



MARYLAND

Commercial Vehicle Safety Plan

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

**Fiscal Years 2020 - 2022
Annual Update FY 2022**

Date of Approval: September 09, 2022

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 350.209, 350.211 and 350.213](#). The lead agency must submit the State's CVSP to the FMCSA Division Administrator on or before the due date 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 or annual update each year to receive MCSAP funds.

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 (FY 2020 - 2022)
- 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 2022)
- Part 5: Certifications and Documents (FY 2022)

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 2022:

Multi-Year plans—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—States in Year 2 or Year 3 of a multi-year plan will be providing an Annual Update only. States will review the project plan submitted the previous year and indicate any updates for the upcoming fiscal year by answering the "Yes/No" question provided in each Section of Parts 1-3.

- If Yes is indicated selected, the information provided for Year 1 will be editable and State users can make any necessary changes to their project plan. (Note: Trend Analysis information that supports your current activities is not editable.) Answer carefully as there is only one opportunity to select "Yes" before the question is locked.
- If "No" is selected, then no information in this section will be editable and the user should move forward to the next section.

All multi-year and annual update plans have been pre-populated with data and information from their FY 2021 plans. States must carefully review and update this information to reflect FY 2022 activities prior to submission to FMCSA. The financial information and certifications will be updated each fiscal year.

- Any information that is added should detail major programmatic changes. Do not include minor modifications that reflect normal business operations (e.g., personnel changes).
- Add any updates to the narrative areas and indicate changes by preceding it with a heading (e.g., FY 2022 update). Include descriptions of the changes to your program, including how data tables were modified.
- The Trend Analysis areas in each section are only open for editing in Year 1 of a three-year plan. This data is not editable in Years 2 and 3.

Personally Identifiable Information - PII is information which, on its own or matched with other data, would permit identification of an 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.

States are reminded **not** to include any PII in their CVSP. The final CVSP approved by FMCSA is required to be posted to a public FMCSA website.

Part 1 Section 2 - Mission/Goal Statement

Please review the description of your State's lead CMV agency's goals or mission. Are there changes that need to be made for the upcoming fiscal year? Before selecting "yes," make sure there are changes to be made as once selected, this answer cannot be changed.

- ☐ Yes, the information in this section must be updated for this upcoming fiscal year. I understand that I must click "Save" to save any changes.
- ☐ No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary.

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-two 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.

For FFY21, the State made the following update to the multi-year eCVSP:

Updated the total number of local enforcement agencies (above) from twenty-five to twenty-two.

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

Please review your State's CMV enforcement program description. You must answer the questions about your grant activities. You must select "yes" to make changes.

- ☐ **Yes, the information in this section must be updated for this upcoming fiscal year. I understand that I must click "Save" to save any changes.**
- ☐ **No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary.**

Instructions:

Answer the questions about your grant activities and briefly describe the State's commercial motor vehicle (CMV) enforcement program funded by the MCSAP grant. Please do not include activities or expenses associated with any other FMCSA grant program.

Complete the check boxes below if they affirmatively apply to this CVSP:

- ☒ **Initiatives involving "rural roads" are specifically included in this CVSP.**
- ☒ **The State has voluntarily submitted an annual Training Plan to the National Training Center (NTC).**

The Maryland MCSAP is comprised of the Motor Carrier Division (MCD) of the Maryland State Highway Administration (SHA), four State enforcement agencies and twenty-two 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 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. Two MCD personnel are retired law enforcement and have maintained their MCSAP certification to conduct inspections. In addition to daily duties, they are available to answer MCSAP related questions, conduct training sessions and are a valuable resource due to their many years of MCSAP experience. 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 June, 2020) force of 140 MCSAP certified inspectors (sworn & civilian) and cadets. Additional troopers (47 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 187 MCSAP certified inspectors (a slight decrease 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.

