

eCVSP

MARYLAND

Commercial Vehicle Safety Plan

Federal Motor Carrier Safety Administration's Motor Carrier Safety Assistance Program

Fiscal Years 2020 - 2022

Date of Approval: April 15, 2020

FINAL CVSP



U.S. Department of Transportation
Federal Motor Carrier Safety Administration

Part 1 - MCSAP Overview

Part 1 Section 1 - Introduction

The Motor Carrier Safety Assistance Program (MCSAP) is a Federal grant program that provides financial assistance to States to help reduce the number and severity of accidents and hazardous materials incidents involving commercial motor vehicles (CMV). The goal of the MCSAP is to reduce CMV-involved accidents, fatalities, and injuries through consistent, uniform, and effective CMV safety programs.

A State lead MCSAP agency, as designated by its Governor, is eligible to apply for grant funding by submitting a commercial vehicle safety plan (CVSP), in accordance with the provisions of [49 CFR 350.201](#) and [205](#). The lead agency must submit the State's CVSP to the FMCSA Division Administrator on or before August 1 of each year. For a State to receive funding, the CVSP needs to be complete and include all required documents. Currently, the State must submit a performance-based plan each year to receive MCSAP funds.

The FAST Act required the Federal Motor Carrier Safety Administration (FMCSA) to “prescribe procedures for a State to submit a multiple-year plan and annual updates thereto, under which the State agrees to assume responsibility for improving motor carrier safety by adopting and enforcing State regulations, standards, and orders that are compatible with the regulations, standards, and orders of the Federal Government on commercial motor vehicle safety and hazardous materials transportation safety.”

The online CVSP tool (eCVSP) outlines the State's CMV safety objectives, strategies, activities and performance measures and is organized into the following five parts:

- Part 1: MCSAP Overview
- Part 2: Crash Reduction and National Program Elements (FY 2020 - 2022)
- Part 3: National Emphasis Areas and State Specific Objectives (FY 2020 - 2022)
- Part 4: Financial Information (FY 2020)
- Part 5: Certifications and Documents

You will find that each of the five eCVSP parts listed above contains different subsections. Each subsection category will provide you with detailed explanation and instruction on what to do for completing the necessary tables and narratives.

The MCSAP program includes the eCVSP tool to assist States in developing and monitoring their grant applications. The eCVSP provides ease of use and promotes a uniform, consistent process for all States to complete and submit their plans. States and territories will use the eCVSP to complete the CVSP and to submit a 3-year plan or an Annual Update to a 3-year plan. As used within the eCVSP, the term ‘State’ means all the States, the District of Columbia, the Commonwealth of Puerto Rico, the Commonwealth of the Northern Mariana Islands, American Samoa, Guam, and the Virgin Islands.

REMINDERS FOR FY 2020:

Multi-Year plans—For FY 2020, all States will be utilizing the multi-year CVSP format. This means that objectives, projected goals, and activities in the plan will cover a full three-year period. The financial information and certifications will be updated each fiscal year.

Annual Updates for Multi-Year plans—Those States in Year 2 or Year 3 of a multi-year plan will be providing an Annual Update only. States will be able to review the project plan submitted in the previous year and indicate whether anything needs to be updated for the upcoming fiscal year via a Yes/No question provided in each Section of Parts 1-3. **NOTE: Answer carefully as there is one opportunity to check Yes/No and then the input is locked.**

- If Yes is indicated, the information provided for previously will be editable and State users can make any necessary changes to their project plan. (Note: Trend information that supports your current activities is not editable.)
- If No is indicated, then no information in this section will be editable and the user can move forward to the next section.
- The financial information and certifications will be updated each fiscal year.

All multi-year and annual update plans have been pre-populated with data and information from their FY 2019 plans. States must carefully review and update this information to reflect FY 2020 activities prior to submission to FMCSA.

States are reminded to **not** include any personally identifiable information (PII) in the CVSP. The final CVSP approved by FMCSA is required to be posted to a public FMCSA website.

Personally Identifiable Information – PII is information which, on its own or matched with other data, would permit identification of that individual. Examples of PII include: name, home address, social security number, driver's license number or State-issued identification number, date and/or place of birth, mother's maiden name, financial, medical, or educational records, non-work telephone numbers, criminal or employment history, etc. PII, if disclosed to or altered by unauthorized individuals, could adversely affect the Agency's mission, personnel, or assets or expose an individual whose information is released to harm, such as identity theft.

Part 1 Section 2 - Mission/Goal Statement**Instructions:**

Briefly describe the mission or goal of the lead State commercial motor vehicle safety agency responsible for administering this Commercial Vehicle Safety Plan (CVSP) throughout the State.

NOTE: *Please do not include information on any other FMCSA grant activities or expenses in the CVSP.*

The mission of the Maryland State Highway/Motor Carrier Division (SHA/MCD) is to reduce crashes, fatalities and injuries involving trucks and motor coaches while ensuring efficient and effective transportation of passengers, goods, and services for the benefit of all. It is accomplished by providing a framework that fosters inter-agency cooperation, public-private partnerships, enhanced regulatory activities, and use of emerging technology. Our lead agency (SHA), along with four State enforcement agencies and twenty-five local enforcement agencies, support the overall mission through daily contact with commercial vehicle drivers and motor carrier representatives during traffic enforcement stops, roadside safety inspections, terminal inspections, educational contacts and CSA interventions.

Guiding Principles:

1. We will continuously improve safety, striving to reduce crashes while improving government and industry productivity to achieve acceleration of economic growth in Maryland.
2. We will support the enhancement of safe inter-modal transportation systems.
3. We will obtain sustainable funding for the Maryland Motor Carrier Program.
4. We will develop and use performance measures to evaluate motor carrier operations and monitor progress toward meeting the program objectives.
5. We will regulate motor carriers in a coordinated, efficient, cost-effective, safety-enhancing, and consistent manner.
6. We will work for enactment of legislation and regulations that will be consistent with the FMCSR and HAZMAT regulations and enhance CMV safety.
7. We will constantly improve communications that will result in educated and informed audiences who actively participate in the Motor Carrier Program.
8. We will effectively use appropriate technology and associated procedures to support a safer, more effective and efficient Motor Carrier Program

Part 1 Section 3 - MCSAP Structure Explanation

Instructions:

Briefly describe the State's commercial motor vehicle (CMV) enforcement program funded by the MCSAP grant.

NOTE: Please do not include activities or expenses associated with any other FMCSA grant program.

The Maryland MCSAP is comprised of the Motor Carrier Division (MCD) of the Maryland State Highway Administration (SHA), four State enforcement agencies and twenty-five local enforcement agencies. The MCD has been designated as the lead agency to coordinate the efforts of data analysis, enforcement, and industry and safety groups. The MCD is responsible for writing, managing and monitoring numerous federal grants and for the management of the MCSAP. Additional duties include compiling the annual Size and Weight Enforcement Plan/Certification, the annual Commercial Vehicle Safety Plan (CVSP), and the CMV emphasis area of the Maryland Strategic Highway Safety Plan. The MCD is responsible for uploading all CMV crashes to SAFETYNET. There are seven positions in the Motor Carrier Division with various MCSAP responsibilities. The Commercial Vehicle Enforcement Division (CVED) of the Maryland State Police (MSP) is the lead enforcement agency for commercial vehicle safety in Maryland with a current (as of July, 2019) force of 150 MCSAP certified inspectors (sworn & civilian) and cadets. Additional troopers (45 total), many past members of CVED, assigned to barracks across the state maintain their MCSAP certification and conduct safety inspections as part of their daily patrol duties, giving the MSP an overall count of 195 MCSAP certified inspectors (an increase of 8 inspectors over last year). Within CVED, sworn police officers and civilian inspectors at 10 fixed Truck Weigh and Inspections Stations (TWIS) and on roving patrols throughout the State monitor vehicle safety by performing inspections, enforcing fuel tax regulations, conducting post-crash investigations and giving numerous safety presentations throughout the state.

As of July, 2019, six personnel within the CVED "ACES" Unit are cross-trained to perform "Compliance Safety & Accountability (CSA)" investigations, Preventive Maintenance Audits and New Entrant Safety Audits on a full-time basis. A supervisor oversees the unit and is responsible for monitoring the completion of CSA investigations and New Entrant audits. While the supervisor is certified to conduct safety inspections, the supervisor is not currently certified to conduct investigations or New Entrant Audits. Three additional CVED inspectors are trained to conduct CSA investigations on a part-time basis. Six additional inspectors are trained to conduct New Entrant audits on a part-time basis (5 CVED, 1 MDE). An additional three inspectors are currently in the training process and will be available to conduct CSA investigations and New Entrant Safety audits in the FFY2020. Personnel performing New Entrant Safety Audits were funded through a combination of State funds and the MCSAP Basic grant. Maryland provides approximately 80% of the costs for Maryland inspectors to perform the New Entry Safety Audits conducted each year. Through the first three quarters of FFY19, Maryland has conducted over 530 New Entrant audits (source: 24-1 program/ACES Unit). The in-terminal procedures allow our inspectors the opportunity to review documents and vehicles that they will never see at roadside.

The CVED uploads all inspection data to SAFETYNET, an automated management information system maintained by the FMCSA. They are also responsible for enforcement of Maryland's Diesel Emissions and Noise Abatement Programs. In addition to the re-certification of current inspection personnel, training was provided in the following courses for personnel in CVED and all other allied agencies: North American Inspectors Course Parts A and B, Motor Coach Course, General Hazardous Materials, Cargo Tank Inspectors Courses, Radioactive Inspections and Electronic Logging Device course. CVED training unit personnel and MCD personnel also taught as Associate Staff Instructors for FMCSA's National Training Center in various locations in other states and U.S. territories.

The Commercial Vehicle Safety Unit (CVSU) of the Maryland Transportation Authority Police (MDTAP) has 72 certified inspectors (as of July, 2019) conducting all the enforcement at the TWIS located on Maryland toll facility highways. The TWIS on I-95 at Perryville is the largest in the State with the greatest potential throughput of commercial vehicles. They also have roving units to provide traffic enforcement and inspections away from the stations. The CVSU also provides enforcement at the Maryland Port of Baltimore (POB) and the BWI Thurgood Marshall Airport. The Maryland Department of Energy (MDE)'s Hazardous Materials Compliance Section (HMCS) has six certified inspectors (as of July, 2019) and is responsible for the safe transportation of hazardous materials. This is accomplished by enforcement of the regulations through inspections and investigations at roadside and in-terminal. Personnel from HMCS have expertise and technical resources regarding hazardous materials that far exceed that of other programs. They have one inspector that is trained to perform New Entrant Safety Audits. The Public Service Commission (PSC), with five certified inspectors (1 less than last year), performed over 64% of the approximately 1,956 motor coach and bus inspections conducted in CY2018. Most of these inspections were performed as Level V inspections. In CY2018, of the 115,890 inspections completed, 67% were conducted by the CVED, 24% by the CVSU, and 9% by the other participants (inspection data was obtained from the CVED database for the calendar year 2018). Enforcement personnel from local cities or counties make up the balance of our program, performing traffic enforcement and inspections on roads not patrolled by larger agencies. As of July, 2019 there are 25 local agencies (133 inspectors) that participate in the MCSAP program (this is an increase over last year). We remain active in our efforts to recruit new agencies throughout the state. Overall, Maryland has 412 certified inspectors working within state and local enforcement agencies across the state.

There are 13 fixed inspection sites in Maryland – 10 of which are operated by the CVED of the MSP, and three of which are operated by the CVSU of the MDTAP. These fixed sites are strategically located to provide the maximum coverage on interstate and U.S. truck routes. Unfortunately, several of our fixed facilities have been periodically closed for weeks or even months for renovations/repairs due to their age. Our Conowingo station in Harford County remains closed for the upcoming year and is not expected to re-open until mid-2021 as a new scale house is constructed. While the facilities are closed, personnel work as temporary roving units along with the permanent roving units that are deployed out of the TWIS to intercept potential non-compliant trucks attempting to bypass stations on alternate routes. These roving teams also perform traffic enforcement. The roving units will stop trucks and perform inspections on safe shoulders or lots or on one of Maryland's ten mobile paved, pull-off locations throughout the state.

Maryland now has 19 virtual weigh stations (VWS) operational throughout the state. The virtual weigh stations are located at various locations on US-50, US-301, MD-213, I-95, I-83, US-40, I-895, I-81 and I-695. Our VWS at MD 32 has been decommissioned while the highway is being widened and reconstructed. At this time it is unknown if a new VWS will be built in the area. Ten of the stations are located near Maryland's toll highways and tunnels. These virtual sites have provided numerous pictures and reports used to identify potentially unsafe trucks in order to enhance highway safety. The Commercial Vehicle Enforcement Division (CVED) uses the images from these sites to plan enforcement actions and catch overweight CMVs such as dump trucks and tankers from taking rural bypass routes around our weigh stations and traveling overloaded across the Bay Bridge. Altogether, this web of facilities and agency partnerships has made Maryland a national leader in the number of inspections annually performed and number one in inspections performed per lane mile. On July 31, 2014, the American Transportation Research Institute (ATRI) released the results of a study titled, "Evaluating the Impact of Commercial Motor Vehicle Enforcement Disparities on Carrier Safety Performance." Within the study, ATRI developed a weighted formula to identify the "Top 10" high-performance states with the intent to allow "both industry and the enforcement community to benefit from the Best Practices of those leading states." Based on their methodology, Maryland placed 1st overall with a total of 73 points awarded, nearly double the points awarded to the 2nd ranking state. During September of 2015, Maryland was also awarded a "Comprehensive Investigations Award" by FMCSA for "the highest achieving comprehensive investigations program in fiscal year 2014."

Maryland's Participating Agencies:

State Agencies

- Maryland State Police
- Maryland Transportation Authority Police
- Maryland Department of Environment
- Maryland Public Service Commission
- Maryland Department of Transportation (MCD)

Local County/City Agencies

Aberdeen Police Department
Anne Arundel County Police Department
Baltimore County Police Department
Bowie City Police Department
Calvert County Sheriff's Office
Caroline County Sheriff's Office
Carroll County Sheriff's Office
Centreville Police Department
Charles County Sheriff's Office
Frederick County Sheriff's Office
Greenbelt City Police Department
Harford County Sheriff's Office
Howard County Police Department
Hyattsville Police Department
Kent County Sheriff's Office
LaPlata Police Department
Montgomery County Police Department
Ocean City Police Department
Prince George's County Police Department
Queen Anne's County Sheriff's Office
Rockville Police Department
Seat Pleasant Police Department
St. Mary's County Sheriff's Office
Talbot County Sheriff's Office
Washington County Sheriff's Office

Part 1 Section 4 - MCSAP Structure

Instructions:

Complete the following tables for the MCSAP lead agency, each subrecipient and non-funded agency conducting eligible CMV safety activities.

The tables below show the total number of personnel participating in MCSAP activities, including full time and part time personnel. This is the total number of non-duplicated individuals involved in all MCSAP activities within the CVSP. (The agency and subrecipient names entered in these tables will be used in the National Program Elements —Roadside Inspections area.)

The national program elements sub-categories represent the number of personnel involved in that specific area of enforcement. FMCSA recognizes that some staff may be involved in more than one area of activity.

Lead Agency Information	
Agency Name:	MD STATE HIGHWAY ADMIN.
Enter total number of personnel participating in MCSAP activities	7
National Program Elements	Enter # personnel below
Driver and Vehicle Inspections	2
Traffic Enforcement Activities	0
Investigations*	0
Public Education and Awareness	3
Data Collection and Reporting	7
* Formerly Compliance Reviews and Includes New Entrant Safety Audits	

Subrecipient Information	
Agency Name:	MARYLAND DEPARTMENT OF ENVIRONMENT
Enter total number of personnel participating in MCSAP activities	6
National Program Elements	Enter # personnel below
Driver and Vehicle Inspections	6
Traffic Enforcement Activities	0
Investigations*	1
Public Education and Awareness	6
Data Collection and Reporting	2
* Formerly Compliance Reviews and Includes New Entrant Safety Audits	

Subrecipient Information	
Agency Name:	MARYLAND STATE POLICE
Enter total number of personnel participating in MCSAP activities	220
National Program Elements	Enter # personnel below
Driver and Vehicle Inspections	195
Traffic Enforcement Activities	170
Investigations*	15
Public Education and Awareness	150
Data Collection and Reporting	30
* Formerly Compliance Reviews and Includes New Entrant Safety Audits	

Non-funded Agency Information	
Total number of agencies:	27
Total # of MCSAP Participating Personnel:	209

Part 2 - Crash Reduction and National Program Elements

Part 2 Section 1 - Overview

Part 2 allows the State to provide past performance trend analysis and specific goals for FY 2020 - 2022 in the areas of crash reduction, roadside inspections, traffic enforcement, audits and investigations, safety technology and data quality, and public education and outreach.

Note: *For CVSP planning purposes, the State can access detailed counts of its core MCSAP performance measures. Such measures include roadside inspections, traffic enforcement activity, investigation/review activity, and data quality by quarter for the current and past two fiscal years using the Activity Dashboard and/or the CVSP Toolkit on the A&I Online website. The Activity Dashboard is also a resource designed to assist the State with preparing their MCSAP-related quarterly reports and is located at: <http://ai.fmcsa.dot.gov>. A user id and password are required to access this system.*

In addition, States can utilize other data sources available on the A&I Online website as well as internal State data sources. It is important to reference the data source used in developing problem statements, baselines and performance goals/ objectives.

Part 2 Section 2 - CMV Crash Reduction

The primary mission of the Federal Motor Carrier Safety Administration (FMCSA) is to reduce crashes, injuries and fatalities involving large trucks and buses. MCSAP partners also share the goal of reducing commercial motor vehicle (CMV) related crashes.

Trend Analysis for 2014 - 2018

Instructions for all tables in this section:

Complete the tables below to document the State’s past performance trend analysis over the past five measurement periods. All columns in the table must be completed.

- Insert the beginning and ending dates of the five most recent State measurement periods used in the Measurement Period column. The measurement period can be calendar year, Federal fiscal year, State fiscal year, or any consistent 12-month period for available data.
- In the Fatalities column, enter the total number of fatalities resulting from crashes involving CMVs in the State during each measurement period.
- The Goal and Outcome columns allow the State to show its CVSP goal and the actual outcome for each measurement period. The goal and outcome must be expressed in the same format and measurement type (e.g., number, percentage, etc.).
 - In the Goal column, enter the goal from the corresponding CVSP for the measurement period.
 - In the Outcome column, enter the actual outcome for the measurement period based upon the goal that was set.
- Include the data source and capture date in the narrative box provided below the tables.
- If challenges were experienced while working toward the goals, provide a brief narrative including details of how the State adjusted the program and if the modifications were successful.

ALL CMV CRASHES

Select the State’s method of measuring the crash reduction goal as expressed in the corresponding CVSP by using the drop-down box options: (e.g. large truck fatal crashes per 100M VMT, actual number of fatal crashes, actual number of fatalities, or other). Other can include injury only or property damage crashes.

Goal measurement as defined by your State: Actual # Fatalities

If you select 'Other' as the goal measurement, explain the measurement used in the text box provided:

Measurement Period (Include 5 Periods)		Fatalities	Goal	Outcome
Begin Date	End Date			
01/01/2018	12/31/2018	71	58	71
01/01/2017	12/31/2017	52	64	52
01/01/2016	12/31/2016	66	64	66
01/01/2015	12/31/2015	66	64	66
01/01/2014	12/31/2014	51	66	51

MOTORCOACH/PASSENGER CARRIER CRASHES

Select the State’s method of measuring the crash reduction goal as expressed in the corresponding CVSP by using the drop-down box options: (e.g. large truck fatal crashes per 100M VMT, actual number of fatal crashes, actual number of fatalities, other, or N/A).

Goal measurement as defined by your State: Actual # Fatalities

If you select 'Other' or 'N/A' as the goal measurement, explain the measurement used in the text box provided:

Measurement Period (Include 5 Periods)		Fatalities	Goal	Outcome
Begin Date	End Date			
01/01/2018	12/31/2018	1	0	1
01/01/2017	12/31/2017	0	0	0
01/01/2016	12/31/2016	0	0	0
01/01/2015	12/31/2015	4	0	4
01/01/2014	12/31/2014	0	0	0

Hazardous Materials (HM) CRASH INVOLVING HM RELEASE/SPILL

Hazardous material is anything that is listed in the hazardous materials table or that meets the definition of any of the hazard classes as specified by Federal law. The Secretary of Transportation has determined that hazardous materials are those materials capable of posing an unreasonable risk to health, safety, and property when transported in commerce. The term hazardous material includes hazardous substances, hazardous wastes, marine pollutants, elevated temperature materials, and all other materials listed in the hazardous materials table.

For the purposes of the table below, HM crashes involve a release/spill of HM that is part of the manifested load. (This does not include fuel spilled from ruptured CMV fuel tanks as a result of the crash).

Select the State's method of measuring the crash reduction goal as expressed in the corresponding CVSP by using the drop-down box options: (e.g., large truck fatal crashes per 100M VMT, actual number of fatal crashes, actual number of fatalities, other, or N/A).

Goal measurement as defined by your State: Actual # Fatalities

If you select 'Other' or 'N/A' as the goal measurement, explain the measurement used in the text box provided:

Measurement Period (Include 5 Periods)		Fatalities	Goal	Outcome
Begin Date	End Date			
01/01/2018	12/31/2018	0	0	0
01/01/2017	12/31/2017	0	0	0
01/01/2016	12/31/2016	0	0	0
01/01/2015	12/31/2015	0	0	0
01/01/2014	12/31/2014	0	0	0

Enter the data sources and capture dates of the data listed in each of the tables above.

Crash data for years 2014 - 2018 extracted from the Maryland Automated Crash Reporting System (ACRS) database dated July 2, 2019.

Narrative: Describe any difficulties achieving the goal, problems encountered, obstacles overcome, lessons learned, etc.

Trend Analysis: CY2014 - CY2018

In the past, when we had established our three-year objective in the FFY2014 CVSP for the period of 1/1/13 through 12/31/15, we had changed our goal measurement from fatal crashes per 100M VMT to the actual number of fatalities or lives lost. For this CVSP, we continue to track the actual number of fatalities instead of fatal crashes per VMT. This trend analysis still includes the final two years of our past multi-year objective that was to reduce the number of fatalities that had occurred in our baseline year CY2012 (70) down to 64 fatalities in CY2015 (the FY2014 CVSP incorrectly had 62 fatalities as the stated goal - actual goal was to reduce fatalities by 6 lives over 3 years which would be down to 64 fatalities).

At the first-year mark (the end of CY2013) we had experienced a total of 58 fatalities for the CY2013. Our first-year benchmark would have been to reduce fatalities by two to a total of 68 for CY2013. For CY2014, our goal would have been an overall reduction of four fatalities to 66 total fatalities for the CY2014. We were again already below our multi-year goal of only 64 fatalities by the end of calendar year 2015 when we experienced 50 fatalities in CY2014, a further reduction in the previous year's total. Although we had met and actually exceeded our three-year goal by the end of the first and second years, we continued to work towards our stated multi-year goal of reducing fatalities to 64 for the CY2015. Unfortunately, we experienced 66 fatalities in CY2015. The increase was not unexpected due to improving economic conditions in the state and the anticipated increase in truck traffic on the highways. For CY2016, we again experienced 66 fatalities across the state while experiencing a slight increase in the actual number of fatal crashes. For CY2017, we saw a sharp reduction in fatalities with a total of 52 compared to the previous year's total of 66. During CY2018 we experienced an increase in fatalities to 71, exceeding our FY2019 CVSP stated goal of only 58 fatalities.

