4.0 hrs

Description: The student-officer will discuss the proper techniques and procedures utilized when testifying in court. Class discussions will include information about court-room attire, demeanor, presentation skills, and use of investigative notes, along with the introduction of evidence.

Health & Wellness

Course Description

14 Health & Wellness 61.0 hrs

1. Fitness and Wellness 4.0 hrs

Description: Course participants will examine the eight major risk factors for coronary heart disease and their effects on fitness and wellness. Strategies to minimize coronary

risk factors will also be explored. Course will stress the importance of proper diet and weight control as it relates to the work environment.

2. Physical Training 57.0 hrs

Orientation (2.0)

Initial Assessment (2.0)

Mid-Point Assessment (1.5)

Final Assessment (1.5)

Physical Training Skills (0.5)

Drill Inspection/Physical Training (49.5)

Description: There are times when the police officer is challenged with extremely high physical demands. The student-officer will be prepared during the academy to meet the physical extremes required of police work. A continuing physical training program is essential for police officers to prevent illnesses associated with cardiovascular disease. While assigned to the training academy, the student-officer will be exposed to an aerobic training program (jogging/running preceded by warm-up exercises of stretching and calisthenics). This program will improve cardiovascular function, muscular strength, and endurance. Students will also be instructed on the fundamentals of defensive tactics which will include hand to hand combat techniques.

Provides instruction in military-style drill and inspection with emphasis on self-discipline, teamwork, physical fitness, personal pride, and development of a professional demeanor. Military-style drill and inspection assists new student-officers in developing the skills necessary to work within a para-military organization. The student-officer will become familiar with the basic drill movements utilizing para-military customs, chain of command and appropriate uniform appearance.

Terror - WMD

Course Description

15 Terror-WMD **16.0 hrs**

1. Criminal Street Gangs 8.0 hrs

Description: This course is designed to provide a basic understanding of criminal street gangs. The course will provide an overview of the origins, methods of operation, criminality, and drug activity of the most commonly encountered criminal street gangs throughout the country. At the conclusion of the training, the student-officer will be able to define the term "gang" as listed in the Maryland Criminal Code and understand the characteristics of a criminal gang.

2. Law Enforcement Prevention and Deterrence of Terrorist Acts 4.0 hrs

Description: This course is an overview of general security features employed by the U.S. government to establish the validity of government documents, as well as known methods to alter or counterfeit the types of documents commonly presented to law enforcement officers. Several government documents are discussed, including identity cards, driver's license, and social security cards.

3. Standardized Weapons of Mass Destruction Awareness Training 4.0 hrs

Description: This course will address training requirements for officers who are likely to witness or discover an event involving the terrorist/criminal use of weapons of mass destruction or who may be sent out to initially investigate the report of such an event.

16 Firearms **63.0 hrs**

1. Firearms Safety and Qualification 59.0 hrs

Classroom (16.5)

Range (40.0)

Drills (2.5)

Description: This course includes lectures on firearms safety, weapons nomenclature, care, and safe storage of weapons. Also covered are the fundamentals of shooting, which includes grip, stance, sight alignment, and sight picture, trigger control and follow through. Students will learn the four cardinal safety rules and review use of force, appropriate case law and civil liability regarding the use of force.

Following classroom training, the student-officer will qualify with an approved service weapon on the firearms range. The approved qualification course will include daylight and low light shooting while firing a minimum of 1,000 rounds of ammunition during

practice and qualification.

2. Judgmental Shooting—Duty to Intervene/Simulator 4.0 hrs

Description: Law enforcement officers have a duty to intervene when they have an opportunity to prevent another officer from using unlawful force. That duty comes from multiple sources, including federal constitutional law, a new state statute, and, in some cases, agency policy. The recruit will discuss the concept duty to intervene and be given scenarios to learn ways to intervene to prevent misconduct from occurring.

3. Judgmental Shooting/Use of Force 1.0 hr

Description: The APEX Virtual Reality System, provides realistic, interactive, scenario-based training which presents the full spectrum of threats and appropriate responses. The APEX Training System also will assist the student-officer with the full range of use of force applications, to include officer presence, verbal commands, de-escalation skills, empty hand skills, chemical weapons, baton and firearms.

Appendix L: Equipment and Software over $10,000

Grant #	Agency	Program Area	Line Item Description	Quantity
GN-UM Medical System-2025-114	University of Maryland Medical System Foundation	Distracted Driving	Distracted Driving Desktop Simulator and Distracted Driving Experience Software VDI vburns@driverinteractive.com https://driverinteractive.com/	1
Unit Cost	**Total Obligated Amount**	**Indirect Cost**	**Total Obligated Amount with Indirect Cost**	**Funding Code(s)**
$11,550.00	$11,550.00	$0.00	$11,550.00	BIL 402

All equipment purchased will meet the Buy America guidelines or the DOT Waiver of Buy America Requirements for De Minimis Costs and Small Grants and state procurement procedures.

All equipment purchased will be associated with enforcement, data enhancement, and reporting grants. Specificuse of the equipment above is included within the grant. MHSO and grantee understands that equipment purchased with federal funds must be associated with the grant and highway safety activity.