For FFY22, the State made the following update to the multi-year eCVSP paragraph above:

Updated the number of local enforcement agencies from twenty-five (FFY20) to twenty-two (FFY22)
 Updated the number of Maryland State Police certified inspectors from 150 (FFY20) to 129 (FFY22)
 Updated the number of additional certified troopers from 45 (FFY20) to 53 (FFY22)
 Updated the total number of MSP MCSAP inspectors from 195 (FFY20) to 182 (FFY22)

As of June, 2020, six personnel within the CVED "ACES" Unit are cross-trained to perform "Compliance Safety & Accountability (CSA)" investigations 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, New Entrant Audits and Preventive Maintenance Audits, the supervisor is not currently certified to conduct CSA investigations. One additional CVED inspector is trained to conduct CSA investigations on a part-time basis. Eight additional inspectors are trained to conduct New Entrant audits on a part-time basis (7 CVED, 1 MDE). Last year, three inspectors were trained to conduct CSA investigations and New Entrant Safety audits. 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 FFY20, Maryland has conducted over 630 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.

For FFY22, the State made the following update to the multi-year eCVSP paragraph above:

Updated the number of additional part-time personnel trained to conduct New Entrant Audits from six (FFY20) to 16 (FFY22)
 Updated the number of additional part-time personnel trained to conduct CSA investigation from three (FFY20) to none (FFY22)
 Updated the number of New Entrant Audits conducted for the first three quarters of FFY21 to 630

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 Maryland's inspection personnel during 2019, training was provided for courses ranging from entry level inspection courses to courses in advanced commercial vehicle related topics. The CVED training unit personnel, along with MCD personnel, also taught as Associate Staff Instructors for FMCSA's National Training Center in various locations outside of Maryland.

For FFY22, the State made the following update to the multi-year eCVSP paragraph above:

Updated training provided during 2021 and all subsequent years to include Title VI presentations at all re-certification and new hire training. The information for this training was provided by the FMCSA Title VI manager.

The Commercial Vehicle Safety Unit (CVSU) of the Maryland Transportation Authority Police (MDTAP) has 62 certified inspectors (as of June, 2020) 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 June, 2020) 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, performed nearly 83% of the approximately 3,196 motor coach and bus inspections conducted in CY2019. Most of these inspections were performed as Level V inspections. In CY2019, of the 116,339 inspections completed, 66% were conducted by the CVED, 23% by the CVSU, and 11% by the other participants (inspection data was obtained from the CVED database for the calendar year 2019). 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 June, 2020 there are 22 local agencies (135 inspectors) that participate in the MCSAP program. Although the total number of local agencies conducting inspections dropped from 25 to 22, the total number of inspectors increased slightly to 135 as new inspectors were added. We remain active in our efforts to recruit new agencies throughout the state. Overall, Maryland has 397 certified inspectors working within state and local enforcement agencies across the state.

For FFY22, the State made the following updates to the multi-year eCVSP paragraph above:

Updated the number of MDTAP certified inspectors from 72 (FFY20) to 56 (FFY22)
 Updated the number of motor coach and bus inspections performed by the PSC to 3287 CY2020
 Updated the number of inspections performed by CVED, CVSU and other agencies to 75,113 in CY2020
 Updated the number of local agencies from 25 (FFY20) to 22 (FFY21) and the local agencies inspectors from 133 (FFY20) to 118 (FFY21)
 Updated the total number of Maryland inspectors from 412 (FFY20) to 370 (FFY22)

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 over the past years 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 late 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 MD-213, US-301, US-50 (2), US-40 (2), I-83, I-95 (4), I-695 (2), I-895 (2), I-81 (2), MD-695 & US-13. 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

Anne Arundel County Police Department
 Baltimore County Police Department
 Bowie City Police Department
 Calvert County Sheriff's Office
 Carroll County Sheriff's Office
 Centerville Police Department
 Charles County Sheriff's Office
 Frederick County Sheriff's Office
 Harford County Sheriff's Office
 Howard County Police Department
 Hyattsville Police Department
 Kent County Sheriff's Office
 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

For FFY221, the State made the following update to the multi-year eCVSP (above local agency list):