Our high crash areas in the Baltimore/Washington Metro area (Baltimore, Montgomery and Prince George's Counties) have been a focus of enforcement efforts in our endeavor to reduce fatal CMV crashes. In CY2018, Baltimore County experienced 9 fatal crashes (5 in CY2017), which was above the five-year average of 6 fatal crashes (CY13 – CY17). Prince Georges County experienced 10 fatal crashes in CY2018, which was a decrease from the 12 fatal crashes experienced in CY2015, but higher than the totals of 8 each year in CY2016 and CY2017. The number of fatal crashes in CY2018 was also higher than the previous five-year average of 8 fatal crashes per calendar year (CY2013 - CY2017). Montgomery County had a total of 1 fatal crash in CY2018, the same number that had occurred in CY2017. This was a reduction from the 3 fatal crashes in CY2016 and also below the previous five-year average of 2.2 fatal crashes (CY2013 - CY2017). The 20 total fatal crashes in the three counties in CY2018 accounted for 30% of all CMV related fatal crashes (31% of fatalities) across the state. This was a slight increase over the 27% of the fatal crashes (31% of fatalities) attributed to those three counties in CY2017. Even though this was a slight increase over the previous year, as a comparison, in CY2011 the three counties accounted for 41% of all fatalities. In 2012 the three counties accounted for 37% of all CMV fatal crashes. Even though in CY2017 Maryland had experienced an 18% decrease in fatal accidents compared to CY2016 (50 compared to 61) and a 21% decrease in fatalities compared to CY2016 (52 compared to 66), CY2018 saw a significant up tick in both statistics when compared to CY2017. While the number of fatalities had dropped in CY2017 to 52, Maryland experienced 66 fatalities in each of the years CY2015 and CY2016, slightly below the 71 fatalities in CY2018. Fortunately, while the overall number of CMV related fatalities in Maryland can fluctuate significantly year to year without any obvious cause, the total number of fatalities remains small. As the economy has continued to improve, an increase in both CMV and non-CMV traffic may have contributed to the potential for more serious crashes on Maryland roads. (Crash data extracted from the Maryland Automated Crash Reporting System (ACRS) database dated July 2, 2019).

Over the past years our special programs and initiatives focusing enforcement in the high crash of the Baltimore/Washington metro areas have been very successful in identifying unsafe trucks and drivers. We will continue to focus efforts in these areas while also maintaining aggressive enforcement across the state. We will continue to discuss these increases with enforcement personnel in those affected counties and we will perform a more detailed analysis of which highways may require increased enforcement. As can be expected with any focused initiative, maintaining adequate manpower in specific areas for extended periods of time can be challenging as the need to shift manpower to other areas of the state can arise at any time. We will continue to fund special initiatives in those areas of greatest concern to reduce the number of fatal crashes and fatalities involving commercial vehicles.

Motor Coach Reduction Goals:

The State has not had a passenger transportation safety problem over the past years and did not establish a specific passenger transportation crash reduction goal in CY2019. Although there were 4 motor coach involved fatalities (4 total accidents of which 2

were determined to be the fault of the motor coach) in CY2015, there had been no motor coach involved fatalities between CY2012 - CY2014 and between CY2015 - CY2016. There was 1 motor coach involved fatality in CY2018. The overall number of motor coach accidents (FMCSA defined) in CY2018 (9) was below the previous five-year average (CY2013 – CY2017) of 10 crashes. Even with the low number, the State continued traffic enforcement and enforcement of the FMCSR's regulations for passenger transportation CMVs in a manner consistent with its enforcement for all CMVs and other activities as described within the CVSP. (Crash data extracted from the Maryland Automated Crash Reporting System (ACRS) database dated July 2, 2019).

Our ongoing "OPERATION BUS" initiative provides funding across the state for the daily enforcement of motor coaches. During CY2018, Maryland inspectors conducted 1956 motor coach inspections. Inspectors from Maryland's Public Service Commission conducted most of the 1240 motor coach terminal inspections. (Inspection data extracted from SAFETYNET data supplied by MSP).

Hazardous Materials Crash Reduction Goals:

The State has not had a Hazardous Materials Transportation safety problem and did not establish a specific Hazardous Materials Transportation crash reduction goal in CY2019. However, the State continued traffic enforcement and enforcement of the FMCSR's regulations for Hazardous Materials CMVs in a manner consistent with its enforcement for all CMVs and other activities as described within the CVSP.

As in past years, the MSP CVED assigned personnel to conduct HazMat targeted enforcement (fireworks haulers) in the area of Baltimore City during the 2018 and 2019 July 4th celebrations.

There were no Hazardous Materials Transportation fatalities in CY2018 or to-date in CY2019.

Narrative Overview for FY 2020 - 2022

Instructions:

The State must include a reasonable crash reduction goal for their State that supports FMCSA's mission to reduce the national number of crashes, injuries and fatalities involving commercial motor vehicles. The State has flexibility in setting its goal and it can be based on raw numbers (e.g., total number of fatalities or CMV crashes), based on a rate (e.g., fatalities per 100 million VMT), etc.

Problem Statement Narrative: Describe the identified problem, include baseline data and identify the measurement method.

Historical Problem:

During CY2012, 70 lives were lost on Maryland highways in accidents involving heavy trucks and motor coaches. This had been the second year in a row that we had experienced an increase in the number of fatalities from a low of 43 in 2010. An analysis of crash data showed that of the 70 fatalities that had occurred in CY2012, 27 (38.5%) of those fatalities resulted from crashes on highways in Baltimore County, Montgomery County and Prince George's County. Increasing congestion in those areas has resulted in more trucks and cars on the road, with less space between vehicles and more merging maneuvers. As a result, there have been more rear-end collisions with drivers that drive aggressively. The Capital Beltway around Washington, D.C. has a greater number of high crash sections than any other road or corridor in the state. Our reduction goal was established in response to the higher number of fatalities that had occurred in CY2012 and further analysis which show that a majority of CMV fatal crashes occur in those identified counties. Over the five year period of CY2011 – CY2015, 93 of the 267 CMV fatal crashes (35%) occurred in those counties. In CY2017, 28%, and in CY2018, 30% of CMV fatal crashes occurred in the three counties, showing that crashes have been reduced in the counties.

Although there have been reductions in the percentage of fatal crashes in the three targeted counties over the past years, there remains a need to continue focused enforcement in those geographical areas for FY2020 - FY2022. Heavy traffic and congestion will continue to increase the possibility of serious and fatal accidents on highways in the Baltimore/Washington corridor (Crash data extracted from the Maryland Automated Crash Reporting System (ACRS) database dated July 2, 2019).

Measurement/Analysis:

Using Maryland's Automated Crash Reporting System's current crash data base, CMV crash trends can be measured and analyzed to better understand Maryland's CMV crash problems. Daily briefings from MSP CVED are an additional source of "real-time" information regarding CMV crashes that are occurring on State roads and interstates across Maryland.

Enter the data source and capture date:

Crash data extracted from ACRS dated July 2, 2019.

Projected Goal for FY 2020 - 2022:

In the table below, state the crash reduction goal for each of the three fiscal years. The method of measurement should be consistent from year to year. For example, if the overall crash reduction goal for the three year period is 12 percent, then each annual goal could be 4 percent.

Fiscal Year	Annual Crash Reduction Goals
2020	66
2021	63
2022	60

The period for this goal is CY2019 - CY2021 (January 1, 2019 - December 31, 2021). The measurement for this goal will be total fatalities. Our goal for the three year period of CY2019 - CY2021 (FY20, FY21 & FY22 CVSPs) will be to reduce fatalities to a number below the preceding 5 year average of 61 fatalities (CY2014 - CY2018). This will be done through incremental decreases each year. For CY2019 (FFY20 CVSP) our goal will be to reduce the number of fatalities to 66 (CY2016 level). For CY2020 (FFY21 CVSP), we will work to reduce the number further to 63 fatalities and then further to 60 fatalities in CY2021 (FFY22 CVSP). This will be an overall reduction of 15.5% over the three year period (5% each year) when compared to CY2018 fatalities.

Program Activities for FY 2020 - 2022: States must indicate the activities, and the amount of effort (staff hours, inspections, traffic enforcement stops, etc.) that will be resourced directly for the program activities purpose.

As in past years, to maintain efforts in the targeted area, the State will continue to use focused traffic enforcement along the I-95 Corridor and Beltways for Baltimore and Washington. Efforts in these geographical areas will ensure additional compliance with federal safety regulations and Maryland Vehicle Laws and help us meet our crash reduction goals. Enforcement initiatives in high crash areas that have proved successful in the past will continue to be funded. We will provide overtime funding to CVED for specific initiatives on the Beltways and the stretch of I-95 between the Beltways throughout the year. The specific amount of effort directed through these focused initiatives are included in the detailed description of each initiative below.

OPERATION BASH and I-95(AGGRESSIVE DRIVERS) Initiatives:

Baltimore County Action for Safer Highways (BASH) is a special enforcement initiative conducted on and around Interstate 695 (Baltimore Beltway) utilizing roving crews comprised of one trooper and an inspector or cadet. They also maintain surveillance of known bypass routes around the I-83 inspection facility. Over the past years, our BASH Program has been a success and has identified many unsafe trucks on and around Interstate 695. For CY2018, we realized the following enforcement efforts for BASH: Inspection crews dedicated 530 enforcement hours to the BASH initiative in CY2018 and conducted 520 inspections. Our goal for CY2018 had been 575 enforcement hours and 550 inspections. We fell slightly short of both goals.

Maryland’s goal for each of the three years of the period of CY2019 - CY2021 will be the same (550 enforcement hours dedicated to BASH and to conduct at least 450 inspections). This effort is very close to our accomplishments for CY2018 and will maintain a consistent effort over the three years. Since we now allow those inspectors working the AGGRESSIVE DRIVER initiative to work on I-695 in addition to I-95 due to the close geographical relationship between I-95 and I-695 in Baltimore County, some of the enforcement efforts previously captured under BASH are now captured under the AGGRESSIVE DRIVER initiative. The focus on I-695 will remain high.

Operation I-95(AGGRESSIVE DRIVERS) focuses enforcement attention on the high crash corridor of I-95 between the Baltimore and Washington D.C. Beltways. Special attention is focused on commercial vehicles being driven aggressively as enforcement personnel seek out trucks for inspection. Roving crews can pull drivers to the side of the road on a wide shoulder or escort them into the TWIS at the I95 Park and Ride. As with the BASH initiative, the I-95(AGGRESSIVE DRIVERS) initiative has been very successful in identifying hundreds of unsafe trucks on the I-95 corridor between Baltimore and Washington, D.C. Operation I-95 saw fairly consistent enforcement stats in CY2018 when compared to CY2017. Inspection crews dedicated over 2030 hours to the Operation I-95 initiative in CY2018 (goal: 1900 hours) and conducted 1627 Level I and Level II inspections (goal: 1575 inspections). Operation I-95 continued to be productive in CY2018. Maryland’s goal for CY2019 will be to dedicate at least 1500 work hours to Operation I-95 and conduct at least 1350 inspections. These goals, if met, will maintain a consistent effort for this initiative.

Our overall expectation for the two initiatives is to maintain a consistent level of effort over the the three years as opposed to ever-increasing our goals each year. With limited manpower and the constant need to re-allocate personnel resources geographically, expecting an increase in productivity each year is unrealistic.

CY2019 Goal	Enforcement Hours	Inspections
BASH	550	450

AGGRESSIVE DRIVER	1500	1350
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CY2020 Goal	Enforcement Hours	Inspections
BASH	550	450
AGGRESSIVE DRIVER	1500	1350

CY2021 Goal	Enforcement Hours	Inspections
BASH	550	450
AGGRESSIVE DRIVER	1500	1350

Inter-Modal Container Safety:

During 2016, a review of Maryland Level 1 inspections of inter-modal container chassis revealed an out-of-service (OOS) rate of 49%, while the state OOS average for all commercial vehicles in 2016 was only 20%. Chassis industry officials acknowledge an ongoing concern regarding chassis road worthiness, citing brake issues as their top five problem areas. This problem is not only limited to Maryland, but has been recognized nationwide and has resulted in container chassis suppliers being required by FMCSA to obtain their own USDOT number. This was done to allow the chassis to be inspected separately from the tractor and not negatively impact the tractor owner’s safety rating.

Recognizing the potential safety issues concerning a type of vehicle with more than double the out-of-service rate as the overall State average, the MCD developed and funded an initiative with the Maryland State Police in 2017 to allow for more focused enforcement of container chassis and their related documented safety issues. Our "Container Hauler Activity Specific Spot checks for Interstate Safety" (CHASSIS) grant provides overtime for increased enforcement of container chassis moving on Maryland highways. This initiative will provide trained and certified commercial vehicle law enforcement officials additional funding to maintain vigilance over these vehicles by means of random roadside inspections during high-volume travel times. The primary focus of this initiative is to identify unsafe container chassis through inspection intervention and mandated corrective action on violations noted by the inspection report. The overall focus is to reduce potential CMV crashes by increasing the level of safe travel for truck drivers pulling these heavily laden container chassis and everyone that travels in their proximity.

In addition to the partial year 2017, the initiative was funded again in 2018 and 2019. Through June of 2019, over 3600 manhours have been dedicated to the CHASSIS initiative, resulting in 2239 level 1 and level 2 inspections of inter-modal containers. During the time period that the initiative has been conducted, the OOS rate has been reduced to an average of 40% (from 49%). We expect to continue the funding over the three year period of 2019 - 2021 as we strive to further reduce the OOS rate.

ADAPT Program (formerly SMOOTH OPERATOR):

Maryland will continue to fund and participate in the ADAPT (Aggressive Drivers are Public Threats) Program in CY2019. During three ten-day "waves" in 2018, the enforcement agencies in Maryland increased hours of operation and focused on aggressive driving actions of all vehicles, including those involving CMVs. In 2019, ADAPT waves were again scheduled for the summer driving months with the Motor Carrier Division's focused message being aggressive driving around trucks. During CY2019, Maryland will continue to utilize all available inspection personnel to place additional focus on Smooth Operator enforcement during each the ADAPT waves while conducting normal commercial vehicle enforcement operations. For CY2019, we anticipate again spending approximately \$250,000 on media messages, in conjunction with the ADAPT Program, regarding aggressive driving around trucks on Maryland Highways. Local media stations have already begun airing messages during the 2019 ADAPT program, while billboards and gas station toppers will be strategically placed and will continue this powerful message throughout the campaign.

OPERATION TAILGATE Initiative:

We will continue to fund the OPERATION TAILGATE initiatives in CY2019 and CY2020 in our efforts to reduce crashes in the Capital Beltway region. During CY2018, one OPERATION TAILGATE initiative took place during June in conjunction with the ROADCHECK initiative. During CY2018, Maryland inspectors dedicated over 600 hours to OPERATION TAILGATE and conducted over 350 inspections. Due to manpower constraints and the logistic difficulties of planning and coordinating such a large scale initiative, Maryland will set a similar goal set for CY2019 - CY2021 of having at least one Operation Tailgate Initiative each year. The goal each

year will be to dedicate at least 500 work hours and conduct at least 350 safety inspections during each of the operations.

Washington College Commercial Vehicle Data Analysis:

To further Maryland's goal of reducing CMV crashes, we have contracted Washington College in Chestertown, Maryland to conduct commercial vehicle data analysis and develop geospatial technologies to better understand Maryland's CMV crashes. As outlined in their proposal, the Washington College Geographic Information Systems Program (WCGP) will "deliver a comprehensive, data-driven, context rich, understanding of CMV issues on Maryland roadways based on an aggregation of data provided by FMCSA and existing data that the WCGP works with." The three-year project (FFY20, FFY21 & FFY22) will provide the following services as detailed in the proposal:

1. "Collect and filter highway safety data for relevant crashes and related factors."
2. " Produce analysis products including data visualizations, infographics and cartographic reports."
3. "Provide technical training and education support to FMCSA and partners."
4. "Create online map application(s) to share access to spatial data with FMCSA and chosen partners."

Performance Measurements and Monitoring: The State will monitor the effectiveness of its CMV Crash Reduction Goal quarterly and annually by evaluating the performance measures and reporting results in the required Standard Form - Performance Progress Reports (SF-PPRs).

Describe how the State will conduct ongoing monitoring of progress in addition to quarterly reporting.

The State will monitor and evaluate the effectiveness of its CMV Crash Reduction Goal quarterly and annually by evaluating the following data elements:

Program output measures such as, initiatives performed, number of inspections, number of citations and warnings issued, etc. will be collected and reported quarterly and crash results from the new ACRS program database will be reported annually. Crash data for the CVSP will be extracted from our all electronic Automated Crash Reporting System (ACRS) database. All program and strategy reviews will be evaluated within the twelve-month period from January 1 through December 31 of each of the three years for CY2019 - CY2021. CVED will provide enforcement stats for all initiatives performed each quarter to the MCD, to include the BASH, I-95 and OPERATION TAILGATE initiatives.

Stats for the ADAPT enforcement waves will be collected by the Program Coordinator in the Maryland Highway Safety Office and provided to the MCD by the month following the wave.

Washington College will be providing periodic progress updates on the vehicle data analysis project.

Part 2 Section 3 - Roadside Inspections

In this section, provide a trend analysis, an overview of the State’s roadside inspection program, and projected goals for FY 2020 - 2022.

Note: *In completing this section, do NOT include border enforcement inspections. Border Enforcement activities will be captured in a separate section if applicable.*

Trend Analysis for 2014 - 2018

Inspection Types	2014	2015	2016	2017	2018
Level 1: Full	24671	24545	24785	26697	27221
Level 2: Walk-Around	70148	68151	65006	69909	73104
Level 3: Driver-Only	13836	13133	13290	19030	14020
Level 4: Special Inspections	211	607	410	67	127
Level 5: Vehicle-Only	3439	4064	3696	3142	1395
Level 6: Radioactive Materials	21	21	16	14	11
Total	112326	110521	107203	118859	115878

Narrative Overview for FY 2020 - 2022

Overview:

Describe components of the State’s general Roadside and Fixed-Facility Inspection Program. Include the day-to-day routine for inspections and explain resource allocation decisions (i.e., number of FTE, where inspectors are working and why).

Enter a narrative of the State’s overall inspection program, including a description of how the State will monitor its program to ensure effectiveness and consistency.

Note: The above table reflects the 12-month period for the calendar year noted.

The State has a comprehensive program including all National Program Elements, emphasizing quantity and quality. The State has 13 permanent Truck Weigh & Inspection Stations (TWIS) which are in operation between 8 and 16 hours weekdays and varying hours at night and on weekends. There are also 10 mobile, paved pull-off sites that roving crews use periodically as a base of operations. Maryland now has 19 virtual weigh stations (VWS) operational throughout the state. The virtual weigh stations are located at various locations on US-50, US-301, MD-213, I-95, I-83, US-40, I-895, I-81 and I-695. Our VWS at MD 32 has been decommissioned while the highway is being widened and reconstructed. At this time it is unknown if a new VWS will be built in the area. Ten of the stations are located near Maryland’s toll highways and tunnels. These virtual sites have provided numerous pictures and reports used to identify potentially unsafe trucks in order to enhance highway safety. The Commercial Vehicle Enforcement Division (CVED) uses the images from these sites to plan enforcement actions and catch overweight CMVs such as dump trucks and tankers from taking rural bypass routes around our weigh stations and traveling overloaded across the Bay Bridge. These sites provide a blanket of coverage for Maryland and its major cities. Altogether, this web of fixed, mobile and virtual facilities, along with agency partnerships, has made Maryland a national leader in the number of inspections annually performed and number one in inspections performed per lane mile. Maryland participates in all the National safety programs (Operation Air Brake, North American Inspector Competition, Roadcheck, Safe Driver, etc.).

In CY2018, the State conducted nearly 116,000 inspections (SafetyNet Stats provided by CVED), making us one of the top producers (Number 5 in CY2018) of all the states. Only the much larger states of California, Texas, New York and Pennsylvania conducted more safety inspections than Maryland (source: MCMIS snapshot as of 6/28/2019). Our low number of lane miles compared to the larger states makes our numbers even more impressive. As such, we will concentrate on improving the quality of our inspection program and not just on increasing the number of the inspections conducted. During CY2018, together the MSP CVED and MdTAP CVSU alone dedicated over 158,000 work hours toward MCSAP enforcement and completed 102,615 safety inspections. In CY2018, Level III inspections accounted for only 12% of our total inspections, while Level II inspections accounted for 63% of total inspections. Level I inspections accounted for 23.5% of all inspections.

Maryland has several roving crews that work traffic enforcement individually or in tandem with another crew. Crews will work TWIS bypass roads to prevent non-compliant trucks from avoiding detection at the TWIS. They also work specific high crash locations throughout the state during regular and overtime hours. Some of these corridors include the beltways around Baltimore and D.C. and the portion of I-95 between them. Maryland conducts HAZMAT inspections daily with certified CVED & CVSU HAZMAT inspectors. The Transportation Section of the Maryland Department of the Environment works with our police agencies at TWIS, on special roadside enforcement and at shippers and fuel depots. A small unit of the CVED and MDE are also trained to conduct Level VI inspections and can provide escorts as required.

Both the CVED and the CVSU report daily enforcement statistics through our 24-1 program daily. The data includes a detailed breakdown of all inspection and traffic enforcement efforts by the agencies. Other State and local agencies report enforcement efforts through CVED and to the MCD. Results of special targeted initiatives are captured by the CVED and reported to the MCD in special reports. The MCD can work closely with enforcement agencies to ensure geographical areas of concern receive special attention. Periodic reviews of high crash areas in the state are conducted and the information is passed on to the CVED, CVSU and to local agencies for targeted enforcement if warranted.

In addition to data available through the 24-1 program, each weekday, CVED emails to its supervisors and personnel, as well as other enforcement and non-enforcement partners, a multi-page “newsletter” that outlines all significant events handled by CVED personnel that occurred during the previous 24-hour period. This informative newsletter, called the “Road Dog, contains detailed information on all significant events handled by CVED enforcement personnel across Maryland. Such events as fatal and significant crashes involving CMVs, arrests of CMV drivers for both traffic and criminal violations, false logs and fraudulent documents, significant CMV vehicle defects, and other issues/events of interest to other inspectors and non-enforcement personnel. The Road Dog also highlights “top-ten” lists that recognize individual enforcement accomplishments. The newsletter is invaluable as a source of timely CMV enforcement related information and is used by the CVED command staff to quickly identify, and respond to, areas/issues of concern across Maryland. The Road Dog fosters friendly competition among inspectors and allows for broad recognition of the good hard work that inspectors are performing each day across the State. Without doubt, the Road Dog improves both the quantity and quality of enforcement. It is just one example of Maryland’s commitment to its safety inspection program and one of the many reasons that Maryland continues to have one of the top programs in the nation.

In addition to the MCD and the large State enforcement agencies, 25 local police agencies participate in the state’s CMV safety inspection program and have personnel who conduct roadside inspections. These departments range from small town departments to large county police and sheriff’s offices throughout Maryland. All agencies that conduct inspections are required to adhere to the MCSAP policy set forth by the Maryland State Police and are granted authority to conduct inspections by the Superintendent of the MSP. All agencies are required to upload safety inspections, which can then be monitored with statistics compiled by the MSP and forwarded to the MCD. The MCD meets periodically with all enforcement agencies to ensure the effectiveness and consistency of Maryland’s inspection program.

While the Maryland Transportation Authority Police (CVSU) and the Public Service Commission, along with the 25 local police agencies do not accept direct MCSAP funding (use State funds), and for purposes of the CVSP are categorized as “non-funded agencies,” their enforcement efforts are extremely important to the overall success of Maryland’s MCSAP goals. It is expected that the 209 inspectors working for those agencies will contribute over 30,000 inspections towards Maryland’s overall goal of over 102,000 safety inspections. Our three-year goals for CY2019 and continuing through CY2021 (FY20, FY21 & FY22 CVSPs) will be lower than past years as we place an emphasis on conducting more Level 1 inspections. It is expected that as we increase the number of level 1 inspections, the overall number of inspections performed will decrease since a level 1 inspection takes longer to perform.

Over the next three years (FY20, FY21 & FY22 CVSPs), our goal will be to maintain a consistent level of effort and complete at least 102,000 inspections each year. We will strive to maintain a consistent number of around 400 inspectors spread throughout the many agencies involved in CMV enforcement in the state.

Projected Goals for FY 2020 - 2022

Instructions for Projected Goals:

Complete the following tables in this section indicating the number of inspections that the State anticipates conducting during Fiscal Years 2020 - 2022. For FY 2020, there are separate tabs for the Lead Agency, Subrecipient Agencies, and Non-Funded Agencies—enter inspection goals by agency type. Enter the requested information on the first three tabs (as applicable). The Summary table totals are calculated by the eCVSP system.

To modify the names of the Lead or Subrecipient agencies, or the number of Subrecipient or Non-Funded Agencies, visit [Part 1, MCSAP Structure](#).

Note: Per the [MCSAP Comprehensive Policy](#), States are strongly encouraged to conduct at least 25 percent Level 1 inspections and 33 percent Level 3 inspections of the total inspections conducted. If the State opts to do less than these minimums, provide an explanation in space provided on the Summary tab.

MCSAP Lead Agency

Lead Agency is: MD STATE HIGHWAY ADMIN.

Enter the total number of certified personnel in the Lead agency: 2

Projected Goals for FY 2020 - Roadside Inspections					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full	64	0	0	64	61.54%
Level 2: Walk-Around	0	32	8	40	38.46%
Level 3: Driver-Only	0	0	0	0	0.00%
Level 4: Special Inspections	0	0	0	0	0.00%
Level 5: Vehicle-Only	0	0	0	0	0.00%
Level 6: Radioactive Materials	0	0	0	0	0.00%
Sub-Total Lead Agency	64	32	8	104	

MCSAP subrecipient agency

Complete the following information for each MCSAP subrecipient agency. A separate table must be created for each subrecipient.

MARYLAND DEPARTMENT OF

Subrecipient is: ENVIRONMENT

Enter the total number of certified personnel in this funded agency: 6

Projected Goals for FY 2020 - Subrecipients					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full	0	400	0	400	20.00%
Level 2: Walk-Around	0	1595	0	1595	79.75%
Level 3: Driver-Only	0	5	0	5	0.25%
Level 4: Special Inspections	0	0	0	0	0.00%
Level 5: Vehicle-Only	0	0	0	0	0.00%
Level 6: Radioactive Materials	0	0	0	0	0.00%
Sub-Total Funded Agencies	0	2000	0	2000	

Subrecipient is: MARYLAND STATE POLICE

Enter the total number of certified personnel in this funded agency: 195

Projected Goals for FY 2020 - Subrecipients					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full	15910	380	25	16315	25.10%
Level 2: Walk-Around	40810	1200	175	42185	64.90%
Level 3: Driver-Only	6310	5	5	6320	9.72%
Level 4: Special Inspections	100	0	0	100	0.15%
Level 5: Vehicle-Only	20	5	45	70	0.11%
Level 6: Radioactive Materials	0	10	0	10	0.02%
Sub-Total Funded Agencies	63150	1600	250	65000	

Non-Funded Agencies

Total number of agencies:	27
Enter the total number of non-funded certified officers:	209
Enter the total number of inspections projected for FY 2020:	35000

Summary

Projected Goals for FY 2020 - Roadside Inspections Summary

Projected Goals for FY 2020 Summary for All Agencies					
MCSAP Lead Agency: MD STATE HIGHWAY ADMIN.					
# certified personnel: 2					
Subrecipient Agencies: MARYLAND DEPARTMENT OF ENVIRONMENT, MARYLAND STATE POLICE					
# certified personnel: 201					
Number of Non-Funded Agencies: 27					
# certified personnel: 209					
# projected inspections: 35000					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full	15974	780	25	16779	25.00%
Level 2: Walk-Around	40810	2827	183	43820	65.30%
Level 3: Driver-Only	6310	10	5	6325	9.43%
Level 4: Special Inspections	100	0	0	100	0.15%
Level 5: Vehicle-Only	20	5	45	70	0.10%
Level 6: Radioactive Materials	0	10	0	10	0.01%
Total ALL Agencies	63214	3632	258	67104	

Note: If the minimum numbers for Level 1 and Level 3 inspections are less than described in the [MCSAP Comprehensive Policy](#), briefly explain why the minimum(s) will not be met.

Maryland has not met the 25% threshold for level 1 inspections since CY2012 and this has not been a concern in past submitted CVSPs. While 23.5% of the inspections performed in CY2018 were level 1 inspections, we were unable to reach the 25% goal. We have been monitoring progress during CY2019 and as of June 30, the level 1 inspections are being performed at a rate of 23%, slightly below the 25% goal. We have already met with MSP command staff members and again emphasized the goal of 25%. We will continue to monitor our progress. Maryland has no issues with increasing the number of the more "thorough" Level 1 inspections. Maryland agrees that driver error is responsible for the vast majority of crashes but does not agree with the emphasis area recommendation of conducting a 33% minimum of Level III inspections. The State currently includes the driver in over 98% of our inspections (CY2018 Inspections). The majority of these inspections were level II which provides the inspector with a close look at the driver, much of the vehicle and the load. The additional time spent reviewing the load and vehicle provides for increased vehicle safety as well as opportunities for drug interdiction and security screening. In an attempt to validate our increased focus on drivers during level II inspections, we reviewed the Driver Out-Of-Service (DOOS) rates for each of these inspection levels. We found in CY2018 that Level III Inspections had a DOOS rate of 6.4% while Level II Inspections had a DOOS rate of 7.0% and Level I Inspections had a DOOS rate of 6.1%. Maryland has and will continue this greater focus on driver elements in all levels of inspection without setting a target of 33% level III Inspections.

Projected Goals for FY 2021 Roadside Inspections	Lead Agency	Subrecipients	Non-Funded	Total
Enter total number of projected inspections	104	67000	35000	102104
Enter total number of certified personnel	2	200	200	402
Projected Goals for FY 2022 Roadside Inspections				
Enter total number of projected inspections	104	67000	35000	102104
Enter total number of certified personnel	2	200	200	402

Part 2 Section 4 - Investigations

Describe the State’s implementation of FMCSA’s interventions model for interstate carriers. Also describe any remaining or transitioning compliance review program activities for intrastate motor carriers. Include the number of personnel assigned to this effort. Data provided in this section should reflect interstate and intrastate investigation activities for each year.

The State does not conduct investigations. If this box is checked, the tables and narrative are not required to be completed and won’t be displayed.

Trend Analysis for 2014 - 2018

Investigative Types - Interstate	2014	2015	2016	2017	2018
Compliance Investigations	0	0	0	0	0
Cargo Tank Facility Reviews	0	0	0	0	0
Non-Rated Reviews (Excludes CSA & SCR)	0	0	0	0	0
CSA Off-Site	0	0	0	0	0
CSA On-Site Focused/Focused CR	0	0	0	0	0
CSA On-Site Comprehensive	24	21	24	19	16
Total Investigations	24	21	24	19	16
Total Security Contact Reviews	0	0	0	0	0
Total Terminal Investigations	0	0	0	0	0

Investigative Types - Intrastate	2014	2015	2016	2017	2018
Compliance Investigations	0	0	0	0	0
Cargo Tank Facility Reviews	0	0	0	0	0
Non-Rated Reviews (Excludes CSA & SCR)	0	0	0	0	0
CSA Off-Site	0	0	0	0	0
CSA On-Site Focused/Focused CR	0	0	0	0	0
CSA On-Site Comprehensive	143	141	114	108	94
Total Investigations	143	141	114	108	94
Total Security Contact Reviews	0	0	0	0	0
Total Terminal Investigations	0	0	0	0	0

Narrative Overview for FY 2020 - 2022

Instructions:

Describe the State's implementation of FMCSA's interventions model to the maximum extent possible for interstate carriers and any remaining or transitioning compliance review program activities for intrastate motor carriers. Include the number of personnel assigned to this effort.

Projected Goals for FY 2020 - 2022

Complete the table below indicating the number of investigations that the State anticipates conducting during FY 2020 - 2022.

Projected Goals for FY 2020 - 2022 - Investigations						
Investigation Type	FY 2020		FY 2021		FY 2022	
	Interstate	Intrastate	Interstate	Intrastate	Interstate	Intrastate
Compliance Investigations	0	0	0	0	0	0
Cargo Tank Facility Reviews	0	0	0	0	0	0
Non-Rated Reviews (Excludes CSA & SCR)	0	0	0	0	0	0
CSA Off-Site	0	0	0	0	0	0
CSA On-Site Focused/Focused CR	0	0	0	0	0	0
CSA On-Site Comprehensive	10	100	10	120	10	125
Total Investigations	10	100	10	120	10	125
Total Security Contact Reviews	0	0	0	0	0	0
Total Terminal Investigations	0	0	0	0	0	0

Add additional information as necessary to describe the carrier investigation estimates.

Current Year: For FFY2019, Maryland State inspectors have conducted or are currently planning to conduct the following: Interstate Investigations: (10) CSA On-Site Comprehensive Investigations. Intrastate Investigations: (85) CSA On-Site Comprehensive Investigations. Total planned/objective for FY2019: (115) Carrier Investigations. The CR unit had been short one investigator since July of 2016. The investigator was replaced during 2018. However, two additional investigators retired in 2019. Additional full-time investigators have been trained and nine part-time investigators have either been trained or in the training process. The additional part-time investigators will be able to assist with investigations during FFY20. With the addition of part-time personnel, we anticipate increasing the number of investigations in the coming years. Additionally, efforts were again focused more on New Entrant Safety Audits during FFY2019 than anticipated which will most likely led to falling short of the stated goals for compliance reviews. For FFY2020, we are being conservative in our objectives, while still setting a goal that will increase our FY2019 efforts. While we anticipate completing more investigations in FY2020 than in FY2019, we also anticipate completing fewer investigations than were completed in past years as the emphasis shifts toward New Entrant Audits. As in past years, our award-winning compliance review unit will perform primarily on-site comprehensive intrastate investigations. Since the investigator is already on-site, we feel that the comprehensive investigation is a more valuable use of the inspector's time when preparation and travel to the site are considered.

Program Activities: Describe components of the State's carrier investigation activities. Include the number of personnel participating in this activity.

The State of Maryland currently has six MSP inspectors cross-trained to do compliance reviews (CR), Safety Audits (SA), and all levels of CSA Interventions on a full-time basis and one supervisor who oversees the unit. Altogether, including those employees who conduct CRs on a part-time basis, there are nine inspectors in Maryland who conduct various types of carrier interventions and have received the required CSA training. We are currently training seven additional personnel to conduct investigations and New Entrant Audits on a part-time basis. Currently, CSA comprehensive interventions are performed on carriers identified **on the Intrastate High Risk List**.

As an example of our accomplishments in past years, our comprehensive interdiction program had been recognized for its best practices at a July 2012 training meeting. Again, in September of 2014 and 2015, Maryland was awarded a "Comprehensive Investigations Award" by FMCSA for "the highest achieving comprehensive investigations program" in fiscal year 2013 and 2014 respectively. We anticipate that our program will continue to be highly effective into the future. Regardless of our past successes,

we will review and improve the effectiveness of our in-terminal enforcement programs (CSA interventions and PM Audits). We will seek to increase the number of contacts and monitor the positive influence those contacts make on carriers reviewed. New efforts will provide substantially better opportunities for effective interdictions with even more carriers.

Maryland now has 19 Virtual Weigh Stations (VWS) in Maryland that are networked through the CATLAB at the University of Maryland. All our enforcement officers have access to images of commercial motor vehicles from the roadside or the office. The number of sites in the system is scheduled to again increase over the next few years. One drawback is that the anticipated retrofit of the current sites with License plate readers (LPR) has not yet occurred. Currently, some patterns of non-compliance have been identified and repeat offenders appropriately sanctioned. Roadside screening and enforcement downstream of a VWS is no problem based on the image of the vehicle but identifying a carrier from a remote location will require future LPR or a DOT number reader retrofit. Maryland has developed a Field Observation Report that will be sent to non-compliant carriers based on a license plate or DOT # reading. Although this report will not include a citation, repeat offenders can expect to be scheduled for a CR or Preventive Maintenance Audit. This practice should quickly convince motor carriers that we have considerable surveillance capabilities. Maryland now has a program in place where Intrastate carriers who have not complied with requirements under Maryland's Preventive Maintenance Program can have registration plates suspended and eventually "picked-up" by enforcement personnel and returned to the Motor Vehicle Administration. This has given enforcement personnel one more tool in keeping trucks in a safe operable condition.

Performance Measurements and Monitoring: Describe all measures the State will use to monitor progress toward the annual goals. Further, describe how the State measures qualitative components of its carrier investigation program, as well as outputs.

The program activity measure will be the number of CSA interventions conducted as identified in the chart above. Additional measures for CR's and CSA interventions would include interstate and intrastate breakdown and fines associated with each. Maryland inspectors will continue to perform mostly comprehensive interventions on intrastate carriers identified by FMCSA with unsafe safety ratings. They are also triggered by a complaint, a post-crash investigation, or by evidence obtained during a roadside inspection. As in past years, we will primarily conduct comprehensive investigations since we found it difficult when an inspector went into a company on a focused intervention and identified some flagrant violations in another area. It was not uncommon for a focused to turn into a comprehensive intervention. Therefore, we do not in advance intend on conducting any focused investigations. Off-site interventions will continue to be a function of the Maryland FMCSA Division.

The Form 24-1 Enforcement Activity Report has been redesigned (as noted in the Data Quality Section) to include new data fields for tracking the CSA data. This information will be available monthly at both the CVED headquarters and the Motor Carrier Division. New recording capabilities will include hours worked, number of CR's and fines issued for each individual inspector. Reports will be run by the quarter, month, week or day. This will far exceed our previous recording/reporting capabilities. The number of intrastate CRs will measure the productivity of the investigators in the program and the dollar amount of the fines assessed will measure both the efficiency of the investigators and the degrees to which carriers are seeking to be compliant with the regulations. Maryland will use data from the 24-1 activity report. The CVED will maintain records of all CR's and PM Audits completed.

Part 2 Section 5 - Traffic Enforcement

Traffic enforcement means documented enforcement activities of State or local officials. This includes the stopping of vehicles operating on highways, streets, or roads for moving violations of State or local motor vehicle or traffic laws (e.g., speeding, following too closely, reckless driving, and improper lane changes).

Trend Analysis for 2014 - 2018

Instructions:

Please refer to the [MCSAP Comprehensive Policy](#) for an explanation of FMCSA's traffic enforcement guidance. Complete the tables below to document the State's safety performance goals and outcomes over the past five measurement periods.

1. Insert the beginning and end dates of the measurement period being used, (e.g., calendar year, Federal fiscal year, State fiscal year or any consistent 12-month period for which data is available).
2. Insert the total number CMV traffic enforcement stops with an inspection, CMV traffic enforcement stops without an inspection, and non-CMV stops in the tables below.
3. Insert the total number of written warnings and citations issued during the measurement period. The number of warnings and citations are combined in the last column.

State/Territory Defined Measurement Period (Include 5 Periods)		Number of Documented CMV Traffic Enforcement Stops with an Inspection	Number of Citations and Warnings Issued
Begin Date	End Date		
01/01/2018	12/31/2018	11088	11088
01/01/2017	12/31/2017	12182	12182
01/01/2016	12/31/2016	8270	8270
01/01/2015	12/31/2015	8858	8858
01/01/2014	12/31/2014	8052	8052

The State does not conduct CMV traffic enforcement stops without an inspection. If this box is checked, the "CMV Traffic Enforcement Stops without an Inspection" table is not required to be completed and won't be displayed.

State/Territory Defined Measurement Period (Include 5 Periods)		Number of Documented CMV Traffic Enforcement Stops without Inspection	Number of Citations and Warnings Issued
Begin Date	End Date		
01/01/2018	12/31/2018	2035	2282
01/01/2017	12/31/2017	1813	2006
01/01/2016	12/31/2016	2134	2255
01/01/2015	12/31/2015	2069	2655
01/01/2014	12/31/2014	2156	2838

The State does not conduct documented non-CMV traffic enforcement stops and was not reimbursed by the MCSAP grant (or used for State Share or MOE). If this box is checked, the "Non-CMV Traffic Enforcement Stops" table is not required to be completed and won't be displayed.

Enter the source and capture date of the data listed in the tables above.

The number of CMV Traffic Enforcement Stops with an Inspection" extracted from SafetyNet reports provided by MSP CVED (dated 1/03/19) and accounts for each inspection that listed a traffic violation. Table 1 Note: The state does not separate those citations/warnings issued for traffic violations resulting in an inspection from those citations/warnings issued during inspections that did not originate with a traffic violation. Since Maryland's policy is to issue either a citation or warning during each traffic stop for a traffic violation, it can be assumed that the number of citations/warnings is at least equal to, and most likely much greater than, the total number of traffic enforcement stops. Number of CMV Traffic Enforcement stops without an inspection extracted from data maintained by CVED for the ongoing MSP Barrack Truck Initiative (spreadsheets dated 7/25/19 and prior). Notes: It is a policy that enforcement personnel do not conduct non-cmv traffic stops during their normal course of duty unless necessary for public safety reasons.

Narrative Overview for FY 2020 - 2022**Instructions:**

Describe the State's proposed level of effort (number of personnel) to implement a statewide CMV (in conjunction with and without an inspection) and/or non-CMV traffic enforcement program. If the State conducts CMV and/or non-CMV traffic enforcement activities only in support of the overall crash reduction goal, describe how the State allocates traffic enforcement resources. Please include number of officers, times of day and days of the week, specific corridors or general activity zones, etc. Traffic enforcement activities should include officers who are not assigned to a dedicated commercial vehicle enforcement unit, but who conduct eligible commercial vehicle/driver enforcement activities. If the State conducts non-CMV traffic enforcement activities, the State must conduct these activities in accordance with the [MCSAP Comprehensive Policy](#).

Traffic Enforcement with an Inspection:

During CY2018, Maryland experienced just over 3,500 CMV traffic accidents (number includes CMV involved accident with injury and major property damage requiring a tow). 1,280 of those accidents were classified as injury accidents and resulted in injuries to approximately 1,985 people. 1,011 (29%) of the 3,500 accidents in CY2018 were determined to be the result of a rear-end collision (source: Automated Crash Reporting System database through CY2018 - dated 7/09/19). Rear end collisions, as with many other types of accidents, can often be attributed to drivers who have committed traffic violations just prior to the accident. Speeding, aggressive driving and other serious violations of traffic law are common daily occurrences on Maryland highways and lead to CMV related crashes. These violations, when committed by passenger car drivers near commercial vehicles, or by commercial vehicle drivers themselves, lead to extremely dangerous situations for any vehicles in the area and increase the potential for CMV involved accidents. Without even considering the broader economic impact of traffic delays in urban areas due to vehicle crashes, the loss of life and serious injuries that can occur in conjunction with these violations must be reduced to the lowest level possible. By conducting traffic enforcement stops on commercial vehicles and performing a subsequent inspection, both the driver behavior and the safety aspects of the CMV will be addressed.

Since traffic violations can directly result in crashes and it has been shown that aggressive traffic enforcement can lead to a decrease in traffic accidents, it will be our goal to increase traffic enforcement efforts throughout the state. This will, in turn, help to reduce crashes (or crash seriousness) and educate the driving public regarding safe driving habits. It will be Maryland's goal to conduct at least 12,000 traffic enforcement stops statewide during CY2019 (FY20 CVSP) on commercial vehicles and to conduct an inspection in conjunction with the traffic stop. This goal is more aggressive than the goal that was set for CY2018. The goals for CY2020 and CY2021 (FY21 & FY22 CVSPs) will be to increase stops each year by 1000 until reaching a goal of 14,000 stops in conjunction with an inspection by CY2021. To enhance the state's efforts focused on traffic enforcement stops with an inspection, there are three ongoing specific traffic enforcement initiatives, each with their own established goals. It is expected that the initiatives will continue to be funded in the FFY2021 and FFY2022 CVSPs (for CY2020 and CY2021) as part of our three year strategy.

The following special initiatives focus efforts on traffic enforcement with an inspection: OPERATION I-81, OPERATION SMASH and WEEKEND WARRIOR (A more detailed description of these initiatives is included in the National Emphasis – State Specific Objectives section).

Maryland's goal for the OPERATION I-81 initiative for CY2019 will be to devote 600 enforcement hours, complete 450 inspections and issue 550 citations and warnings. This effort will be an increase over CY2018 goals set in the FFY2019 CVSP (475 enforcement hours, 275 inspections, 285 citations and warnings) due to our focused efforts on I-81. Our goals for the following two years, CY2020 and CY2021, will be to continue our efforts at the same level as set for CY2019

Maryland's objective for the OPERATION SMASH initiative for CY2019 will be to devote 550 enforcement hours, complete 500 inspections and issue at least 700 citations and warnings. This will be very similar to our CY2018 goals set in the FFY2019 CVSP (550 enforcement hours, 500 inspections, 675 citations and warnings). Our goals for the following two years, CY2020 and CY2021, will be to continue our efforts at the same level as set for CY2019

Maryland's objective for the WEEKEND WARRIOR initiative for CY2019 will be to devote 400 enforcement hours, complete 350 inspections

and issue over 450 citations and warnings. While similar to past goals, this will be a decrease in the manhours devoted to this initiative compared to CY2018 (CY2018 goals set in the FFY2019 CVSP: 500 enforcement hours, 380 inspections, 475 citations and warnings). This reduction is due to a limited number of personnel in the geographical area available to work the initiative. Our goals for the following two years, CY2020 and CY2021, will be to continue our efforts at the same level as set for CY2019

Other Initiatives and programs containing an element of traffic enforcement relating to CMVs will continue to be funded as in past years. In addition to those specific traffic-focused initiatives (SMASH, WEEKEND WARRIOR and OPERATION I-81) outlined above, fifteen additional special emphasis initiatives in each geographical area of a weigh-station facility are funded. Each of the facilities across the state conducts an on-going initiative throughout the year. While many of these initiatives primarily focus on CMVs by-passing inspection facilities on routes near inspection facilities, roving crews still look for trucks violating traffic laws and their enforcement contributes to our overall traffic enforcement with an inspection efforts. In addition to the on-going year-long initiatives, facility supervisors often conduct one or two-day shorter duration targeted initiatives that will focus on a specific roadway or a type of driver behavior. While too numerous to detail in this narrative, the results of targeted initiatives are captured and reviewed for effectiveness. These special targeted initiatives and on-going initiatives will continue to be funded in support of our overall crash reduction efforts. Depending on the type of initiative, enforcement personnel work varied hours on varied days of the week, to include weekends and holidays. Dates, times and locations are often determined by the type of violations targeted and the geographical location of the targeted roadway. All enforcement personnel assigned to CVED participate in the initiatives as part of their overall CVED duties. Over 11,900 overtime work hours were dedicated to the on-going year-long initiatives combined in CY2018 (includes non-traffic enforcement emphasized initiatives). It is anticipated that efforts for CY2019 and the following two years will be similar. Additional programs directed at public awareness regarding aggressive driving (ADAPT Program - formerly Smooth Operator) will also receive funding as in the past. It is anticipated that more than 3,000 traffic enforcement stops will result from our special initiatives: BASH, I-95 (Aggressive Driver), Operation I-81, SMASH, Weekend Warrior and the Rural Truck initiative. Enforcement initiatives for traffic enforcement are also described in detail in the National Emphasis – State Specific Objectives section.