Updated the list to remove the Greenbelt Police Department

For FFY21, the State made the following update to the multi-year eCVSP's next section (Section 4 - MCSAP Structure)

Updated Subrecipient Information for Maryland State Police number of personnel participating in MCSAP Activities

Driver and Vehicle Inspections - from 195 (FFY20) to 182 (FFY22)

Traffic Enforcement Activities - from 170 (FFY20) to 141 (FFY22)

Updated Non-Funded Agency Information

Total Number of agencies - from 27 (FFY20) to 24 (FFY22)

Total # of MCSAP Participating Personnel from 209 (FFY20) to 202 (FFY22)

Part 1 Section 4 - MCSAP Structure

Please review your State's MCSAP structure information. Are there changes that need to be made for the upcoming fiscal year? Before selecting "yes," make sure there are changes to be made as once selected, this answer cannot be changed.

- ☐ Yes, the information in this section must be updated for this upcoming fiscal year. I understand that I must click "Save" to save any changes.
- ☐ No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary.

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	187
Traffic Enforcement Activities	166
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:	24
Total # of MCSAP Participating Personnel:	202

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 most recent five fiscal years using the Activity Dashboard 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: <https://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

Please review the description of your State's crash reduction problem statement, goals, program activities and monitoring. Are there changes that need to be made for the upcoming fiscal year? Before selecting "yes," make sure there are changes to be made as once selected, this answer cannot be changed.

- ☐ Yes, the information in this section must be updated for this upcoming fiscal year. I understand that I must click "Save" to save any changes.
- ☐ No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary.

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 relate to each other and 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.
- The Trend Analysis area is only open for editing during Year 1 of a 3-year plan. This data is not editable in Years 2 and 3.

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.

For FFY22, the State makes the following update to the multi-year eCVSP:

In CY2019, 38% of Maryland's 60 fatalities occurred in the three counties. This is an increase in the percentage of fatalities attributed to roads in those counties compared to recent years. In CY 2019, the percentage of fatal crashes in these 3 counties rose even higher - to 41% but then experienced a decline to 29.4% in CY2020. The MCD will continue to work with the MSP to maintain a focus on those initiatives for those areas.

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 7, 2020).

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 8, 2021.

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 shown as 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. Maryland has already bettered its goal of 66 fatalities by only having 60 fatalities for CY2019 and 54 for CY2020.. Considering the relatively small number of fatalities experienced by the state each year and the propensity for swings due to the small sample size, Maryland will not adjust its multi-year goals at this time.

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. For CY2019 we logged 570 enforcement hours (exceeding our goal) but conducted 436 inspections (slightly under). Finally for CY2020, greatly exceeded both our hours and inspections goals (621 hours and 538 inspections).

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. For Cy2019 we logged 1430 enforcement hours and 1209 inspections (somewhat less than our goals). Then in CY2020 we greatly exceeded our goals (1921 hours and 1642 inspections).

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		Inspections
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	Enforcement Hours	
BASH	550	450
AGGRESSIVE DRIVER	1500	1350

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

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

For FFY2022 the State makes the following updates to the Multi-Year eCVSP:

For the CY2019 (1st year goal set in 2020 CVSP), we were close to meeting our goals for both the BASH Initiative and the AGGRESSIVE DRIVER Initiative. We anticipate maintaining productivity (or experiencing a slight decrease) in both initiatives for the 2nd year (CY2020) of our multi-year eCVSP and will make no adjustments to the goals at this time. Although COVID-19 has impacted the number of overall inspections performed in Maryland, we focus efforts on those geographical areas for which those initiatives were developed. While we saw no enforcement activity in either initiative during the month of April 2020 due to COVID19 issues, we have found that enforcement personnel worked hard to reach and exceed the goals that were set.

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.