Traffic Enforcement without an Inspection:

It is the policy of the Commercial Vehicle Enforcement Division that all certified MCSAP MSP personnel who conduct a traffic stop on a CMV will conduct an appropriate safety inspection on the truck. For several years, Maryland has implemented an initiative to increase the number of CMV traffic enforcement stops without negatively impacting the number of safety inspections performed. The number of enforcement personnel across the state (and the nation) interacting with commercial vehicles has/is largely limited to those personnel trained in the FMCSR and certified to conduct MCSAP safety inspections. In Maryland, there are many MSP troopers at barracks across the state that could identify commercial vehicle drivers violating traffic laws and take appropriate enforcement action without a resulting safety inspection. A lack of specific knowledge about trucks often makes non-MCSAP trained troopers reluctant to enforce truck related violations when passenger vehicles outnumber trucks on the highways. The additional incentive of a specially funded overtime initiative will help to increase contact between non-MCSAP troopers and commercial vehicles and increase the number of commercial drivers cited/warned for committing traffic violations. The objective is to increase the potential number of enforcement personnel available to locate and identify commercial vehicle drivers who are violating Maryland traffic laws.

For FFY2019, 13 MSP barracks across the state were funded in the program. Non-MCSAP certified road patrol troopers will conduct traffic stops on commercial vehicles for observed traffic violations. This initiative will be worked as an overtime assignment at various hours throughout the day and on various days of the week. Our goal was for barrack troopers to use the additional funding to conduct over 1800 commercial vehicle traffic stops for traffic violations by the end of CY2018 (barrack troopers stopped over 1782 vehicles). The goal set for CY2019 would be at least 1650 stops (there has been a decline in the number of troopers working the OT initiative as there has been an increase in competing overtime opportunities). We anticipate continuing funding of the program in FFY2019 and into FFY2020 and FFY2021 and have established a goal of maintaining or increasing participation by the barracks. Increased participation would help us to meet our goal of at least 1650 traffic violation stops. Continued monitoring by CVED staff, local commanders and MCD staff will assure continued success of this program. Our efforts to include more enforcement personnel in the program will also enhance the program into the future. It is anticipated that over 1000 work hours will be directed at CMV traffic enforcement without an inspection through this program in CY2019 with similar performance in CY2020 and CY2021. Details of this program are also outlined in the National Emphasis – State Specific Objectives section.

One of our unique on-going initiatives that identifies traffic violations but does not include an actual traffic stop or an inspection was first worked in 2015 and uses a covert tractor trailer driven by a trooper with a "spotter" in the passenger seat. The spotter identifies CMV drivers who are violating traffic laws such as aggressive driving violations and using hand held devices (texting, talking). Identifying information is obtained on the CMV and a warning/informational letter is sent to the company detailing the noted violations (if roving crews are in the area, a traffic stop can be made and an inspection will be conducted). These letters have led to companies taking follow-up action with employees and incorporating changes in the safety plans. It is estimated that nearly 2,600 violation letters have been sent through CY2018 (339 letters sent to date in 2019). We are setting a goal of identifying violators and sending over 500 similar notices during each of the years: CY2019, CY2020 and CY2021. In addition to using the covert tractor trailer as a traffic enforcement tool, CVED anticipates the tractor trailer being used for potential human trafficking investigations. The tractor trailer can be parked inconspicuously in an area with high truck traffic/truck parking and while surveillance is conducted. If signs of possible human traffic is observed, appropriate criminal enforcement action can be taken or intelligence information can be obtained.

As an additional tool in enhancing this program, in 2012 the Baltimore County Police Department and the Baltimore County Community College produced a DVD titled "Pull 'em Over." The award-winning DVD explains the importance of conducting traffic stops on commercial vehicles and the proper procedure to accomplish it. The target market for this DVD was the patrol officer/trooper who knows nothing about truck enforcement and may lack confidence in properly stopping a commercial vehicle. All patrol officers in the Baltimore County Police Department, an 1800-member department with jurisdiction within the high crash corridor of the Baltimore metro area, have

received the DVD training. The DVDs have been distributed to other law other enforcement agencies for review by patrol officers.

Projected Goals for FY 2020 - 2022

Using the radio buttons in the table below, indicate the traffic enforcement activities the State intends to conduct in FY 2020 - 2022. The projected goals are based on the number of traffic stops, not tickets or warnings issued. These goals are NOT intended to set a quota.

			Enter Projected Goals (Number of Stops only)		
Yes	No	Traffic Enforcement Activities	FY 2020	FY 2021	FY 2022
<input checked="" type="radio"/>	<input type="radio"/>	CMV with Inspection	12000	13000	14000
<input checked="" type="radio"/>	<input type="radio"/>	CMV without Inspection	1650	1750	1800
<input type="radio"/>	<input checked="" type="radio"/>	Non-CMV			
<input checked="" type="radio"/>	<input type="radio"/>	Comprehensive and high visibility in high risk locations and corridors (special enforcement details)	3000	3000	3000

In order to be eligible to utilize Federal funding for Non-CMV traffic enforcement, the [FAST Act](#) requires that the State must maintain an average number of safety activities which include the number of roadside inspections, carrier investigations, and new entrant safety audits conducted in the State for Fiscal Years 2004 and 2005.

The table below displays the information you input into this plan from the roadside inspections, investigations, and new entrant safety audit sections. Your planned activities must at least equal the average of your 2004/2005 activities.

FY 2020 Planned Safety Activities				
Inspections	Investigations	New Entrant Safety Audits	Sum of FY 2020 Activities	Average 2004/05 Activities
102104	110	700	102914	102828

Describe how the State will monitor its traffic enforcement efforts to ensure effectiveness, consistency, and correlation to FMCSA's national traffic enforcement priority.

CVED will record and report the number of hours deployed in each of the enforcement initiatives. The number of traffic stops, traffic violations and associated safety inspections for CVED specific initiatives will be reported and periodically reviewed. Reporting will be provided weekly in the enforcement activity report - Form 24-1 Program. The Form 24-1 is an internet application developed by the MCD that is used by the TWIS facilities of the CVED and CVSU to report their daily and weekly enforcement stats. The data is instantly available to enforcement headquarters and the MCD office. This application allows us to track activities, fines and hours expended in the various programs and initiatives. It allows us to track the work records of each location and the VWS and individual inspector. MSP Barracks will report results of their non-inspection traffic stops to the CVED monthly and will be monitored and evaluated by MSP and MCD staff. The CVED will take the lead on contacts and maintain a spreadsheet of results for evaluation and forwarding to the MCD monthly.

Part 2 Section 6 - Safety Technology

The FAST Act made Performance and Registration Information Systems Management (PRISM) a condition for MCSAP eligibility in [49 CFR 350.201 \(aa\)](#). States must achieve full participation by October 1, 2020. FMCSA defines “fully participating” in PRISM, for the purpose of determining eligibility for MCSAP funding, as when a State’s or Territory’s International Registration Plan (IRP) or CMV registration agency suspends or revokes and denies registration if the motor carrier responsible for safety of the vehicle is under any Federal OOS order and denies registration if the motor carrier possess an inactive or de-active USDOT number for motor carriers operating CMVs in commerce that have a Gross Vehicle Weight (GVW) of 26,001 pounds or more. Further information regarding full participation in PRISM can be found in the MCP Section 4.3.1.

Under certain conditions, the FAST Act allows MCSAP lead agencies to use MCSAP funds for Operations and Maintenance (O&M) costs associated with Innovative Technology Deployment (ITD) and the PRISM ([49 CFR 350.201\(aa\) \(cc\)](#)). For PRISM, O&M costs are eligible expenses subject to FMCSA approval. For ITD, if the State agrees to comply with ITD program requirements and has complied with all MCSAP requirements, including achievement of full participation in PRISM, O&M costs are eligible expenses. O&M expenses must be included and described in the Spending Plan section per the method these costs are handled in the State’s accounting system (e.g., contractual costs, other costs, etc.).

Safety Technology Compliance Status

Please verify the current level of compliance for your State in the table below using the drop-down menu. If the State plans to include O&M costs in this year’s CVSP, please indicate that in the table below. Additionally, details must be in this section and in your Spending Plan.

Technology Program	Current Compliance Level	Include O & M Costs?
ITD	Core CVISN Compliant	No
PRISM	Exceeds Full Participation	No

Available data sources:

- [FMCSA website ITD information](#)
- [FMCSA website PRISM information](#)

Enter the agency name responsible for ITD in the State, if other than the Lead MCSAP Agency:

Enter the agency name responsible for PRISM in the State, if other than the Lead MCSAP Agency: Maryland Motor Vehicle Administration

Narrative Overview for FY 2020 - 2022

Problem Statement Narrative and Projected Goal:

If the State’s PRISM compliance is less than full participation, describe activities your State plans to implement to achieve full participation in PRISM.

N/A

Program Activities for FY 2020 - 2022: Describe any actions that will be taken to implement full participation in PRISM.

N/A

Performance Measurements and Monitoring: Describe all performance measures that will be used and include how the State will conduct ongoing monitoring of progress in addition to quarterly SF-PPR reporting.

N/A

Part 2 Section 7 - Public Education and Outreach

A public education and outreach program is designed to provide information on a variety of traffic safety issues related to CMVs and non-CMVV that operate around large trucks and buses.

Trend Analysis for 2014 - 2018

In the table below, provide the number of public education and outreach activities conducted in the past 5 years.

Public Education and Outreach Activities	2014	2015	2016	2017	2018
Carrier Safety Talks	50	70	70	65	66
CMV Safety Belt Education and Outreach	3	3	3	2	2
State Trucking Association Meetings	5	6	6	5	5
State-Sponsored Outreach Events	2	2	2	2	2
Local Educational Safety Events	20	20	20	21	25
Teen Safety Events	3	3	3	1	1

Narrative Overview for FY 2020 - 2022

Performance Objective: To increase the safety awareness of the motoring public, motor carriers and drivers through public education and outreach activities such as safety talks, safety demonstrations, etc.

Describe the type of activities the State plans to conduct, including but not limited to passenger transportation, hazardous materials transportation, and share the road safely initiatives. Include the number of personnel that will be participating in this effort.

Much of the general motoring public has a limited understanding of the safety skills necessary for them to share the road with large trucks and buses. Since most the fatal CMV crashes in Maryland are the fault of the other driver and not the CMV driver, we should focus our efforts on reaching the general motoring public with the information that could save their lives. These efforts will include answering all outside inquiries to the best extent possible, conducting safety related talks at our own initiative or as may be requested by others, attending meetings/conferences with motor carrier industry partners and a continuation of outreach through print, the MCD website and public service announcements. We will have properly trained and experienced personnel available during operational hours to handle CMV related inquiries from both the motor carrier industry and the general public regarding CMV safety issues. We will continue to promote the No-Zone and ADAPT (Aggressive Drivers are Public Threats), formerly Smooth Operator, messages (to the extent possible) to all drivers and provide safety and regulatory information to the companies and drivers that need them. In 2019 and beyond, we anticipate we will continue our No-Zone presentations to young drivers at driving schools throughout Maryland upon request. This year, the MCD will again allocate approximately \$250,000 in funding for radio ads, posters on buses, static billboards, digital billboards and internet messaging (pop-up ads) targeting aggressive driving around trucks and buses. In past years, it is estimated that our media outreach program generated over 40 million media impressions. For FFY2020 we intend on increasing our funding to \$300,00 for outreach, with an increase to approximately \$350,000 for years 2021 and 2022. This media outreach will be provided in conjunction with our ADAPT enforcement waves during the summer months and throughout the year. We see this as an important part of our driver awareness program and a way to leverage our funding off the efforts of our MHSO and other neighboring States. Maryland's Outreach program is structured to provide information and assistance to a variety of other customer bases. The commercial vehicle drivers and companies have a need to know about laws and regulations that affect their business. Judges and prosecutors have a need to receive updates and explanations for technical portions of safety regulations.

We anticipate more outreach targeting both sets of younger and older drivers over the next three years. For FY20, we will be funding the Morgan State University, a national transportation center located in Baltimore, to increase awareness of CMV transportation and safety among younger students. This will be accomplished through field trips, seminars and presentations for high school students with hopes of encouraging the students to become future traffic safety oriented managers and traffic engineers.

The State redesigned and continually updates its MCD web page to include more information, links, and references in a user-friendly format. We received our newly published Maryland Motor Carrier Handbook in September of 2018. Since receiving the new handbook, we have distributed 7,000 copies to date throughout the state. Our Maryland Truckers Map was updated with new truck routes and has been printed and available for distribution Since April of 2018. 13,500 copies of the map have been distributed to date throughout Maryland. Up-to-date versions of the handbook and map provide contemporary regulatory information to the CMV industry, provide availability of truck parking, provide additional truck routes in Maryland and include the safe Maryland National network of roads suitable for 53' trailers.

Safety Summits:

On September 17, 2011, the state’s first Commercial Vehicle Safety Summit was held. Summits were held again in 2012, 2013, 2015, 2016 and 2018. The summits were held at the Maritime Institute in Linthicum, Maryland and were sponsored by the MSP-Commercial Vehicle Enforcement Division, Commercial Vehicle Safety Unit, Federal Motor Carrier Safety Administration, State Highway Administration, Maryland Motor Truck Association and the Maryland Motor Coach Association. Topics included such topics as hauling permits, CSA, EOBR’s and emerging technology in commercial vehicle enforcement. While we did not hold a summit in 2014 as we reconsidered our marketing approach, we held very successful summits in the fall of 2015, 2016 and 2018. Approximately 150 to 200 attendees were at each summit. Again, the summits included a full agenda of multiple sessions throughout the day presenting topics of great interest to the members of the trucking industry such as permitting, and ELDs. Sessions also focused on driver wellness. These very informative and topical sessions have covered such health topics as new hours of service rules, sleep apnea, improving blood pressure, diabetes, vision and eating healthy - all issues that could affect driver's ability to operate a CMV safely. With our most recent summit occurring during October of 2018, our next summit is going to be planned for fall of 2020. We would again expect about 150 - 200 attendees at the safety summit filled with presentations on contemporary MCSAP topics important to the CMV industry.

The MCD and the Commercial Vehicle Enforcement Division share in answering CMV related questions and providing safety talks, attending state trucking association meetings, conducting state sponsored outreach events and conducting local educational safety events. With the CVED having inspection facilities located across the state and a main office in the Baltimore/Washington metro area, many requests for talks and safety events are delegated to local inspection facility personnel for follow-up. Nearly all of the 150 MCSAP certified personnel (civilian and troopers) in the CVED are capable of providing the requested outreach and will throughout the year involved at some level in providing outreach in some form. Many of these outreach efforts will target local CMV companies and regional groups such as farmers, milk haulers, loggers and other specialized industries. As well as CVED, the other state agencies (Dept of Environment -HazMat related, MD Transportation Authority - general CMV related & Public Service Commission - Motor Coach related) will be requested to give talks and provide outreach in their areas of expertise. The MCD has three personnel who answer numerous safety related questions daily from the industry and other concerned persons. Two of our MCSAP experts in the MCD also provide numerous talks and attend outreach events throughout the year and across the state. Those outreach efforts are effectively documented and records maintained.

To help increase the number of MCSAP safety talks/presentation given by qualified MSP personnel throughout the state, during 2018, we established funding through an "outreach" overtime grant. The grant allows MSP MCSAP certified personnel to conduct additional talks/presentations for the commercial vehicle industry and the general motoring public beyond those that would have been conducted during normal duty hours. We have already seen an increase in the availability of personnel to conduct additional outreach since the "additional" talks/presentations do not conflict with regular MCSAP duties and manpower requirements for scheduled shifts. We will monitor this grant to determine effectiveness and cost efficiency.

Unfortunately, it has been a continuing problem in compiling all of the outreach that is performed by each of the other state agencies as well as by the 25 local police departments that have certified inspectors. With no central repository for the information, we can only estimate the amount of outreach that is performed throughout the state. It is anticipated that much more outreach is occurring than is reported here.

Projected Goals for FY 2020 - 2022

In the table below, indicate if the State intends to conduct the listed program activities, and the estimated number, based on the descriptions in the narrative above.

			Performance Goals		
Yes	No	Activity Type	FY 2020	FY 2021	FY 2022
<input checked="" type="radio"/>	<input type="radio"/>	Carrier Safety Talks	70	70	70
<input checked="" type="radio"/>	<input type="radio"/>	CMV Safety Belt Education and Outreach	2	2	2
<input checked="" type="radio"/>	<input type="radio"/>	State Trucking Association Meetings	5	5	5
<input checked="" type="radio"/>	<input type="radio"/>	State-Sponsored Outreach Events	2	2	2
<input checked="" type="radio"/>	<input type="radio"/>	Local Educational Safety Events	25	25	25
<input checked="" type="radio"/>	<input type="radio"/>	Teen Safety Events	3	4	5

Performance Measurements and Monitoring: Describe all performance measures and how the State will conduct monitoring of progress. States must report the quantity, duration and number of attendees in their quarterly SF-PPR reports.

MSP CVED will document and maintain information (number, type, attendees) pertaining to the seminars, presentations, meetings, safety talks, events and other outreach efforts involving CVED personnel and provide the information to the MCD. The MCD will document information for those same activities conducted by MCD personnel. The MCD will document and maintain:

The number of Maryland Truckers Maps distributed.

The number of Motor Carrier Handbooks distributed.

The number of media impressions made through our print, and media outreach efforts during the Smooth Operator campaign.

Part 2 Section 8 - State Safety Data Quality (SSDQ)

The FAST Act allows MCSAP lead agencies to use MCSAP funds for Operations and Maintenance (O&M) costs associated with Safety Data Systems (SSDQ) if the State meets accuracy, completeness and timeliness measures regarding motor carrier safety data and participates in the national data correction system (DataQs).

SSDQ Compliance Status

Please verify the current level of compliance for your State in the table below using the drop-down menu. If the State plans to include O&M costs in this year's CVSP, select Yes. These expenses must be included in the Spending Plan section per the method these costs are handled in the State's accounting system (e.g., contractual costs, other costs, etc.).

Technology Program	Current Compliance Level	Include O & M Costs?
SSDQ	Good	No

Available data sources:

- [FMCSA website SSDQ information](#)

In the table below, use the drop-down menus to indicate the State's current rating within each of the State Safety Data Quality categories, and the State's goal for FY 2020 - 2022.

SSDQ Category	Current SSDQ Rating	Goal for FY 2020	Goal for FY 2021	Goal for FY 2022
Crash Record Completeness	Good	Good	Good	Good
Crash VIN Accuracy	Good	Good	Good	Good
Fatal Crash Completeness	Good	Good	Good	Good
Crash Timeliness	Fair	Good	Good	Good
Crash Accuracy	Good	Good	Good	Good
Crash Consistency	No Flag	No Flag	No Flag	No Flag
Inspection Record Completeness	Good	Good	Good	Good
Inspection VIN Accuracy	Good	Good	Good	Good
Inspection Timeliness	Good	Good	Good	Good
Inspection Accuracy	Good	Good	Good	Good

Enter the date of the A & I Online data snapshot used for the "Current SSDQ Rating" column.

FARS & MCMIS data snapshot as of 6/29/2019, including crash records through 6/28/19.

Narrative Overview for FY 2020 - 2022

Problem Statement Narrative: Describe any issues encountered for any SSDQ category not rated as "Good" in the Current SSDQ Rating category column above (i.e., problems encountered, obstacles overcome, lessons learned, etc.). If the State is "Good" in all categories, no further narrative or explanation is necessary.

Crash Timeliness

Historical information: Over the past several years, Maryland has moved to an electronic Automated Crash Reporting System (ACRS). The ACRS Pilot test began slowly in early CY 2013 with only 2 or 3 MSP Barracks reporting crashes. Initially the program was deployed to MSP barracks in October of 2013. In January of 2014, deployment to local police agencies began. The State Police Superintendent had set a target date of January 1 of 2015 for all police agencies in Maryland to be using the ACRS program for crash reporting.

Current information: All police agencies in Maryland are now using the new ACRS program for crash reporting. The ACRS program, which is an all electronic crash reporting system, is a great improvement over the previous EMAARS system which relied on data entry personnel at the Maryland State Police Central Records Division to manually enter crash data from a paper crash investigation form. Since Maryland agencies began using the ACRS system, there have been noticeable increases in the timeliness of crash data uploads. Maryland had received a green rating in all categories at the time of submission of both the 2018 and 2019 CVSPs showing that there have not been persistent problems. As the program continues to be reviewed and revised, restructuring of the program has been necessary and has delayed the uploading of crash data on occasion. Most recently, a batch of crash reports identified as containing errors had been held for a considerable time before being returned for corrections. This was the cause of our most recent timeliness

issue as the reports were already months old before being available within the system for the needed corrections. Technicians from the involved state agencies have been working together to continue to work out the "bugs" in the program.

During this most recent evaluation period of 4/1/18 - 3/31/19, 76% of Maryland's evaluated crash records were reported within 90 days of the crash. We anticipate that as the 12 month rolling average catches up, we will see an improvement to a green status by the end of 2019.

Program Activities for FY 2020 - 2022: Describe any actions that will be taken to achieve a "Good" rating in any category not currently rated as "Good," including measurable milestones.

The State will use the following strategies to improve each non-green category: The State's performance objective is to be a "Green State" – that is to be green in all SSDQ categories and especially have 100% of its CMV crashes uploaded to SAFETYNET in 90 days or less by the end of CY2019. The 3 steps Maryland will utilize to reduce the crash upload time and become a green state : The Maryland Highway Safety Office and Motor Carrier Division will continue to press for additional improvements to the Automated Crash Reporting System (ACRS). The MCD in partnership with the MHSO will continue the services of CAPWIN to improve the ACRS Electronic entry and submittal which will speed the upload process from start to finish. The State will monitor and evaluate the effectiveness of its CMV Safety Program Data Quality Objective by: 1. Monitoring dates of crashes being uploaded to SAFETYNET in the Motor Carrier Division and 2. Monitoring quarterly program information available in A&I.

Performance Measurements and Monitoring: Describe all performance measures that will be used and include how the State will conduct ongoing monitoring of progress in addition to quarterly SF-PPR reporting.

The State will continue to monitor and evaluate the effectiveness of its CMV Safety Program Data Quality by:

- 1.) Monitoring dates of crashes being uploaded to SAFETYNET in the Motor Carrier Division
- 2.) Monitoring quarterly program information available in A&I

Part 2 Section 9 - New Entrant Safety Audits

The FAST Act states that conducting interstate New Entrant safety audits is now a requirement to participate in the MCSAP (49 CFR 350.201.) The Act allows a State to conduct intrastate New Entrant safety audits at the State’s discretion. States that choose to conduct intrastate safety audits must not negatively impact their interstate new entrant program.

Note: The FAST Act also says that a State or a third party may conduct New Entrant safety audits. If a State authorizes a third party to conduct safety audits on its behalf, the State must verify the quality of the work conducted and remains solely responsible for the management and oversight of the New Entrant activities.

Yes	No	Question
<input type="radio"/>	<input type="radio"/>	Does your State conduct Offsite safety audits in the New Entrant Web System (NEWS)? NEWS is the online system that carriers selected for an Offsite Safety Audit use to submit requested documents to FMCSA. Safety Auditors use this same system to review documents and communicate with the carrier about the Offsite Safety Audit.
<input type="radio"/>	<input checked="" type="radio"/>	Does your State conduct Group safety audits at non principal place of business locations?
<input type="radio"/>	<input checked="" type="radio"/>	Does your State intend to conduct intrastate safety audits and claim the expenses for reimbursement, state match, and/or Maintenance of Effort on the MCSAP Grant?

Trend Analysis for 2014 - 2018

In the table below, provide the number of New Entrant safety audits conducted in the past 5 years.

New Entrant Safety Audits	2014	2015	2016	2017	2018
Interstate	1033	1080	1012	1306	1002
Intrastate	0	0	0	0	0
Total Audits	1033	1080	1012	1306	1002

Note: Intrastate safety audits will not be reflected in any FMCSA data systems—totals must be derived from State data sources.

Narrative Overview for FY 2020 - 2022

Enter the agency name conducting New Entrant activities, if other than the Lead MCSAP Agency: Maryland State Police - Commercial Vehicle Enforcement Division

Program Goal: Reduce the number and severity of crashes, injuries, and fatalities involving commercial motor vehicles by reviewing interstate new entrant carriers. At the State’s discretion, intrastate motor carriers are reviewed to ensure they have effective safety management programs.

Program Objective: Statutory time limits for processing and completing interstate safety audits are:

- If entry date into the New Entrant program (as shown in FMCSA data systems) September 30, 2013 or earlier —safety audit must be completed within 18 months.
- If entry date into the New Entrant program (as shown in FMCSA data systems) October 1, 2013 or later—safety audit must be completed within 12 months for all motor carriers and 120 days for motor carriers of passengers.

Projected Goals for FY 2020 - 2022

For the purpose of completing the table below:

- **Onsite safety audits** are conducted at the carrier's principal place of business.
- **Offsite safety audit** is a desktop review of a single New Entrant motor carrier's basic safety management controls and can be conducted from any location other than a motor carrier's place of business. Offsite audits are conducted by States that have completed the FMCSA New Entrant training for offsite audits.
- **Group audits** are neither an onsite nor offsite audit. Group audits are conducted on multiple carriers at an alternative location (i.e., hotel, border inspection station, State office, etc.).

Projected Goals for FY 2020 - 2022 - New Entrant Safety Audits						
Number of Safety Audits/Non-Audit Resolutions	FY 2020		FY 2021		FY 2022	
	Interstate	Intrastate	Interstate	Intrastate	Interstate	Intrastate
# of Safety Audits (Onsite)	140	0	160	0	170	0
# of Safety Audits (Offsite)	560	0	700	0	800	0
# Group Audits	0	0	0	0	0	0
TOTAL Safety Audits	700	0	860	0	970	0
# of Non-Audit Resolutions	0	0	0	0	0	0

Strategies: Describe the strategies that will be utilized to meet the program objective above. Provide any challenges or impediments foreseen that may prevent successful completion of the objective.

Maryland proposes to conduct approximately 700 New Entrant Safety audits within the statutory time frames during the FY2020. The large majority of the audits will be conducted by six civilian compliance auditors who are assigned to the "Audit Compliance Enforcement Section (ACES)" of the Maryland State Police (MSP), Commercial Vehicle Enforcement Division (CVED). The civilian auditors assigned to ACES are dedicated full-time by CVED to conduct New Entrant Audits, Compliance Review Interventions and Preventive Maintenance Audits (Periodic Inspection Program). The auditors currently spend about 80% of their work time conducting New Entrant Safety Audits, with the remaining balance of work time spent on Compliance Review Interventions, Preventive Maintenance Audits and other MCSAP activities. The six members of the section are supervised by a civilian manager who assigns, monitors and reviews all audits and interventions for completeness. The auditors are also cross-trained as certified MCSAP inspectors giving them the ability to conduct safety inspections on vehicles and drivers if necessary. It is estimated that approximately 10% of the audits will be conducted by sworn MCSAP certified inspectors (troopers) assigned to CVED who are not in the ACES Unit. The troopers have received specialized training in order to conduct the New Entrant audits on an overtime basis in addition to their general MCSAP related duties.

Through the first three quarters of FFY2019, auditors have conducted nearly 600 audits and are on pace to complete close to 1000 audits. It is projected that Maryland will see a reduction in the number of audits completed in FY2020 as investigators adjust to conducting a much larger number of off-site audits and become more familiar with the process. Investigators are expected to increase the number of completed New Entrant Audits in 2021 and again in 2022. In past years, ACES auditors had been spending approximately 40% of their work time conducting New Entrant audits. The number of audits conducted has been increasing over the years to where auditors now spend approximately 80% of their time on New Entrant audits. This percentage is expected to be maintained over the next three years. Grant funding will be utilized to ensure that Maryland auditors complete all New Entrant safety audits within the statutory twelve month or 120 day time frames after new carrier entry. In most cases, ACES auditors attempt to complete all non-passenger motor carrier New Entrant audits within 90 days after entry. All audits will be completed thoroughly and efficiently, with proper monitoring and oversight, to ensure that all program participants are in full compliance with all commercial motor vehicle safety and hazardous materials regulations. Overdue New Entrant Audits will be identified by the overdue list provided by FMCSA and by the list available through "NEWS." When a New Entrant audit is identified as being overdue, or with an approaching due date, the ACES Unit supervisor will contact the assigned investigator to ensure that the audit is prioritized for completion. The supervisor will closely monitor those identified audits and will conduct follow-up inquiries with the investigator. The supervisor will ensure that program deficiencies are identified quickly and changes made to maintain effective and efficient audits.

Activity Plan for FY 2020 - 2022: Include a description of the activities proposed to help achieve the objectives. If group audits are planned, include an estimate of the number of group audits.

Our goal is to have Maryland auditors complete 700 New Entrant safety audits within the required time frames in 2020, 860 in 2021 and 970 in 2022. In contrast to past practices, auditors will now conduct audits as both off-site and on-site as assigned and no request will be made to change the status. In past years, auditors concentrated efforts on conducting "On-Site" audits in lieu of "Off-Site" audits after requesting a change in status due to auditors facing difficulty in completing off-site audits when motor carriers would not return calls coupled with the delays that occurred while waiting for motor carriers to provide required documents. Audits will be accomplished through a combination of audits conducted by ACES auditors during regular work hours and additional CVED personnel who are cross-trained to conduct New Entrant audits on an as-needed overtime basis. The ACES manager checks the New Entry inventory weekly and audits are assigned to auditors by geographical areas in order to increase efficiency and timeliness. Almost all of the on-site safety audits will be conducted at a central location (an MSP barrack or CVED facility), with few, if any, being conducted at the carrier's place of

business. By having all carriers respond to a central location, an auditor reduces travel time and can conduct more audits. If backlogs develop, ACES auditors will also have overtime funding available on an as needed basis in order to conduct any additional New Entrant safety audits or to complete all audits within the statutory time frame.

Resources:

Always facing additional possible retirements in the coming months or years, there is a need to constantly evaluate/increase the number of personnel either assigned to ACES or available to conduct audits. State hiring policies can make the process for hiring new auditors a very lengthy process. In order to meet additional demands for New Entrant safety audits and to ensure continued timeliness of the audits, part-time auditors are being trained and overtime will be used as needed for continued program effectiveness.

Performance Measurement Plan: Describe how you will measure progress toward meeting the objective, such as quantifiable and measurable outputs (staffing, work hours, carrier contacts, inspections, etc.). The measure must include specific benchmarks to be reported on in the quarterly progress report, or as annual outputs.

The ACES manager will review all audits for completeness and accuracy. Audits that do not meet established quality standards, will be returned to the auditor for additional investigation or information. All assigned audits will be continually monitored and tracked by the manager to ensure timeliness of reporting. The ACES manager checks audit status on a bi-weekly basis and can efficiently identify audits that may be in danger of becoming overdue. The ACES manager will have daily contact with auditors and will address any issues that could compromise the program goals as they develop. The ACES manager will maintain records of those audits that have been assigned and will be able to track progress of the audits on an individual basis utilizing a detailed spreadsheet. In addition to daily contact with auditors, the ACES manager meets monthly with individual auditors and quarterly with the auditors as a group to ensure auditors are meeting the program objectives. The ACES manager will continually evaluate program effectiveness in order that any adjustments to the program can be made when needed to ensure the timeliness and overall quality of the audits. The number of audits assigned and completed and the timeliness of those audits will be maintained by the ACES manager and reported on a quarterly basis to measure and monitor progress towards the stated goal/objective of increasing the number of New Entrant safety audits conducted over the next three years. Additional data will be maintained as to the number of carriers who could not be contacted and the number of carriers who failed the audit.

Part 3 - National Emphasis Areas and State Specific Objectives

FMCSA establishes annual national priorities (emphasis areas) based on emerging or continuing issues, and will evaluate CVSPs in consideration of these national priorities. Part 3 allows States to address the national emphasis areas/priorities outlined in the MCSAP CVSP Planning Memorandum and any State-specific objectives as necessary. Specific goals and activities must be projected for the three fiscal year period (FYs 2020 - 2022).

Part 3 Section 1 - Enforcement of Federal OOS Orders during Roadside Activities

Instructions:

FMCSA has established an Out-of-Service (OOS) catch rate of 85 percent for carriers operating while under an OOS order. In this part, States will indicate their catch rate is at least 85 percent by using the check box or completing the problem statement portion below.

Check this box if:

As evidenced by the data provided by FMCSA, the State identifies at least 85 percent of carriers operating under a Federal OOS order during roadside enforcement activities and will not establish a specific reduction goal. However, the State will maintain effective enforcement of Federal OOS orders during roadside inspections and traffic enforcement activities.

Narrative Overview for FY 2020 - 2022

Enter your State's OOS Catch Rate percentage if below 85 percent: 75%

Projected Goals for FY 2020 - 2022: Enter a description of the State's performance goals.

Fiscal Year	Goal (%)
2020	85
2021	85
2022	85

Source: FMCSA provided spreadsheet for period 10/1/18 - 5/31/19

For the most recent reporting period available, Maryland had a catch rate for unsat/unfit carriers of 75.00% (caught 3 of 4) for the 12-month period of October, 2018 – May, 2019. Maryland's goal is to achieve and maintain a catch rate of at least 85% during FFY2020, FFY2021 and FFY2022.

Program Activities for FY 2020 - 2022: Describe policies, procedures, and/or technology that will be utilized to identify OOS carriers at roadside. Include how you will conduct quality assurance oversight to ensure that inspectors are effectively identifying OOS carriers and preventing them from operating.

Maryland will continue its past practices that have led to great improvements in the State's catch rate and to a rate of 87% as recently reported in our 2018 CVSP. While the rate for the most recent reporting period shows Maryland with a 75% catch rate, the sample size is very small at only 4 unsat/unfit carriers having been stopped. Of the over 85,000 inspections performed through the first three-quarters of FFY2019, the number of missed unsat/unfit carriers (1) is a very small number and does not necessarily indicate a trend.

To increase our catch rate, the commander of MSP CVED will direct that a review be conducted of each inspection where it is indicated that an inspector within the State has not properly identified, during a roadside inspection, a carrier that was operating while under an OOSO. MSP supervisors at each TWIS will review those inspections that were conducted by one of their respective inspectors. A member of the CVED commander's staff will notify a command staff member of an allied agency when the inspection is found to have been conducted by an inspector from that allied agency. In all cases, the CVED commander will maintain records as to the particular

reasons why the OOSO was not identified or properly noted on the inspection report. Since the state began using new inspection entry software (CVIEW Plus) that causes an instant query of FMCSA's "Query Central" during the inspection process, the catch rate has seen vast improvements. The catch rate for FFY2014 was just 23%. The catch rate for FFY2015 had increased to 47%. The catch rate for the 12-month period of June, 2015 through May, 2016 increased further to 65%. Later in 2016 the catch rate for a 12-month period had improved to 71%. For the 12-month period, February 2016 through January of 2017, Maryland had improved further to 83%. Prior to the submission of the 2018 CVSP, Maryland had improved its rate to 87% and did not need to address Federal Out of Service Orders in the 2018 CVSP (the previous statistics had been reported based on all OOS vehicles that were identified - not just unsat/unfit carriers). For the 2019 CVSP, Maryland reported a catch rate of 67% for unsat/unfit carriers for the period of May, 2017 through April, 2018. Again, this was based on a very small number of inspected vehicles (missed 1 of 3 OOS vehicles). For the most recent reporting period the catch rate for all OOS vehicles was 84.31% compared to the 75% rate for unsat/unfit carriers.

Performance Measurements and Monitoring: Describe all performance measures and how the State will conduct ongoing monitoring of progress in addition to quarterly SF-PPR reporting.

Progress will be monitored periodically (when spreadsheets provided by FMCSA) through review of the spreadsheets regarding OOS enforcement provided by FMCSA to determine if catch rates are increasing. Detailed information provided by FMCSA regarding each inspection where an OOS order was not enforced will be reviewed periodically by MSP CVED command staff to determine if inspectors are taking proper enforcement action. If it is determined that proper action was not taken, the issue can be addressed directly with the inspector.

Part 3 Section 2 - Passenger Carrier Enforcement**Instructions:**

FMCSA requests that States conduct enhanced investigations for motor carriers of passengers and other high risk carriers. Additionally, States are asked to allocate resources to participate in the enhanced investigations training being offered by FMCSA. Finally, States are asked to continue partnering with FMCSA in conducting enhanced investigations and inspections at carrier locations.

Check this box if:

As evidenced by the trend analysis data, the State has not identified a significant passenger transportation safety problem. Therefore, the State will not establish a specific passenger transportation goal in the current fiscal year. However, the State will continue to enforce the Federal Motor Carrier Safety Regulations (FMCSRs) pertaining to passenger transportation by CMVs in a manner consistent with the [MCSAP Comprehensive Policy](#) as described either below or in the roadside inspection section.

Part 3 Section 3 - State Specific Objectives – Past
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Instructions:

Describe any State-specific CMV problems that were addressed with FY2019 MCSAP funding. Some examples may include hazardous materials objectives, Electronic Logging Device (ELD) implementation, and crash reduction for a specific segment of industry, etc. Report below on year-to-date progress on each State-specific objective identified in the FY 2019 CVSP.

Progress Report on State Specific Objectives(s) from the FY 2019 CVSP

Please enter information to describe the year-to-date progress on any State-specific objective(s) identified in the State's FY 2019 CVSP. Click on "Add New Activity" to enter progress information on each State-specific objective.

Activity #1

Activity: Describe State-specific activity conducted from previous year's CVSP.

Traffic Enforcement With an Inspection

Goal: Insert goal from previous year CVSP (#, %, etc., as appropriate).

The period of the goal was CY2018 (January 1, 2018 – December 31, 2018) The following special initiatives focused efforts on traffic enforcement with an inspection in geographical areas with high concentrations of CMV crashes: OPERATION I-81, OPERATION SMASH and WEEKEND WARRIOR Maryland's goal for the OPERATION I-81 initiative for CY2018 was to devote 475 enforcement hours, complete 275 inspections and issue 285 citations and warnings. Maryland's objective for the OPERATION SMASH initiative for CY2018 was to devote 550 enforcement hours, complete 500 inspections and issue over 675 citations and warnings. Maryland's objective for the WEEKEND WARRIOR initiative for CY2018 was to devote 500 enforcement hours, complete 380 inspections and issue over 475 citations and warnings.

Actual: Insert year to date progress (#, %, etc., as appropriate).

The period set for the goals was CY2018. OPERATION I-81 resulted in the following efforts for CY2018: 520 enforcement hours were devoted to the initiative. This exceeded our goal of devoting 475 enforcement hours. 338 safety inspections were performed. Again, the goal of 275 inspections was surpassed. The 391 citations/warnings also exceeded our goal of 285 citations and warnings. OPERATION SMASH resulted in the following efforts for CY2018: 536 enforcement hours were devoted to the initiative, while our goal had been 550 hours. The 510 inspections performed in CY2018 just exceeded our goal of 500 inspections. The 702 citations and warnings that were issued during the initiative exceeded our goal of 675 citations/warnings. The WEEKEND WARRIOR initiative resulted in the following efforts for CY2018: The 582 enforcement hours devoted to the initiative far exceeded our CY2018 goal of at least 500 hours. The 466 safety inspections performed was far greater than our goal of 380 inspections for the initiative. 626 citations and warnings were issued to vehicles stopped/inspected during the initiative. Again, this far exceeded our goal of 475 citations/warnings.

Narrative: Describe any difficulties achieving the goal, problems encountered, obstacles overcome, lessons learned, etc.

As we have experienced in past years, shifting manpower needs requiring deployment of personnel to other areas of the state, along with competing focus on other CMV issues, often reduces the number of personnel available during the year to work overtime hours on our focused initiatives. The reduction of just one or two personnel at a facility in the area of the focused initiative can have a great impact on the success of the initiative. Working the initiatives on an overtime basis is generally voluntary and relies on continued interest and availability of enforcement personnel. For those initiatives that warrant increased activity due to traffic enforcement concerns or increased interest in working the initiative, additional funding can be allocated after evaluating the progress/success of the initiative. Although there are fluctuations in production from year to year, CVED personnel have remained highly motivated to work the enforcement initiatives across the State, keeping our initiatives highly successful.

Activity #2

Activity: Describe State-specific activity conducted from previous year's CVSP.

Traffic Enforcement without an Inspection

Goal: Insert goal from previous year CVSP (#, %, etc., as appropriate).

The period for this goal, as stated in the FFY2019 CVSP, was the CY2018 (January 1, 2018 – December 31, 2018). The objective was to increase the potential number of enforcement personnel available to locate and identify commercial vehicle drivers that are violating Maryland traffic laws. During CY2018, 13 MSP barracks across the state were funded for participation in the program. Our goal was for non-MCSAP certified barrack troopers to use the additional funding to conduct over 1800 commercial vehicle traffic stops for traffic violations by the end of CY2018. These stops would not include an inspection unless the truck was deemed unsafe and it was necessary to contact a MCSAP inspector from CVED to respond to conduct an appropriate inspection. This initiative was worked as an overtime assignment at various hours throughout the day and on various days of the week, including weekends and holidays. The 19 barracks in various geographical areas across Maryland were funded to allow for statewide enforcement of commercial vehicles. Continued monitoring by CVED staff, local commanders and MCD staff assured continued success of this program.

Actual: Insert year to date progress (#, %, etc., as appropriate).

For calendar year 2018, using the provided funding, barrack troopers conducted 1782 CMV stops and issued nearly 2300 citations and warnings without conducting safety inspections. 996 work hours were dedicated to this initiative in geographical locations from the Western border to the Eastern Shore of Maryland.

Narrative: Describe any difficulties achieving the goal, problems encountered, obstacles overcome, lessons learned, etc.

While our overall results met our goals, we continue to work to maintain or increase our efforts to conduct traffic enforcement stops without an inspection using non-MCSAP certified officers. In past years, close monitoring of the program by CVED command staff has led to quality enforcement statistics and more participation in the program. As with other overtime based initiatives involving sworn enforcement officers, and specifically those troopers assigned to field installations, there are many readily available competing overtime sources. Many other overtime sources are not as demanding as conducting traffic stops on commercial vehicles and are naturally more attractive to troopers and may become a first choice over a traffic-related activity. Overtime initiatives are generally worked in a voluntary capacity and maintaining barrack command staff and patrol trooper interest in the program can be challenging. Barrack command staff constantly, as well as barrack personnel, change as do targeted enforcement efforts. Stopping trucks has never been a popular activity among general patrol troopers as they usually lack familiarity with commercial vehicles and thus confidence. Coupled with the problem of finding suitable locations to conduct commercial vehicle stops, patrol troopers will focus first on passenger vehicles. Meeting with command staff members and enforcing the message that commercial vehicle stops should be a daily component of complete traffic enforcement, helps to maintain focus on commercial vehicle stops. We are also still working with other departments and state agencies to expand the program to those departments to increase the number of traffic enforcement contacts.

Part 3 Section 4 - State Specific Objectives – Future

Instructions:

The State may include additional objectives from the national priorities or emphasis areas identified in the MCSAP CVSP Planning Memorandum as applicable. In addition, the State may include any State-specific CMV problems identified in the State that will be addressed with MCSAP funding. Some examples may include hazardous materials objectives, Electronic Logging Device (ELD) implementation, and crash reduction for a specific segment of industry, etc.

Describe any State-specific objective(s) identified for FY 2020 - 2022. Click on "Add New Activity" to enter information on each State-specific objective. This is an optional section and only required if a State has identified a specific State problem planned to be addressed with grant funding.

State Objective #1

Enter the title of your State-Identified Objective.

Traffic Enforcement with an Inspection - Also Included in Crash Reduction Section

Narrative Overview for FY 2020 - 2022

Problem Statement Narrative: Describe problem identified by performance data including baseline data.

During CY2018, Maryland experienced just over 3,500 CMV traffic accidents (number includes CMV involved accident with injury and major property damage requiring a tow). 1,280 of those accidents were classified as injury accidents and resulted in injuries to approximately 1,985 people. 1,011 (29%) of the 3,500 accidents in CY2018 were determined to be the result of a rear-end collision (source: Automated Crash Reporting System database through CY2018 - dated 7/09/19). Rear end collisions, as with many other types of accidents, can often be attributed to drivers who have committed traffic violations just prior to the accident. Speeding, aggressive driving and other serious violations of traffic law are common daily occurrences on Maryland highways and lead to CMV related crashes. These violations, when committed by passenger car drivers near commercial vehicles, or by commercial vehicle drivers themselves, lead to extremely dangerous situations for any vehicles in the area and increase the potential for CMV involved accidents. Without even considering the broader economic impact of traffic delays in urban areas due to vehicle crashes, the loss of life and serious injuries that can occur in conjunction with these violations must be reduced to the lowest level possible. By conducting traffic enforcement stops on commercial vehicles and performing a subsequent inspection, both the driver behavior and the safety aspects of the CMV will be addressed.

Projected Goals for FY 2020 - 2022:

Enter performance goal.

Note: This goal is set for CY2019, CY2020 and CY2021: Since traffic violations can directly result in crashes and it has been shown that aggressive traffic enforcement can lead to a decrease in traffic accidents, it will be our goal to increase traffic enforcement efforts throughout the state. This will, in turn, help to reduce crashes (or crash seriousness) and educate the driving public regarding safe driving habits. It will be Maryland's goal to conduct at least 12,000 traffic enforcement stops statewide during CY2019 on commercial vehicles and to conduct an inspection in conjunction with the traffic stop. This goal is more aggressive than the goal that was set in previous years as we have increased our focus on conducting CMV traffic stops. Our goal will be to increase the number of traffic stops in each of the two following years to 13,000 stops in CY2020 and 14,000 stops in CY2021. To enhance the state's efforts focused on traffic enforcement stops with an inspection, there are three ongoing specific traffic enforcement initiatives, each with their own established goals, that will continue to be funded for CY2019, CY2020 and CY2021 in the FY2020, FY2021 and FY2022 CVSPs.

Program Activities for FY 2020 - 2022: Describe the activities that will be implemented including level of

effort.