For FY 2021 the State makes the following updates to the Multi-Year eCVSP:

For CY2019, 1410 manhours were dedicated to the Chassis Initiative. The initiative resulted in 881 level 1 and level 2 inspections of inter-modal containers with a 32% OOS rate for the year. For CY2020, 998 hours were dedicated to the initiative, resulting in 697 level 1 and level 2 inspections performed. During CY2020, the OOS rate has dropped further to 27.8%. Considering these reductions in the OOS rates due, our efforts in the initiative have been decreased. We will continue to fund the initiative during this multi-year plan and can increase efforts should the OOS rates increase and we feel that inter-modal containers need more focus.

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 CY2021, we anticipate spending approximately \$300,000 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 was to dedicate at least 500 work hours and conduct at least 350 safety inspections during each of the operations. Unfortunately, as a result of the COVID 19 Pandemic, no TAILGATE initiatives were performed in CY2020 or 2021. Although these initiatives were inovative and effective, it is unknown what effect the new Delta strains of the virus will have on a venture this big and complicated. Smaller area enforcement initiatives will likely be more sucessful until normality returns.

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."

Washington College has developed a series of dashboards that are informative and user friendly. They have conducted several user meetings for input to continue to upgrade services and deal with glitches.

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 Cassis initiatives.

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

Part 2 Section 3 - Roadside Inspections

Please review the description of your State's overall inspection program and identify if changes are needed for the upcoming fiscal year. You must also update the projected roadside inspection goals for the upcoming fiscal year. You must select "yes" to make changes.

- ☐ **Yes, the information in this section must be updated for this upcoming fiscal year. I understand that I must click "Save" to save any changes.**
- ☐ **No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary.**

In this section, provide a trend analysis, an overview of the State's roadside inspection program, and projected goals for FY 2020 - 2022. The Trend Analysis area is only open for editing during Year 1 of a 3-year plan. This data is not editable during Years 2 and 3.

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, 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 9 in CY2019) 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 7/30/2021). 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, 22 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 22 local police agencies do not accept federal 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 202 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 was 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.

For CY2020, all Maryland enforcement agencies together conducted 75,115 inspections. Those agencies that are partially funded through MCSAP (MSP & MDE) conducted the bulk of the inspections with 55,774. Non-funded agencies conducted 19,341 inspections.

For FFY2022, the State makes the following updates to the multi-year eCVSP:

Due to COVID-19, since March of 2020 there has been a significant reduction in the number of inspections that have been performed. Overall, Maryland's inspections are down 43% compared to CY2019. Our allied agencies, while contributing around 10% of Maryland's inspections, have also shown significant reductions in the number of inspections.

While it is difficult to determine how long COVID-19 will affect the overall number of inspections performed, given the recent re-closures of several states, it is anticipated that Maryland will continue to experience decreases in the number of inspections performed through the end of CY2020. Our 2nd year CY2021 goal for the multi-year eCVSP will therefore be modified accordingly and to around 80,000 inspections performed in CY2021. Of those 80,000 inspections, funded agencies are expected to conduct around 60,000 inspections. Non-funded agencies are expected to conduct around 20,000 inspections. CY2021 goals will remain as set and can be modified in the FY2022 eCVSP if needed due to continued COVID-19 concerns.

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 2022, 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 2022 - 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 2022 - Subrecipients					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full	0	472	0	472	27.31%
Level 2: Walk-Around	0	1251	0	1251	72.40%
Level 3: Driver-Only	0	5	0	5	0.29%
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	1728	0	1728	

Subrecipient is: MARYLAND STATE POLICE

Enter the total number of certified personnel in this funded agency: 182

Projected Goals for FY 2022 - Subrecipients					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full	11384	230	15	11629	21.09%
Level 2: Walk-Around	38668	720	105	39493	71.61%
Level 3: Driver-Only	3906	5	5	3916	7.10%
Level 4: Special Inspections	60	0	0	60	0.11%
Level 5: Vehicle-Only	10	5	30	45	0.08%
Level 6: Radioactive Materials	0	5	0	5	0.01%
Sub-Total Funded Agencies	54028	965	155	55148	

Non-Funded Agencies

Total number of agencies:	24
Enter the total number of non-funded certified officers:	202
Enter the total number of inspections projected for FY 2022:	20000