The following special initiatives focus efforts on traffic enforcement with an inspection: OPERATION I-81, OPERATION SMASH and WEEKEND WARRIOR. Operation I-81 focuses efforts on the heavily traveled Interstate 81 in Washington County, Maryland where CMV traffic violations are a concern. High visibility CMV enforcement is conducted in an effort to reduce crashes resulting from moving violations being committed by commercial vehicles. Maryland's goal for the OPERATION I-81 initiative for CY2019 will be to devote 600 enforcement hours, complete 450 inspections and issue 550 citations and warnings. This effort will be an increase over the CY2018 goal set in the FY2019 CVSP (475 enforcement hours, 275 inspections, 285 citations and warnings) due to our focused effort on I-81. Our goals for the following two years, CY2020 and CY2021, will be to continue our efforts at the same level as set for CY2019 OPERATION SMASH utilizes roving patrols to focus on CMV traffic enforcement on highways in the five Maryland Counties of Anne Arundel, Southern Prince George's, Calvert, Charles and St. Mary's. These growing areas are becoming more metro in nature and highways in these areas are becoming more congested and experiencing greater numbers of commercial vehicles. Maryland's objective for the OPERATION SMASH initiative for CY2019 will be to devote 550 enforcement hours, complete 500 inspections and issue at least 700 citations and warnings. This again will be similar to our CY2018 goals set in the FY2019 CVSP (550 enforcement hours, 500 inspections, 675 citations and warnings). Our goals for the following two years, CY2020 and CY2021, will be to continue our efforts at the same level as set for CY2019 Our WEEKEND WARRIOR initiative uses roving patrols to target commercial vehicles committing moving traffic violations on highways in Queen Anne's, Kent and Cecil Counties. These areas have many highways with at-grade intersections and roads with undivided highway lanes. The area also sees greatly increased traffic during the summer months as drivers from across the East Coast and beyond head to the ocean beaches of Maryland and Delaware. Aggressive CMV traffic enforcement is critical to improving traffic safety in these areas. Maryland's objective for the WEEKEND WARRIOR initiative for CY2019 will be to devote 400 enforcement hours, complete 350 inspections and issue over 450 citations and warnings. While similar to past goals, this will be a decrease in manhours compared to CY2018 goals set in the FY2019 CVSP (500 enforcement hours, 380 inspections, 475 citations and warnings). Our goals for the following two years, CY2020 and CY2021, will be to continue our efforts at the same level as set for CY2019 Other Initiatives and programs containing an element of traffic enforcement relating to CMVs will continue to be funded as in past years. In addition to those specific traffic-focused initiatives (SMASH, WEEKEND WARRIOR and OPERATION I-81) outlined above, 15 additional special emphasis initiatives are funded. Each of the facilities across the state conducts an on-going initiative throughout the year. While many of these initiatives primarily focus on CMVs by-passing inspection facilities on routes near inspection facilities, roving crews still look for trucks violating traffic laws and their enforcement contributes to our overall traffic enforcement with an inspection efforts. In addition to the on-going year-long overtime funded initiatives, facility supervisors often conduct one or two-day shorter duration targeted initiatives that focus on a specific roadway or a type of driver behavior. While too numerous to detail in this narrative, the results of targeted initiatives are captured and reviewed for effectiveness. Depending on the type of initiative, enforcement personnel work varied hours on varied days of the week, to include weekends and holidays. Dates, times and locations are often determined by the type of violations targeted and the geographical location of the targeted roadway. All enforcement personnel assigned to CVED participate in the initiatives as part of their overall CVED duties. Over 11,900 overtime work hours were dedicated to the on-going year-long initiatives combined in CY2018 (includes non-traffic enforcement emphasized initiatives). It is anticipated that efforts for CY2019 and the following two years will be similar. Additional programs directed at public awareness regarding aggressive driving (Aggressive Drivers are Public Threats: "ADAPT" Program - formerly the Smooth Operator Program) will also receive funding as in the past.

Performance Measurements and Monitoring: Describe all performance measures and how the State will conduct ongoing monitoring of progress in addition to quarterly SF-PPR reporting.

CVED will record and report the number of hours deployed in each of the enforcement initiatives. The number of traffic stops, traffic violations and associated safety inspections for CVED specific initiatives will be reported and periodically reviewed. Reporting will be

provided weekly in the enforcement activity report - Form 24-1 Program. The Form 24-1 is an internet application developed by the MCD that is used by the TWIS facilities of the CVED and CVSU to report their daily and weekly enforcement stats. The data is instantly available to enforcement headquarters and the MCD office. This application allows us to track activities, fines and hours expended in the various programs and initiatives. It allows us to track the work records of each location and the VWS and individual inspector. Established goals for the three specific initiatives and programs have been detailed above and in the Crash Reduction Section.

State Objective #2

Enter the title of your State-Identified Objective.

Traffic Enforcement without an Inspection

Narrative Overview for FY 2020 - 2022

Problem Statement Narrative: Describe problem identified by performance data including baseline data.

It is the policy of the Commercial Vehicle Enforcement Division that all certified MCSAP MSP personnel who conduct a traffic stop on a CMV will also conduct an appropriate safety inspection on the truck during the stop. For several years, Maryland has implemented an initiative to increase the number of CMV traffic enforcement stops without negatively impacting the number of safety inspections performed. The number of enforcement personnel across the state (and the nation) interacting with commercial vehicles has/is largely limited to those personnel trained in the FMCSR and certified to conduct MCSAP safety inspections. In Maryland, there are many MSP troopers at barracks across the state that could identify commercial vehicle drivers violating traffic laws and take appropriate enforcement action without a resulting safety inspection. A lack of specific knowledge about trucks often makes non-MCSAP trained troopers reluctant to enforce truck related violations when passenger vehicles outnumber trucks on the highways. The additional incentive of a specially funded overtime initiative will help to increase contact between non-MCSAP troopers and commercial vehicles and increase the number of commercial drivers cited/warned for committing traffic violations. The objective is to increase the potential number of enforcement personnel available to locate and identify commercial vehicle drivers who are violating Maryland traffic laws.

Projected Goals for FY 2020 - 2022:

Enter performance goal.

The goal set for CY2019 will be to conduct at least 1650 CMV stops without an inspection being performed. We are dedicated to continued funding of the program in FFY2020, FY2021 and FY2022 and have established a goal of at least maintaining or increasing participation by the barracks. While increased participation would help us to meet/exceed our goal of at least 1650 CMV traffic violation stops by non-MCSAP certified road patrol troopers across the state, it has been challenging to maintain our efforts as competing sources of overtime have become available to troopers across the state. This initiative will be worked as an overtime assignment at various hours throughout the day and on various days of the week. The 13 barracks in various geographical areas across Maryland have been funded to allow for statewide enforcement of commercial vehicles. Continued monitoring by CVED staff, local commanders and MCD staff will assure continued success of this program. Our efforts to include more enforcement personnel in the program will also enhance the program into the future. It is anticipated that over 1000 work hours will be directed at CMV traffic enforcement without an inspection through this program in CY2019 with similar performance in CY2020 and CY2021. One of our unique on-going initiatives that identifies traffic violations but does not include an actual traffic stop or an inspection was first worked in 2015 and uses a covert tractor trailer driven by a trooper with a "spotter" in the passenger seat. The spotter identifies CMV drivers who are violating traffic laws such as aggressive driving violations and using hand held devices (texting, talking). Identifying information is obtained on the CMV and a warning/informational letter is sent to the company detailing the noted violations (if roving crews are in the area, a traffic stop can be made and an inspection will be conducted). These letters have led to companies taking follow-up action with employees and

incorporating changes in the safety plans. It is estimated that nearly 2,600 violation letters have been sent through CY2018. 339 letters have been sent to date in CY2019. We are setting a goal of identifying violators and sending over 500 similar notices during CY2019, CY2020 and CY2021 as we intend to continue to fund and highlight the initiative in our FY2021 and FY2022 CVSPs.

Program Activities for FY 2020 - 2022: Describe the activities that will be implemented including level of effort.

Non-MCSAP certified road patrol troopers across the state will conduct traffic stops on commercial vehicles for observed traffic violations. This initiative will be worked as an overtime assignment. At least 13 barracks in various geographical areas across Maryland will be funded to allow for statewide enforcement of commercial vehicles committing traffic violations on interstate highways and state and local roads. Continued monitoring by CVED staff, local commanders and MCD staff will assure continued success of this program. Our efforts to include more enforcement personnel in the program will also enhance the program into the future.

Performance Measurements and Monitoring: Describe all performance measures and how the State will conduct ongoing monitoring of progress in addition to quarterly SF-PPR reporting.

MSP Barracks will report results of their non-inspection traffic stops to the CVED periodically and the statistical information will be monitored and evaluated by MSP and MCD staff. The CVED will take the lead on contacts and maintain a spreadsheet of results for evaluation and forwarding to the MCD monthly. MCD will review the statistical data and consult with the CVED command staff to address any issues of concern regarding the on-going initiative.

Part 4 - Financial Information

Part 4 Section 1 - Overview

The Spending Plan is an explanation of each budget component, and should support the cost estimates for the proposed work. The Spending Plan should focus on how each item will achieve the proposed project goals and objectives, and explain how costs are calculated. The Spending Plan must be clear, specific, detailed, and mathematically correct. Sources for assistance in developing the Spending Plan include [2 CFR part 200](#), [2 CFR part 1201](#), [49 CFR part 350](#) and the [MCSAP Comprehensive Policy](#).

Before any cost is billed to or recovered from a Federal award, it must be allowable ([2 CFR §200.403](#), [2 CFR §200 Subpart E – Cost Principles](#)), reasonable and necessary ([2 CFR §200.403](#) and [2 CFR §200.404](#)), and allocable ([2 CFR §200.405](#)).

- **Allowable** costs are permissible under the OMB Uniform Guidance, DOT and FMCSA regulations and directives, MCSAP policy, and all other relevant legal and regulatory authority.
- **Reasonable and Necessary** costs are those which a prudent person would deem to be judicious under the circumstances.
- **Allocable** costs are those that are charged to a funding source (e.g., a Federal award) based upon the benefit received by the funding source. Benefit received must be tangible and measurable.
 - For example, a Federal project that uses 5,000 square feet of a rented 20,000 square foot facility may charge 25 percent of the total rental cost.

Instructions

The Spending Plan should include costs for FY 2020 only. This applies to States completing a multi-year CVSP or an Annual Update to their multi-year CVSP.

The Spending Plan data tables are displayed by budget category (Personnel, Fringe Benefits, Travel, Equipment, Supplies, Contractual and Subaward, and Other Costs). You may add additional lines to each table, as necessary. Please include clear, concise explanations in the narrative boxes regarding the reason for each cost, how costs are calculated, why they are necessary, and specific information on how prorated costs were determined.

The following definitions describe Spending Plan terminology.

- **Federal Share** means the portion of the total project costs paid by Federal funds. Federal share is 85 percent of the total project costs for this FMCSA grant program.
- **State Share** means the portion of the total project costs paid by State funds. State share is 15 percent of the total project costs for this FMCSA grant program. A State is only required to contribute up to 15 percent of the total project costs of all budget categories combined as State share. A State is NOT required to include a 15 percent State share for each line item in a budget category. The State has the flexibility to select the budget categories and line items where State match will be shown.
- **Total Project Costs** means total allowable costs incurred under a Federal award and all required cost sharing (sum of the Federal share plus State share), including third party contributions.
- **Maintenance of Effort (MOE)** means the level of effort Lead State Agencies are required to maintain each fiscal year in accordance with [49 CFR § 350.301](#). The State has the flexibility to select the budget categories and line items where MOE will be shown. Additional information regarding MOE can be found in the MCSAP Comprehensive Policy (MCP) in section 3.6.

On Screen Messages

The system performs a number of edit checks on Spending Plan data inputs to ensure calculations are correct, and values are as expected. When anomalies are detected, alerts will be displayed on screen.

- Calculation of Federal and State Shares

Total Project Costs are determined for each line based upon user-entered data and a specific budget category formula. Federal and State shares are then calculated by the system based upon the Total Project Costs and are added to each line item.

The system calculates an 85 percent Federal share and 15 percent State share automatically and populates these values in each line. Federal share is the product of Total Project Costs x .85. State share equals Total Project Costs minus Federal share. If Total Project Costs are updated based upon user edits to the input values, the 85 and 15 percent values will not be recalculated by the system and should be reviewed and updated by users as necessary.

States may edit the system-calculated Federal and State share values at any time to reflect actual allocation for any line item. For example, States may allocate a different percentage to Federal and State shares. States must ensure that the sum of the Federal and State shares equals the Total Project Costs for each line before proceeding to the next budget category.

An error is shown on line items where Total Project Costs does not equal the sum of the Federal and State shares. Errors must be resolved before the system will allow users to 'save' or 'add' new line items.

Territories must insure that Total Project Costs equal Federal share for each line in order to proceed.

• **MOE Expenditures**

States may enter MOE on individual line items in the Spending Plan tables. The Personnel, Fringe Benefits, Equipment, Supplies, and Other Costs budget activity areas include edit checks on each line item preventing MOE costs from exceeding allowable amounts.

- If "Percentage of Time on MCSAP grant" equals 100%, then MOE must equal \$0.00.
- If "Percentage of Time on MCSAP grant" equals 0%, then MOE may equal up to Total Project Costs as expected at 100%.
- If "Percentage of Time on MCSAP grant" > 0% AND < 100%, then the MOE maximum value cannot exceed "100% Total Project Costs" minus "system-calculated Total Project Costs".

An error is shown on line items where MOE expenditures are too high. Errors must be resolved before the system will allow users to 'save' or 'add' new line items.

The Travel and Contractual budget activity areas do not include edit checks for MOE costs on each line item. States should review all entries to ensure costs reflect estimated expenditures.

• **Financial Summary**

The Financial Summary is a summary of all budget categories. The system provides warnings to the States on this page if the projected State Spending Plan totals are outside FMCSA's estimated funding amounts. States should review any warning messages that appear on this page and address them prior to submitting the eCVSP for FMCSA review.

The system will confirm that:

- Overtime value does not exceed the FMCSA limit.
- Planned MOE Costs equal or exceed FMCSA limit.
- States' proposed Federal and State share totals are each within \$5 of FMCSA's Federal and State share estimated amounts.
- Territories' proposed Total Project Costs are within \$5 of \$350,000.

ESTIMATED Fiscal Year Funding Amounts for MCSAP			
	85% Federal Share	15% State Share	Total Estimated Funding
Total	\$4,161,161.00	\$734,321.00	\$4,895,482.00

Summary of MCSAP Funding Limitations	
Allowable amount for Overtime without written justification (15% of MCSAP Award Amount):	\$734,321.00
MOE Baseline:	\$0.00

Part 4 Section 2 - Personnel

Personnel costs are salaries for employees working directly on a project.

Note: Do not include any personally identifiable information (PII) in the CVSP. The final CVSP approved by FMCSA is required to be posted to a public FMCSA website.

List grant-funded staff who will complete the tasks discussed in the narrative descriptive sections of the CVSP. Positions may be listed by title or function. It is not necessary to list all individual personnel separately by line. The State may use average or actual salary and wages by personnel category (e.g., Trooper, Civilian Inspector, Admin Support, etc.). Additional lines may be added as necessary to capture all your personnel costs.

The percent of each person’s time must be allocated to this project based on the amount of time/effort applied to the project. For budgeting purposes, historical data is an acceptable basis.

Note: Reimbursement requests must be based upon documented time and effort reports. Those same time and effort reports may be used to estimate salary expenses for a future period. For example, a MCSAP officer’s time and effort reports for the previous year show that he/she spent 35 percent of his/her time on approved grant activities. Consequently, it is reasonable to budget 35 percent of the officer’s salary to this project. For more information on this item see [2 CFR §200.430](#).

In the salary column, enter the salary for each position.

Total Project Costs equal the Number of Staff x Percentage of Time on MCSAP grant x Salary for both Personnel and Overtime (OT).

If OT will be charged to the grant, only OT amounts for the Lead MCSAP Agency should be included in the table below. If the OT amount requested is greater than the 15 percent limitation in the MCSAP Comprehensive Policy (MCP), then justification must be provided in the CVSP for review and approval by FMCSA headquarters.

Activities conducted on OT by subrecipients under subawards from the Lead MCSAP Agency must comply with the 15 percent limitation as provided in the MCP. Any deviation from the 15 percent limitation must be approved by the Lead MCSAP Agency for the subrecipients.

Summary of MCSAP Funding Limitations	
Allowable amount for Lead MCSAP Agency Overtime without written justification (15% of MCSAP Award Amount):	\$734,321.00

Personnel: Salary and Overtime Project Costs							
Salary Project Costs							
Position(s)	# of Staff	% of Time on MCSAP Grant	Salary	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
Asst. Chief of Motor Carrier Division	1	50.0000	\$87,500.00	\$43,750.00	\$43,750.00	\$0.00	\$0.00
Grant Manager - MCD	1	100.0000	\$67,600.00	\$67,600.00	\$67,600.00	\$0.00	\$0.00
Subtotal: Salary				\$111,350.00	\$111,350.00	\$0.00	\$0.00
Overtime Project Costs							
Subtotal: Overtime				\$0.00	\$0.00	\$0.00	\$0.00
TOTAL: Personnel				\$111,350.00	\$111,350.00	\$0.00	\$0.00
Accounting Method:	Accrual						

Enter a detailed explanation of how the personnel costs were derived and allocated to the MCSAP project.

Motor Carrier Division

There are seven employees in the Motor Carrier Division with MCSAP related duties, two of which are reimbursed in total or in part by the MCSAP.

The grant manager is responsible for all the documentation and direct interaction with all the State and local agencies daily. All invoices and funding requests come through the grant manager.

The Asst. Chief issues, revises and rescinds inter agency MOU's, reviews budget and develops policy for operations and outreach for the State MCSAP.

50% of the salary of the Asst. Chief (.5 x \$87,500 = \$43,750): **\$43,750**

100% of the salary of Grant Manager: **\$67,600**

Total: \$111,350

Part 4 Section 3 - Fringe Benefits

Fringe costs are benefits paid to employees, including the cost of employer's share of FICA, health insurance, worker's compensation, and paid leave. Only non-Federal grantees that use the **accrual basis** of accounting may have a separate line item for leave, and is entered as the projected leave expected to be accrued by the personnel listed within Part 4.2 – Personnel. Reference [2 CFR §200.431\(b\)](#).

Show the fringe benefit costs associated with the staff listed in the Personnel section. Fringe costs may be estimates, or based on a fringe benefit rate approved by the applicant's Federal cognizant agency for indirect costs. If using an approved rate, a copy of the indirect cost rate agreement must be provided through grants.gov. For more information on this item see [2 CFR §200.431](#).

Show how the fringe benefit amount is calculated (i.e., actual fringe benefits, rate approved by HHS Statewide Cost Allocation or cognizant agency). Include a description of the specific benefits that are charged to a project and the benefit percentage or total benefit cost.

The cost of fringe benefits are allowable if:

- Costs are provided under established written policies.
- Costs are equitably allocated to all related activities, including Federal awards.
- Accounting basis (cash or accrual) selected for each type of leave is consistently followed by the non-Federal entity or specified grouping of employees.

Depending on the State, there are fixed employer taxes that are paid as a percentage of the salary, such as Social Security, Medicare, State Unemployment Tax, etc.

- For each of these standard employer taxes, under Position you may list "All Positions," the benefits would be the respective standard employer taxes, followed by the respective rate with a base being the total salaries for Personnel in Part 4.2.
- The base multiplied by the respective rate would give the total for each standard employer tax. Workers' Compensation is rated by risk area. It is permissible to enter this as an average, usually between sworn and unsworn—any grouping that is reasonable and clearly explained in the narrative is allowable.
- Health Insurance and Pensions can vary greatly and can be averaged; and like Workers' Compensation, can sometimes be broken into sworn and unsworn.

In the Position column include a brief position description that is associated with the fringe benefits.

The **Fringe Benefit Rate** is:

- The rate that has been approved by the State's cognizant agency for indirect costs; or a rate that has been calculated based on the aggregate rates and/or costs of the individual items that your agency classifies as fringe benefits.
- For example, your agency pays 7.65 percent for FICA, 42.05 percent for health/life/dental insurance, and 15.1 percent for retirement. The aggregate rate of 64.8 percent (sum of the three rates) may be applied to the salaries/wages of personnel listed in the table.

The **Base Amount** is:

- The salary/wage costs within the proposed budget to which the fringe benefit rate will be applied.
- For example, if the total wages for all grant-funded staff is \$150,000 and the percentage of time on the grant is 50 percent, then that is the amount the fringe rate of 64.8 (from the example above) will be applied. The calculation is: $\$150,000 \times 64.8 \times 50\% / 100 = \$48,600$ Total Project Costs.

Total Project Costs equal the Fringe Benefit Rate x Percentage of Time on MCSAP grant x Base Amount divided by 100.

Fringe Benefits Project Costs							
Position(s)	Fringe Benefit Rate	% of Time on MCSAP Grant	Base Amount	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
Asst. Chief, Motor Carrier Division	78.8200	50.0000	\$87,500.00	\$34,483.75	\$34,483.75	\$0.00	\$0.00
Grant Manager, MCD	78.8200	100.0000	\$67,600.00	\$53,282.32	\$53,282.32	\$0.00	\$0.00
TOTAL: Fringe Benefits				\$87,766.07	\$87,766.07	\$0.00	\$0.00

Enter a detailed explanation of how the fringe benefit costs were derived and allocated to the MCSAP project.

Position(s) Benefits(s) Rate Base Amount Total Cost: \$111,350 x 78.82% = \$87,766.07

Lead Agency Fringe Benefit Costs

The State Highway Administration Payroll Additive Percentage is currently 78.82% (through 9/30/20) and is being captured as fringe only with no indirect costs. The payroll additive percentage is identified in the attached most current letter from Gregory Murrill, FHWA Division Administrator.

This payroll additive rate is applied only to 100% of the salary of the Grant Manager and 50% of the Assistant Chief in the Motor Carrier Division.

The most recent payroll additive rate was approved by FHWA on September 26, 2019.

Part 4 Section 4 - Travel

Itemize the positions/functions of the people who will travel. Show the estimated cost of items including but not limited to, lodging, meals, transportation, registration, etc. Explain in detail how the MCSAP program will directly benefit from the travel.

Travel costs are funds for field work or for travel to professional meetings.

List the purpose, number of persons traveling, number of days, percentage of time on MCSAP Grant, and total project costs for each trip. If details of each trip are not known at the time of application submission, provide the basis for estimating the amount requested. For more information on this item see [2 CFR §200.474](#).

Total Project Costs should be determined by State users, and manually input in the table below. There is no system calculation for this budget category.

Travel Project Costs							
Purpose	# of Staff	# of Days	% of Time on MCSAP Grant	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
SHA/MDOT Attend Spring CVSA	2	5	100.0000	\$4,000.00	\$4,000.00	\$0.00	\$0.00
SHA/MDOT Attend Fall CVSA	2	5	100.0000	\$4,000.00	\$4,000.00	\$0.00	\$0.00
SHA/MDOT CVSP Planning Meeting	2	4	100.0000	\$2,400.00	\$2,400.00	\$0.00	\$0.00
TOTAL: Travel				\$10,400.00	\$10,400.00	\$0.00	\$0.00

Enter a detailed explanation of how the travel costs were derived and allocated to the MCSAP project.

SHA/MDOT Travel

CVSA Conferences:

The Commercial Vehicle Safety Alliance (CVSA) is the premier commercial vehicle safety organization that provides education, training, outreach and networking with all states, federal agencies and private industry to increase uniform enforcement of federal and state regulations. This partnership continually updates the Out of Service Criteria and reviews the newest technology and enforcement practices. Currently, there are ten committees running simultaneously with agendas specific to their topics: Crash Data and Investigation Standards, Driver-Traffic Enforcement, Enforcement and Industry Modernization, Hazardous Materials, Information Systems, Passenger Carrier, Policy and Regulatory Affairs, Size and Weight, Vehicle and Training. In addition to these committees, there is usually a Technology and Federal Programs Forum providing the most current information on a variety of topics. To remain current in all topic areas, Maryland sends 1 or 2 from the MDOT/SHA and 1 from the Maryland Department of Environment (sub-grantee section).

The cost to the MCSAP program for a recent CVSA conference in St. Louis was approximately \$1,925.

While the registration fee for CVSA conferences remain consistent, other costs can vary widely depending on the geographical location of the conferences and other changing costs such as airfare and accommodations.

The cost breakdown for the approximate expenses for the most recent CVSA conference were:

Airfare: \$400

Lodging and Meals: \$975

Registration Fees: \$550

Total: \$1925

Estimated combined cost for two employees to attend Spring CVSA Conference: 2 @ \$2,000 each = \$4,000

Estimated combined cost for two employees to attend Fall CVSA Conference: 2 @ \$2,000 each = \$4,000

CVSP Planning Meeting:

Assuming that the planning meeting to be held in 2020 will be a national planning meeting as has occurred for the past several years, the costs to attend the most recent planning meeting held in Chicago will be used to estimate costs to attend the next planning meeting. The following approximate costs were incurred to attend the most recent planning meeting:

Airfare: \$200

Lodging: \$775

Meals: \$180

Total: \$1155

Estimated combined costs for two employees to attend the 2020 planning meeting: 2 @ \$1,200 each = \$2,400

TOTAL TRAVEL COSTS: \$10,400

Part 4 Section 5 - Equipment

Equipment is tangible or intangible personal property. It includes information technology systems having a useful life of more than one year, and a per-unit acquisition cost that equals or exceeds the lesser of the capitalization level established by the non-Federal entity (i.e., the State) for financial statement purposes, or \$5,000.

- If your State's equipment capitalization threshold is below \$5,000, check the box below and provide the threshold amount. See [§200.12](#) Capital assets, [§200.20](#) Computing devices, [§200.48](#) General purpose equipment, [§200.58](#) Information technology systems, [§200.89](#) Special purpose equipment, and [§200.94](#) Supplies.

Show the total cost of equipment and the percentage of time dedicated for MCSAP related activities that the equipment will be billed to MCSAP. For example, you intend to purchase a server for \$5,000 to be shared equally among five programs, including MCSAP. The MCSAP portion of the total cost is \$1,000. If the equipment you are purchasing will be capitalized (depreciated), you may only show the depreciable amount, and not the total cost ([2 CFR §200.436](#) and [2 CFR §200.439](#)). If vehicles or large IT purchases are listed here, the applicant must disclose their agency's capitalization policy.

Provide a description of the equipment requested. Include the quantity, the full cost of each item, and the percentage of time this item will be dedicated to MCSAP grant.

Total Project Costs equal the Number of Items x Full Cost per Item x Percentage of Time on MCSAP grant.

Equipment Project Costs							
Item Name	# of Items	Full Cost per Item	% of Time on MCSAP Grant	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
TOTAL: Equipment				\$0.00	\$0.00	\$0.00	\$0.00
Equipment threshold is greater than \$5,000.							

Enter a detailed explanation of how the equipment costs were derived and allocated to the MCSAP project.
 We do not intend to purchase any new equipment for the lead agency (Motor Carrier Division) this year.

Part 4 Section 6 - Supplies

Supplies means all tangible property other than that described in §200.33 Equipment. A computing device is a supply if the acquisition cost is less than the lesser of the capitalization level established by the non-Federal entity for financial statement purposes or \$5,000, regardless of the length of its useful life. See also §200.20 Computing devices and §200.33 Equipment.

Estimates for supply costs may be based on the same allocation as personnel. For example, if 35 percent of officers' salaries are allocated to this project, you may allocate 35 percent of your total supply costs to this project. A different allocation basis is acceptable, so long as it is reasonable, repeatable and logical, and a description is provided in the narrative.

Provide a description of each unit/item requested, including the quantity of each unit/item, the unit of measurement for the unit/item, the cost of each unit/item, and the percentage of time on MCSAP grant.

Total Project Costs equal the Number of Units x Cost per Unit x Percentage of Time on MCSAP grant.

Supplies Project Costs							
Item Name	# of Units/ Unit of Measurement	Cost per Unit	% of Time on MCSAP Grant	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
TOTAL: Supplies				\$0.00	\$0.00	\$0.00	\$0.00

Enter a detailed explanation of how the supply costs were derived and allocated to the MCSAP project.
 We do not intend to purchase any supplies for the lead agency (Motor Carrier Division) this year.

Part 4 Section 7 - Contractual and Subaward
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This section includes contractual costs and subawards to subrecipients. Use the table below to capture the information needed for both contractual agreements and subawards. The definitions of these terms are provided so the instrument type can be entered into the table below.

Contractual – A contract is a legal instrument by which a non-Federal entity purchases property or services needed to carry out the project or program under a Federal award ([2 CFR §200.22](#)). All contracts issued under a Federal award must comply with the standards described in [2 CFR §200 Procurement Standards](#).

Note: Contracts are separate and distinct from subawards; see [2 CFR §200.330](#) for details.

Subaward – A subaward is an award provided by a pass-through entity to a subrecipient for the subrecipient to carry out part of a Federal award received by the pass-through entity. It does not include payments to a contractor or payments to an individual that is a beneficiary of a Federal program. A subaward may be provided through any form of legal agreement, including an agreement that the pass-through entity considers a contract ([2 CFR §200.92](#) and [2 CFR §200.330](#)).

Subrecipient - Subrecipient means a non-Federal entity that receives a subaward from a pass-through entity to carry out part of a Federal program, but does not include an individual who is a beneficiary of such program. A subrecipient may also be a recipient of other Federal awards directly from a Federal awarding agency ([2 CFR §200.93](#)).

Enter the legal name of the vendor or subrecipient if known. If unknown at this time, please indicate 'unknown' in the legal name field. Include a description of services for each contract or subaward listed in the table. Entering a statement such as "contractual services" with no description will not be considered meeting the requirement for completing this section.

Enter the DUNS or EIN number of each entity. There is a drop-down option to choose either DUNS or EIN, and then the State must enter the corresponding identification number.

Select the Instrument Type by choosing either Contract or Subaward for each entity.

Total Project Costs should be determined by State users and input in the table below. The tool does not automatically calculate the total project costs for this budget category.

Operations and Maintenance-If the State plans to include O&M costs that meet the definition of a contractual or subaward cost, details must be provided in the table and narrative below.

Please describe the activities these costs will be using to support (i.e., ITD, PRISM, SSDQ or other services.)

Contractual and Subaward Project Costs							
Legal Name	DUNS/EIN Number	Instrument Type	% of Time on MCSAP Grant	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
Johnson, Mirmiran, and Thompson, Inc.	EIN 520963531	Contract	100.0000	\$117,000.00	\$117,000.00	\$0.00	\$0.00
Description of Services: On-Site Support Services for Data Analysis and Application Maintenance							
Greenbelt City Police Department	EIN 526000793	Subrecipient	100.0000	\$5,000.00	\$0.00	\$5,000.00	\$0.00
Description of Services: Perform CMV Safety Inspections							
Harford County Sheriff's Office	EIN 526000959	Subrecipient	100.0000	\$15,000.00	\$0.00	\$15,000.00	\$0.00
Description of Services: Perform CMV Safety Inspections							
Howard County Police Department	EIN 526000965	Subrecipient	100.0000	\$25,000.00	\$0.00	\$25,000.00	\$0.00
Description of Services: Perform CMV Safety Inspections							
Kent County Sheriff's Office	EIN 526000974	Subrecipient	100.0000	\$15,000.00	\$0.00	\$15,000.00	\$0.00
Description of Services: Perform CMV Safety Inspections							
Town of LaPlata Police Department	EIN 526002080	Subrecipient	100.0000	\$5,000.00	\$0.00	\$5,000.00	\$0.00
Description of Services: Perform CMV Safety Inspections							
Montgomery County Police Department	EIN 526000980	Subrecipient	100.0000	\$25,000.00	\$0.00	\$25,000.00	\$0.00
Description of Services: Perform CMV Safety Inspections							
Prince George's County Police Department	EIN 526000998	Subrecipient	100.0000	\$25,000.00	\$0.00	\$25,000.00	\$0.00
Description of Services: Perform CMV Safety Inspections							
Queen Anne's County Sheriff's Office	EIN 521011271	Subrecipient	100.0000	\$10,000.00	\$0.00	\$10,000.00	\$0.00
Description of Services: Perform CMV Safety Inspections							
Rockville City Police Department	EIN 526001573	Subrecipient	100.0000	\$25,000.00	\$0.00	\$25,000.00	\$0.00
Description of Services: Perform CMV Safety Inspections							
Talbot County Sheriff's Office	EIN 526001028	Subrecipient	100.0000	\$15,000.00	\$0.00	\$15,000.00	\$0.00
Description of Services: Perform CMV Safety Inspections							
Washington County Sheriff's Office	EIN 526001037	Subrecipient	100.0000	\$10,000.00	\$0.00	\$10,000.00	\$0.00
Description of Services: Perform CMV Safety Inspections							
Maryland Department of Environment	EIN 526002033	Subrecipient	100.0000	\$78,000.00	\$78,000.00	\$0.00	\$0.00
Description of Services: Commercial Vehicle Enforcement							
Anne Arundel County Police Department	EIN 526000878	Subrecipient	100.0000	\$15,000.00	\$0.00	\$15,000.00	\$0.00
Description of Services: Perform CMV Safety Inspections							
Baltimore County Police Department	EIN 526000889	Subrecipient	100.0000	\$25,000.00	\$0.00	\$25,000.00	\$0.00

Description of Services: Perform CMV Safety Inspections							
University of Maryland	EIN 521231231	Contract	100.0000	\$92,000.00	\$0.00	\$92,000.00	\$0.00
Description of Services: Special Projects							
Carroll County Sheriff's Office	EIN 526000910	Subrecipient	100.0000	\$20,000.00	\$0.00	\$20,000.00	\$0.00
Description of Services: Perform CMV Safety Inspections							
Charles County Sheriff's Office	EIN 526000925	Subrecipient	100.0000	\$10,000.00	\$0.00	\$10,000.00	\$0.00
Description of Services: Perform CMV Safety Inspections							
Frederick County Sheriff's Office	EIN 526000943	Subrecipient	100.0000	\$25,000.00	\$0.00	\$25,000.00	\$0.00
Description of Services: Perform CMV Safety Inspections							
Calvert County Sheriff's Office	EIN 526002810	Subrecipient	100.0000	\$7,500.00	\$0.00	\$7,500.00	\$0.00
Description of Services: Perform CMV Safety Inspections							
Brudis & Associates, Inc.	EIN 521831020	Contract	100.0000	\$117,000.00	\$117,000.00	\$0.00	\$0.00
Description of Services: Crash Data Upload Services							
Centreville Police Department	EIN 526000782	Subrecipient	100.0000	\$5,000.00	\$0.00	\$5,000.00	\$0.00
Description of Services: Perform CMV Safety Inspections							
Maryland State Police	EIN 526002033	Subrecipient	100.0000	\$3,506,166.00	\$3,151,345.00	\$354,821.00	\$0.00
Description of Services: Commercial Vehicle Enforcement							
Seat Pleasant Police Department	EIN 526001574	Subrecipient	100.0000	\$5,000.00	\$0.00	\$5,000.00	\$0.00
Description of Services: Perform CMV Safety Inspections							
Washington College	EIN 520591691	Contract	100.0000	\$140,400.00	\$140,400.00	\$0.00	\$0.00
Description of Services: Crash Data Analysis/Develop Query Applications							
TOTAL: Contractual and Subaward				\$4,338,066.00	\$3,603,745.00	\$734,321.00	\$0.00

Enter a detailed explanation of how the contractual and subaward costs were derived and allocated to the MCSAP project.

CONTRACTUALS:

All contracts identified below were procured in compliance with all State procurement requirements and with 2 CFR 200.317 through 326.

Brudis & Associates, Inc..

Data Analyst

\$117,000 Fully Loaded

Data analyst provided by Brudis & Assoc. is responsible for the review and upload of all commercial vehicle crashes to SAFETYNET and manages all DataQ challenges related to those crashes. The data analyst manages our Intrastate Maryland DOT # program and handles related questions.

Johnson, Mirmiran, and Thompson, Inc.

Data Analyst

\$117,000 Fully Loaded

Data Analyst provided by JMT is responsible for development, maintenance and repair of Form 24-1 computer application which provides Maryland State Police and Maryland Transportation Authority Police an enforcement activities database to record hours worked and results of all the individual CMV initiatives. This analyst is also responsible for maintaining and upgrading the interface between the new Automated Crash Reporting System (ACRS) and SAFETYNET.

University of Maryland

Special Projects Manager - Legislation & Outreach

\$92,000 Fully Loaded

Our Special Projects Manager, a retired sworn officer from the MDTAP with motor carrier enforcement/supervisory experience, is a full-time employee of the University of Maryland working out of the Motor Carrier Division. This position is funded with 100% state match. The special projects manager handles daily inquiries from the trucking industry, reviews and assists with motor carrier legislative issues and performs outreach through presentations to motor carrier industry related groups. The special projects manager is also responsible for assisting with the updating/developing of our motor carrier handbook and trucker's map.

Washington College

CMV Crash Data Analysis & Application Development

\$140,400 Fully Loaded

The Washington College Geographic Information Systems Program (WCGP) at Washington College in Chestertown, Maryland has been contracted, as stated in Washington College's proposal, to "deliver a comprehensive, data-driven, context rich, understanding of CMV issues on Maryland roadways based on an aggregation of data provided by FMCSA and existing data that the WCGP works with." This will be the costs for the first year of a three-year project (FFY20, FFY21 & FFY22). See Part 2, Section 2 (CMV Crash Reduction) for more detailed information on the project.

SUB RECIPIENTS:

Local Police Agencies

The following local Maryland police agencies are provided with the funding amounts indicated below to conduct additional safety inspections on an overtime basis in areas that may not be regularly targeted by the Maryland State Police CVED or other state enforcement agencies. All overtime is reimbursed using state funds.

\$15,000	Anne Arundel County Police Department
\$25,000	Baltimore County Police Department
\$7,500	Calvert County Sheriff's Office
\$20,000	Carroll County Sheriff's Office
\$5,000	Centreville Police Department
\$10,000	Charles County Sheriff's Office
\$25,000	Frederick County Sheriff's Office
\$5,000	Greenbelt Police Department
\$15,000	Harford County Sheriff's Office
\$25,000	Howard County Police Department
\$15,000	Kent County Sheriff's Office
\$5,000	La Plata Police Department
\$25,000	Montgomery County Police Department
\$25,000	Prince George's County Police Department
\$10,000	Queen Anne's County Sheriff's Office
\$25,000	Rockville City Police Department
\$5,000	Seat Pleasant Police Department
\$15,000	Talbot County Sheriff's Office
\$10,000	Washington County Sheriff's Office

TOTAL Funding: \$287,500

Federal Share: \$0

State Share: \$ 287,500

The purposes for funding local enforcement agencies are:

- To increase the number of NAS inspections performed by participating jurisdictions.

- To target non-compliant carriers that are using county, city, state and other roads that are not normally patrolled by the MSP/CVED or the MdTAP/CSVU.
- To discourage the use of county, city, state and some other roads as bypass routes to avoid Truck Weigh/inspection Stations (TWIS).
- To improve highway safety by removing non-compliant carriers from Maryland roads.

Based on the size of the enforcement agency, their location, and number of inspections conducted in previous years, the MCD will provide State-match overtime funding to the agencies appearing in the contractual budget. In return, the Participating Jurisdiction will provide the following:

- The funding will be used for overtime compensation for certified NAS inspectors to perform NAS inspections and CMV traffic enforcement.
- The participating jurisdiction will make all arrangements to receive required training from the CVED, have their inspectors NAS certified, and maintain that certification throughout the year.
- All CMV traffic enforcement actions will be accompanied by a level I, II or III inspection.
- The inspections and enforcement will be in addition to what is normally performed by the participating jurisdiction.
- Cooperative efforts with MSP/CVED, MdTAP/CSVU and other agencies are encouraged, as well as participation in projects such as "Roadcheck", "Maryland Inspector Competition" and "Operation Air Brake" for which overtime funds may also be used.
- When practical, the participating jurisdiction will coordinate their hours and/or location of operation with the MSP/CVED and/or the MdTAP/CSVU to avoid duplication of effort and unnecessary overlap.
- All inspections are to be conducted in strict compliance with NAS inspection procedures in locations that are not dangerous to the inspector, driver or the general public.
- The participating Jurisdiction will keep records as required by the SHA and submit them quarterly, along with an invoice, on forms to be provided by the SHA.

Maryland Department of Environment (MDE)

TRAVEL COSTS

Estimated cost for one employee to attend COHMED Conference: 2 @ \$2,000 each = \$4,000

Estimated cost for one employee to attend Spring CVSA Conference: 1 @ \$2,000 each = \$2,000

Estimated cost for one employee to attend Fall CVSA Conference: 1 @ \$2,000 each = \$2,000

Total TRAVEL Costs: \$8,000

Federal Share: \$8,000

State Share: \$ 0

SUPPLY COSTS

Total SUPPLY Costs: \$0

Federal Share: \$0

State Share: \$0

EQUIPMENT COSTS

Total EQUIPMENT Costs: \$0

Federal Share: \$0

State Share: \$0

CONTRACTUAL COSTS

The Maryland Department of Environment will be employing (1) full-time contractual HAZMAT inspector. The inspector will enhance Maryland's MCSAP program by conducting random inspections on HAZMAT vehicles traveling Maryland highways and on HAZMAT vehicles that have been involved in crashes. The inspector will be working along side other MCSAP inspectors at inspection facilities and will be assisting other inspectors with their expertise in HAZMAT issues. The additional contractual inspector will be assigned to areas of the State that are currently not staffed full-time by specialized HAZMAT inspectors.

Cost to employ contractual HAZMAT inspector: 1 @ \$58,000 = \$58,000 Fully Loaded

Total CONTRACTUAL Costs: \$58,000

Federal Share: \$58,000
 State Share: \$ 0

OTHER COSTS

Training - Purchase of FMCSR Books: 550 @ \$11.00 each = \$6,050
 Training - Purchase of HazMat Books: 350 @ \$17.00 each = \$5,950

Total OTHER Costs: \$12,000

Federal Share: \$12,000
 State Share: \$ 0

TOTAL MDE COSTS (Travel, Equipment, Supplies, Contractual & Other Costs): \$78,000

Federal Share: \$78,000
 State Share: \$ 0

Maryland State Police (MSP)

PERSONNEL COSTS

Salary Costs for all positions (sworn and civilian) - \$1,406,166

Federal Share: \$1,126,140

State Share: \$280,026

Overtime Costs for all positions (sworn and civilian) - \$979,096 (at approved 20%)

Federal Share: \$979,096

State Share: \$0

MSP/CVED:

Since all troopers and inspectors are cross-trained to perform MCSAP, Size and Weight, and other duties, the Motor Carrier Division has implemented the use of a computer application (Form 24-1) that records the hours worked by personnel as either MCSAP or Non-MCSAP. In the most recent twelve-month period (Jul 1, 2017 - Jun 30, 2018) CVED personnel reported 69% of their hours as performing MCSAP duties (114,731 MCSAP hours out of 164,560 total hours). SHA/MDOT will fund the large majority of MSP salary & fringe well beyond the amount granted to Maryland.

Overtime Information

Allowable Overtime (at approved 20%): \$917,362

Increased Overtime Justification/Request:

Maryland continues to perform more inspections than all but 3 or 4 other states. Inspections and traffic enforcement performed on overtime as a part of roving operations provide increased surveillance of potential bypass routes and known areas of safety risks or compliance issues. New safety initiatives are created to respond to additional identified problems. Reasons for the need for increased O.T. funding:

Increased # of initiatives

2016	2017	2018	2019	2020
20	24	26	30	27

Increased funding for established initiatives

2016	2017	2018	2019	2020
\$471,250	\$565,000	\$690,000	\$688,002	\$688,020

Percentage increase in hourly pay for troopers:

2017	2018	2019	2020	2021
8%	6%	10.5%	9%	7%

Increase in # of inspections performed by CVED

2016	2017	2018	2019	2020
67476	76322	77152		

The request for an increase in the 15% cap on overtime funding to 20% will not affect any of the line item numbers in either the CVSP comprehensive budget or the SF-424. It will change the budget narrative for the O.T. initiative section of the MSP portion of the contractual line. It will not affect any totals for CY 2019. Using CY2018 as a baseline, we are providing an attachment projecting output totals for listed initiatives assuming an increase in the O.T limit from 15% to 20%. Since some of the most current initiatives were not worked during CY2018, some projections will be affected. It is also important to realize that additional initiatives may be required to deal with new safety problems to be identified. Any such safety issues would be funded using the increased OT allowed. None of the projected totals for initiative inspections currently listed in the body of the CVSP have been changed awaiting approval of our request.

MSP overtime to be disbursed for roving CVED patrols performing traffic enforcement with inspections, MSP barracks conducting traffic enforcement without inspections and overtime to perform New Entrant Audits. The following local initiatives monitored by

Sergeants at the TWIS and national programs directed out of CVED headquarters will be supported with individual O.T. budgets:

MSP/CVED Initiatives (overtime)

ACT	\$35,000
AGGRESSIVE DRIVER	\$125,000
BASH	\$37,000
BRAKE CHECK	\$12,000
CHASSIS	\$83,000
CRAB	\$43,000
E-STREET	\$36,000
FED-EX FIELD	\$13,000
GIT	\$16,000
HAZMAT	\$15,000
INSPECTOR COMP.	\$13,000
LOBO	\$20,000
MSP BARRACKS	\$100,000
New Entrant	\$55,000
OPERATION BUS	\$11,096
OPERATION I-81	\$54,000
OUTREACH	\$20,000
ROADCHECK	\$13,000
SAFE DRIVER	\$13,000
SAND	\$20,000
SMASH	\$45,000
STORM/CLOG	\$19,000
TTOPS	\$26,000
VWS	\$80,000
WEEKEND WARRIOR	\$45,000
WOW	\$30,000

Total MSP/CVED Initiative Overtime: **\$979,096**

Each MSP overtime invoice includes charges for an Indirect Cost Rate of 26.71% and additional FICA and unemployment insurance costs.

Total PERSONNEL Costs: Salary \$1,406,166 + OT \$979,096 = \$2,385,262

Federal Share: **\$2,105,236**

State Share: **\$ 280,026**

TRAVEL COSTS

Maryland is budgeting the average cost of travel per employee of \$2,000 for CVSA conferences as computed previously in SHA Travel. Other conferences include the North American Inspectors' Competition (NAIC) and Cooperative Hazardous Materials Enforcement Development (COHMED). NAIC includes our top inspector from Maryland and two judges. NAIC is recognized as the ultimate means of pushing our commercial vehicle inspectors toward achieving excellence in their work.

Estimated cost for four employees to attend Spring CVSA Conference: 4 @ \$2,000 each = \$8,000

Estimated cost for four employees to attend Fall CVSA Conference: 4 @ \$2,000 each = \$8,000

Estimated cost for one employee to attend COHMED Conference: 1 @ \$2,000 each = \$2,000

Estimated cost for three employees to attend NAIC: 3 @ \$2,000 each = \$6,000

Total Travel Costs: \$24,000

Federal Share: \$24,000

State Share: \$ 0

EQUIPMENT COSTS

Dell Rugged Laptop Computers:	60 @ \$2,400 ea. =	\$144,000
In-Car Docking Stations for Laptops:	30 @ \$900 ea. =	\$27,000
In-Car Scanners:	30 @ \$315 ea. =	\$9,450
Desktop Computers:	80 @ \$1,125 ea. =	\$90,000
Network printers:	30 @ \$600 ea. =	\$18,000
In Car Printers:	30 @ \$405 ea. =	\$12,150
Microsoft Office Suite Software	60 @ \$300 ea. =	\$18,000
Computer Server	1 @ \$3,200 ea. =	\$3,200

All computers, scanners and printers will be replacing older, outdated and no longer useful similar equipment and will be used by inspection personnel during the inspection process. In-car docking stations are needed to accommodate the updated laptop computers. The Office Suite software will be installed on the laptop computers and desktop computers.

Purchase "inSPECT" yearly software license: \$28,000
 Purchase "TruckCRYPT" yearly software license: \$2,000
 Purchase "SOPHOS" yearly software license: \$10,000

inSPECT software is used for uploading roadside safety inspection data to Federal and State data bases.
 TruckCRYPT is software used to obtain crash related data from trucks following serious/fatal accidents.
 SOPHOS is software used for data encryption to meet federal mandates.

Replacement Passenger Vehicles for Compliance Unit: 3 @ \$18,000 = \$54,000

Vehicles used by ACES Unit personnel for compliance reviews and New Entrant audits

ProLaser 4 Speed Detection Devices 10 @ \$2,500 = \$25,000

Laser speed detection devices for speed enforcement on CMVs

Yearly maintenance cost for covert tractor trailer: \$10,000

Total Equipment Costs: \$450,800

Federal Share: \$450,800
 State Share: \$0

SUPPLY COSTS

Purchase truck creepers: 10 @ \$190 each = \$1,900
 Purchase truck wheel chocks: 10 @ \$160 each = \$1,600
 Various safety inspection related supplies (tire gauges, soapstones, etc.) @ \$2,000

CVSA Decals: \$3,500

Total Supplies Costs: \$9,000

Federal Share: \$9,000
 State Share: \$0

OTHER COSTS

INDIRECT COSTS:

Indirect cost is figured only on the overtime enforcement initiatives worked by the MSP and MSP salaries.

On Salary

\$1,406,166 X Indirect Cost Rate of 26.71% = \$375,587 in indirect costs on salary.

Federal Share: \$300,792
 State Share: \$ 74,795

On Overtime

\$979,096 X Indirect Cost Rate of 26.71% = \$261,517 in indirect costs on overtime funding

Federal Share: \$261,517
 State Share: \$ 0

TOTAL INDIRECT COSTS: Salary Ind. \$375,587 + OT Ind. \$261,517 = \$637,103

Federal Share: \$562,309

State Share: \$ 74,795

Total OTHER Costs: \$637,103

Federal Share: \$562,309

State Share: \$ 74,795

TOTAL MSP COSTS (Personnel, Travel, Equipment, Supplies and Other Costs): \$3,506,165

Federal Share: \$3,151,345

State Share: \$ 354,821

Part 4 Section 8 - Other Costs

Other Costs are those not classified elsewhere and are allocable to the Federal award. These costs must be specifically itemized and described. The total costs and allocation bases must be explained in the narrative. Examples of Other Costs may include utilities and/or leased equipment, employee training tuition, meeting registration costs, etc. The quantity, unit of measurement (e.g., monthly, annually, each, etc.), unit cost, and percentage of time on MCSAP grant must be included.

Operations and Maintenance—If the State plans to include O&M costs that do not meet the definition of a contractual or subaward cost, details must be provided in the table and narrative below. Please identify these costs as ITD O&M, PRISM O&M, or SSDQ O&M. Sufficient detail must be provided in the narrative that explains what components of the specific program are being addressed by the O&M costs.

Enter a description of each requested Other Cost.

Enter the number of items/units, the unit of measurement, the cost per unit/item, and the percentage of time dedicated to the MCSAP grant for each Other Cost listed. Show the cost of the Other Costs and the portion of the total cost that will be billed to MCSAP. For example, you intend to purchase air cards for \$2,000 to be shared equally among five programs, including MCSAP. The MCSAP portion of the total cost is \$400.

Total Project Costs equal the Number of Units x Cost per Item x Percentage of Time on MCSAP grant.

Indirect Costs

Information on Indirect Costs ([2 CFR §200.56](#)) is captured in this section. This cost is allowable only when an approved indirect cost rate agreement has been provided. Applicants may charge up to the total amount of the approved indirect cost rate multiplied by the eligible cost base. Applicants with a cost basis of salaries/wages and fringe benefits may only apply the indirect rate to those expenses. Applicants with an expense base of modified total direct costs (MTDC) may only apply the rate to those costs that are included in the MTDC base ([2 CFR §200.68](#)).

- **Cost Basis** — is the accumulated direct costs (normally either total direct salaries and wages or total direct costs exclusive of any extraordinary or distorting expenditures) used to distribute indirect costs to individual Federal awards. The direct cost base selected should result in each Federal award bearing a fair share of the indirect costs in reasonable relation to the benefits received from the costs.
- **Approved Rate** — is the rate in the approved Indirect Cost Rate Agreement.
- **Eligible Indirect Expenses** — means after direct costs have been determined and assigned directly to Federal awards and other activities as appropriate. Indirect costs are those remaining to be allocated to benefitted cost objectives. A cost may not be allocated to a Federal award as an indirect cost if any other cost incurred for the same purpose, in like circumstances, has been assigned to a Federal award as a direct cost.
- **Total Indirect Costs** equal Approved Rate x Eligible Indirect Expenses divided by 100.

Your State will not claim reimbursement for Indirect Costs.

Other Costs Project Costs							
Item Name	# of Units/ Unit of Measurement	Cost per Unit	% of Time on MCSAP Grant	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
Printing Out-of- Service Criteria	1 Printing	\$1,000.00	100.0000	\$1,000.00	\$1,000.00	\$0.00	\$0.00
Judicial Outreach Program	100 Copies of FMCSR	\$10.00	100.0000	\$1,000.00	\$1,000.00	\$0.00	\$0.00
CVSA Membership	1 Maryland Membership	\$13,400.00	100.0000	\$13,400.00	\$13,400.00	\$0.00	\$0.00
Trucker's Map	10000 1 Map	\$1.00	100.0000	\$10,000.00	\$10,000.00	\$0.00	\$0.00
Motor Carrier Handbook	15000 1 Handbook	\$1.50	100.0000	\$22,500.00	\$22,500.00	\$0.00	\$0.00
Outreach - Internet Media	1 3 Month Period	\$25,000.00	100.0000	\$25,000.00	\$25,000.00	\$0.00	\$0.00
Outreach - Gas Pump Toppers	1 6 Week Period	\$65,000.00	100.0000	\$65,000.00	\$65,000.00	\$0.00	\$0.00
Outreach - Billboards	1 3 Month Period	\$55,000.00	100.0000	\$55,000.00	\$55,000.00	\$0.00	\$0.00
Outreach - Radio (Broadcast & Internet)	1 3 Month Period	\$115,000.00	100.0000	\$115,000.00	\$115,000.00	\$0.00	\$0.00
Outreach - Media Develop. & Admin.	1 1 year	\$25,000.00	100.0000	\$25,000.00	\$25,000.00	\$0.00	\$0.00
Morgan State Univ. Outreach	1 1 Wk. Prog.	\$15,000.00	100.0000	\$15,000.00	\$15,000.00	\$0.00	\$0.00
TOTAL: Other Costs				\$347,900.00	\$347,900.00	\$0.00	\$0.00

Enter a detailed explanation of how the 'other' costs were derived and allocated to the MCSAP project.

Printing of CVSA OOS Criteria for law enforcement Cost: \$1,000

CVSA annual membership: Cost: One Government Membership at \$13,400

Outreach/Education

100 copies of FMCSR to judges & prosecutors in support of our Judicial Outreach Program at \$10.00 each.

Total Cost: \$1,000

Reprint 10,000 Maryland Truckers Maps redesigned to include additional National Network routes at \$1.00 each.

Total Cost: \$10,000

Reprint 15,000 Maryland Motor Carrier Handbooks with updated state and fed regulatory info. At \$1.50 each.

Total Cost: \$22,500

Morgan State University program to educate high school students regarding CMV transportation, operations and safety. Cost: \$15,000

Media Based Outreach

Internet media over three months. Total Cost: \$25,000

Gas station pump toppers at approximately 120 stations. Total Cost: \$65,000

Outdoor billboards promoting truck safety over three months. Total Cost: \$55,000

Radios ads (broadcast & Internet) on stations over three months. Total Cost: \$115,000

Development and administration of advertising campaign. Total Cost: \$25,000

Our advertising campaign will continue to promote the ADAPT (previously No-Zone and Smooth Operator) messages regarding the dangers of cutting-off trucks and tailgating while integrating the new "Our Roads Our Safety" messages. We will present graphic and worded messages on highway static and digital billboards, gas pump toppers, broadcast and Internet radio ads, and Internet social media. It is estimated that our CMV safety related outreach media efforts, as in past years, will generate over 40 million media impressions.

TOTAL OTHER Costs: \$347,900

Part 4 Section 9 - Comprehensive Spending Plan

The Comprehensive Spending Plan is auto-populated from all line items in the tables and is in read-only format. Changes to the Comprehensive Spending Plan will only be reflected by updating the individual budget category table(s).

ESTIMATED Fiscal Year Funding Amounts for MCSAP			
	85% Federal Share	15% State Share	Total Estimated Funding
Total	\$4,161,161.00	\$734,321.00	\$4,895,482.00

Summary of MCSAP Funding Limitations	
Allowable amount for Overtime without written justification (15% of Basic Award Amount):	\$734,321.00
MOE Baseline:	\$0.00

Estimated Expenditures				
Personnel				
	Federal Share	State Share	Total Project Costs (Federal + Share)	MOE
Asst. Chief of Motor Carrier Division	\$43,750.00	\$0.00	\$43,750.00	\$0.00
Grant Manager - MCD	\$67,600.00	\$0.00	\$67,600.00	\$0.00
Salary Subtotal	\$111,350.00	\$0.00	\$111,350.00	\$0.00
Overtime subtotal	\$0.00	\$0.00	\$0.00	\$0.00
Personnel total	\$111,350.00	\$0.00	\$111,350.00	\$0.00

Fringe Benefits				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Asst. Chief, Motor Carrier Division	\$34,483.75	\$0.00	\$34,483.75	\$0.00
Grant Manager, MCD	\$53,282.32	\$0.00	\$53,282.32	\$0.00
Fringe Benefits total	\$87,766.07	\$0.00	\$87,766.07	\$0.00

Travel				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
SHA/MDOT Attend Spring CVSA	\$4,000.00	\$0.00	\$4,000.00	\$0.00
SHA/MDOT Attend Fall CVSA	\$4,000.00	\$0.00	\$4,000.00	\$0.00
SHA/MDOT CVSP Planning Meeting	\$2,400.00	\$0.00	\$2,400.00	\$0.00
Travel total	\$10,400.00	\$0.00	\$10,400.00	\$0.00

Equipment				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Equipment total	\$0.00	\$0.00	\$0.00	\$0.00

Supplies				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Supplies total	\$0.00	\$0.00	\$0.00	\$0.00

Contractual and Subaward				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Johnson, Mirmiran, and Thompson, Inc.	\$117,000.00	\$0.00	\$117,000.00	\$0.00
Greenbelt City Police Department	\$0.00	\$5,000.00	\$5,000.00	\$0.00
Harford County Sheriff's Office	\$0.00	\$15,000.00	\$15,000.00	\$0.00
Howard County Police Department	\$0.00	\$25,000.00	\$25,000.00	\$0.00
Kent County Sheriff's Office	\$0.00	\$15,000.00	\$15,000.00	\$0.00
Town of LaPlata Police Department	\$0.00	\$5,000.00	\$5,000.00	\$0.00
Montgomery County Police Department	\$0.00	\$25,000.00	\$25,000.00	\$0.00
Prince George's County Police Department	\$0.00	\$25,000.00	\$25,000.00	\$0.00
Queen Anne's County Sheriff's Office	\$0.00	\$10,000.00	\$10,000.00	\$0.00
Rockville City Police Department	\$0.00	\$25,000.00	\$25,000.00	\$0.00
Talbot County Sheriff's Office	\$0.00	\$15,000.00	\$15,000.00	\$0.00
Washington County Sheriff's Office	\$0.00	\$10,000.00	\$10,000.00	\$0.00
Maryland Department of Environment	\$78,000.00	\$0.00	\$78,000.00	\$0.00
Anne Arundel County Police Department	\$0.00	\$15,000.00	\$15,000.00	\$0.00
Baltimore County Police Department	\$0.00	\$25,000.00	\$25,000.00	\$0.00
University of Maryland	\$0.00	\$92,000.00	\$92,000.00	\$0.00
Carroll County Sheriff's Office	\$0.00	\$20,000.00	\$20,000.00	\$0.00
Charles County Sheriff's Office	\$0.00	\$10,000.00	\$10,000.00	\$0.00
Frederick County Sheriff's Office	\$0.00	\$25,000.00	\$25,000.00	\$0.00
Calvert County Sheriff's Office	\$0.00	\$7,500.00	\$7,500.00	\$0.00
Brudis & Associates, Inc.	\$117,000.00	\$0.00	\$117,000.00	\$0.00
Centreville Police Department	\$0.00	\$5,000.00	\$5,000.00	\$0.00
Maryland State Police	\$3,151,345.00	\$354,821.00	\$3,506,166.00	\$0.00
Seat Pleasant Police Department	\$0.00	\$5,000.00	\$5,000.00	\$0.00
Washington College	\$140,400.00	\$0.00	\$140,400.00	\$0.00
Contractual and Subaward total	\$3,603,745.00	\$734,321.00	\$4,338,066.00	\$0.00

Other Costs				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Printing Out-of-Service Criteria	\$1,000.00	\$0.00	\$1,000.00	\$0.00
Judicial Outreach Program	\$1,000.00	\$0.00	\$1,000.00	\$0.00
CVSA Membership	\$13,400.00	\$0.00	\$13,400.00	\$0.00
Trucker's Map	\$10,000.00	\$0.00	\$10,000.00	\$0.00
Motor Carrier Handbook	\$22,500.00	\$0.00	\$22,500.00	\$0.00
Outreach - Internet Media	\$25,000.00	\$0.00	\$25,000.00	\$0.00
Outreach - Gas Pump Toppers	\$65,000.00	\$0.00	\$65,000.00	\$0.00
Outreach - Billboards	\$55,000.00	\$0.00	\$55,000.00	\$0.00
Outreach - Radio (Broadcast & Internet)	\$115,000.00	\$0.00	\$115,000.00	\$0.00
Outreach - Media Develop. & Admin.	\$25,000.00	\$0.00	\$25,000.00	\$0.00
Morgan State Univ. Outreach	\$15,000.00	\$0.00	\$15,000.00	\$0.00
Other Costs total	\$347,900.00	\$0.00	\$347,900.00	\$0.00

Total Costs				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Subtotal for Direct Costs	\$4,161,161.07	\$734,321.00	\$4,895,482.07	\$0.00
Total Costs Budgeted	\$4,161,161.07	\$734,321.00	\$4,895,482.07	\$0.00

Part 4 Section 10 - Financial Summary

The Financial Summary is auto-populated by the system by budget category. It is a read-only document and can be used to complete the SF-424A in Grants.gov. Changes to the Financial Summary will only be reflected by updating the individual budget category table(s).

- The system will confirm that percentages for Federal and State shares are correct for Total Project Costs. The edit check is performed on the **“Total Costs Budgeted”** line only.
- The system will confirm that Planned MOE Costs equal or exceed FMCSA funding limitation. The edit check is performed on the **“Total Costs Budgeted”** line only.
- The system will confirm that the Overtime value does not exceed the FMCSA funding limitation. The edit check is performed on the **“Overtime subtotal”** line.

ESTIMATED Fiscal Year Funding Amounts for MCSAP			
	85% Federal Share	15% State Share	Total Estimated Funding
Total	\$4,161,161.00	\$734,321.00	\$4,895,482.00

Summary of MCSAP Funding Limitations	
Allowable amount for Overtime without written justification (15% of Basic Award Amount):	\$734,321.00
MOE Baseline:	\$0.00

Estimated Expenditures				
	Federal Share	State Share	Total Project Costs (Federal + State)	Planned MOE Costs
Salary Subtotal	\$111,350.00	\$0.00	\$111,350.00	\$0.00
Overtime Subtotal	\$0.00	\$0.00	\$0.00	\$0.00
Personnel Total	\$111,350.00	\$0.00	\$111,350.00	\$0.00
Fringe Benefits Total	\$87,766.07	\$0.00	\$87,766.07	\$0.00
Travel Total	\$10,400.00	\$0.00	\$10,400.00	\$0.00
Equipment Total	\$0.00	\$0.00	\$0.00	\$0.00
Supplies Total	\$0.00	\$0.00	\$0.00	\$0.00
Contractual and Subaward Total	\$3,603,745.00	\$734,321.00	\$4,338,066.00	\$0.00
Other Costs Total	\$347,900.00	\$0.00	\$347,900.00	\$0.00
	85% Federal Share	15% State Share	Total Project Costs (Federal + State)	Planned MOE Costs
Subtotal for Direct Costs	\$4,161,161.07	\$734,321.00	\$4,895,482.07	\$0.00
Indirect Costs	\$0.00	\$0.00	\$0.00	NA
Total Costs Budgeted	\$4,161,161.07	\$734,321.00	\$4,895,482.07	\$0.00

Part 5 - Certifications and Documents

Part 5 includes electronic versions of specific requirements, certifications and documents that a State must agree to as a condition of participation in MCSAP. The submission of the CVSP serves as official notice and certification of compliance with these requirements. State or States means all of the States, the District of Columbia, the Commonwealth of Puerto Rico, the Commonwealth of the Northern Mariana Islands, American Samoa, Guam, and the Virgin Islands.

If the person submitting the CVSP does not have authority to certify these documents electronically, then the State must continue to upload the signed/certified form(s) through the "My Documents" area on the State's Dashboard page.

Part 5 Section 1 - State Certification

The State Certification will not be considered complete until the four questions and certification declaration are answered. Selecting 'no' in the declaration may impact your State's eligibility for MCSAP funding.

1. What is the name of the person certifying the declaration for your State? Dave Czorapinski
2. What is this person's title? Chief, State Highway Administration, Motor carrier
3. Who is your Governor's highway safety representative? Christine Nizer
4. What is this person's title? Administrator, Maryland Motor Vehicle Administrati

The State affirmatively accepts the State certification declaration written below by selecting 'yes'.

- Yes
 Yes, uploaded certification document
 No

State Certification declaration:

I, Dave Czorapinski, Chief, State Highway Administration, Motor carrier, on behalf of the State of MARYLAND, as requested by the Administrator as a condition of approval of a grant under the authority of [49 U.S.C. § 31102](#), as amended, certify that the State satisfies all the conditions required for MCSAP funding, as specifically detailed in [49 C.F.R. § 350.211](#).

If there are any exceptions that should be noted to the above certification, include an explanation in the text box below.

Part 5 Section 2 - Annual Review of Laws, Regulations, Policies and Compatibility Certification

You must answer all three questions and indicate your acceptance of the certification declaration. Selecting 'no' in the declaration may impact your State's eligibility for MCSAP funding.

1. What is the name of your certifying State official? Dave Czorapinski
2. What is the title of your certifying State official? Chief, State Highway Admin., Motor Carrier Div.
3. What are the phone # and email address of your State official? 410-582-5734 dczorapinski@Maryland.gov

The State affirmatively accepts the compatibility certification declaration written below by selecting 'yes'.

- Yes
- Yes, uploaded certification document
- No

I, Dave Czorapinski, certify that the State has conducted the annual review of its laws and regulations for compatibility regarding commercial motor vehicle safety and that the State's safety laws remain compatible with the Federal Motor Carrier Safety Regulations (49 CFR parts 390-397) and the Hazardous Materials Regulations (49 CFR parts 107 (subparts F and G only), 171-173, 177, 178, and 180) and standards and orders of the Federal government, except as may be determined by the Administrator to be inapplicable to a State enforcement program. For the purpose of this certification, Compatible means State laws or regulations pertaining to interstate commerce that are identical to the FMCSRs and HMRs or have the same effect as the FMCSRs and identical to the HMRs and for intrastate commerce rules identical to or within the tolerance guidelines for the FMCSRs and identical to the HMRs.

If there are any exceptions that should be noted to the above certification, include an explanation in the text box below.

Part 5 Section 3 - New Laws/Legislation/Policy Impacting CMV Safety

Has the State adopted/enacted any new or updated laws (i.e., statutes) impacting CMV safety since the last CVSP or annual update was submitted?

Yes No

Has the State adopted/enacted any new administrative actions or policies impacting CMV safety since the last CVSP?

Yes No

Overtime-Initiative	Insp Hrs	Inspections							OOS			Enforcement		
		I	II	III	IV	V	Total	Veh.	Driver	Cit	Warns	Fines		
ACT	333	48	325				373	60	25	186	203	\$45,193		
Aggressive Driver	1458	58	1569	1			1628	288	176	1521	1241	\$206,368		
BASH	372	14	506				520	90	37	275	280	\$39,583		
Brake Check	593	433	90	1	54		578	112	29	207	300	\$30,697		
Chassis	1135	1005	26				1031	409	20	313	753	\$45,416		
CRAB	243	5	230	6			241	43	26	152	248	\$35,426		
ESTREET	295	5	264				269	26	19	121	139	\$22,894		
FEDEX Field	377	292	62	4			358	87	15	60	189	\$9,879		
GIT	158	55	107				162	26	16	181	236	\$19,318		
HAZMAT														
Inspector Comp														
LOBO	253	7	245		1		253	55	32	156	209	\$30,553		
MSP Barracks														
New Entrant	11	2				3	5	0	0	0	2	\$0		
Operation Bus	51	3	27		12		47	1	7	3	15	\$1,330		
Operation I-81	313	6	331		1		358	54	46	141	250	\$28,900		
Outreach	55													
RoadCheck	276	190	86				284	72	17	100	103	\$21,258		
Route 404	224	10	201				211	17	19	93	96	\$16,919		
SAND	122	63	70				133	40	5	74	334	\$7,947		
Safe Driver	204	62	117				185	28	4	71	68	\$10,685		
SMASH	433	47	463				510	112	41	367	335	\$89,336		
STORM/CLOG	151	7	183				204	18	8	94	82	\$9,661		
TTOPS	18	1	26				39	3	9	48	114	\$8,671		
VWS														
Weekend Warrior	459	18	402				466	68	30	256	370	\$46,621		
WOW	323	1	319				320	32	24	375	134	\$78,250		
Total	7,857	2,332	5,649	103	56	15	8,175	1,641	605	4,794	5,701	\$804,905		
Projected Increase 33%	10,450	3,102	7,513	137	74	20	10,873	2,183	805	6,376	7,582	\$1,070,524		

No 2018 Data Available for Hazmat, Inspector Comp., MSP Barracks, and VWS



U.S. Department
of Transportation
**Federal Highway
Administration**

Maryland Division

September 26, 2019

31 Hopkins Plaza, Suite 1520
Baltimore, MD 21201
410-962-4440
410-962-4054
<http://www.fhwa.dot.gov/demddiv/>

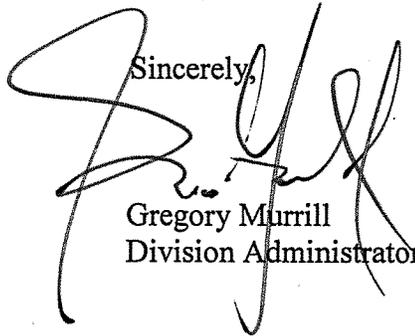
In Reply Refer To:
HDA-MD

Mr. Gregory Slater
State Highway Administrator
State Highway Administration
707 N. Calvert Street
Baltimore, Maryland 21202

Dear Mr. Slater:

We have completed our review of the Maryland State Highway Administration's payroll additive rate for Fiscal Year 2020 as set forth in your September 13, 2019 letter. We approve the payroll additive percentage of 78.82% to be applied to direct labor costs incurred on Federal-aid projects for the period October 1, 2019 through September 30, 2020.

Sincerely,



Gregory Merrill
Division Administrator