Summary

Projected Goals for FY 2022 - Roadside Inspections Summary

Projected Goals for FY 2022 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: 188					
Number of Non-Funded Agencies: 24					
# certified personnel: 202					
# projected inspections: 20000					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full	11448	702	15	12165	21.35%
Level 2: Walk-Around	38668	2003	113	40784	71.58%
Level 3: Driver-Only	3906	10	5	3921	6.88%
Level 4: Special Inspections	60	0	0	60	0.11%
Level 5: Vehicle-Only	10	5	30	45	0.08%
Level 6: Radioactive Materials	0	5	0	5	0.01%
Total MCSAP Lead Agency & Subrecipients	54092	2725	163	56980	

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.

Note: The table below is created in Year 1. It cannot be edited in Years 2 or 3 and should be used only as a reference when updating your plan in Years 2 and 3.

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

Please review your State's investigation goals, program activities and monitoring. Are there changes that need to be made for the upcoming fiscal year? Before selecting "yes," make sure there are changes to be made as once selected, this answer cannot be changed.

- ☐ Yes, the information in this section must be updated for this upcoming fiscal year. I understand that I must click "Save" to save any changes.
- ☐ No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary.

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 Trend Analysis area is only open for editing during Year 1 of a 3-year plan. This data is not editable during Years 2 and 3.

☐ 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	30
CSA On-Site Focused/Focused CR	0	0	0	4	0	0
CSA On-Site Comprehensive	0	17	0	20	0	30
Total Investigations	0	17	0	24	0	60
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 lead 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. For FFY2022, the State makes the following updates to the multi-year eCVSP: Due to the ongoing COVID-19 pandemic, the number of compliance investigations performed in FY2020 has been severely reduced. If COVID-19 continues to limit manpower resources and hamper efforts to conduct investigations, the number of investigations completed will be far below the goals set for FY2020. Our FY2020 goals have been adjusted and reduced by nearly 60%. As the Pandemic continued into FFY2021 previous goals were also affected, and significantly reduced. Additionally, in FFY2021 we lost several investigators and the supervisor. Although all positions will be replaced, it has been accomplished yet. Moving into FFY 2022, it is anticipated that COVID-19 Pandemic will be less invasive and we will fill the vacant positions. Goals for FY2022 will remain lower than originally forecasted but higher than the current goal for FFY2021. Also for the first time, we will be conducting CSA off-site investigations. We may find that we are able to conduct significantly more than the 30 we are forecasting.

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

The State of Maryland had 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 seven inspectors in Maryland who conduct various types of carrier interventions and have received the

required CSA training. In the past year, three inspectors were trained to conduct CSA investigations and New Entrant Audits on a part-time basis. In addition to the ACES personnel, eight additional inspectors (7-CVED, 1-MDE) can perform 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 17 operational 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 Compliance Review. This practice should quickly convince motor carriers that we have considerable surveillance capabilities.

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.

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.

Part 2 Section 5 - Traffic Enforcement

Please review the description of your State's traffic enforcement program, projected goals and monitoring. You must answer the questions about your traffic enforcement activities in the Projected Goals area. You must select "yes" to make changes.

- ☐ Yes, the information in this section must be updated for this upcoming fiscal year. I understand that I must click "Save" to save any changes.
- ☐ No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary.

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). The Trend Analysis area is only open for editing during Year 1 of a 3-year plan. This data is not editable during Years 2 and 3.

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 accidents 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.

For FFY2021, the State makes the following updates to the multi-year eCVSP:

During CY2019, as with CY2018, Maryland again experienced just over 3500 CMV traffic accidents (number includes CMV involved accidents with injury and major property damage requiring a tow). Close to the numbers in CY2018, 1285 of those accidents were classified as injury accidents and resulted in injuries to approximately 1890 people. 1034 (again 29%) of the roughly 3500 accidents were determined to be the result of a rear-end collision (source: Automated Crash Reporting System database through CY2019 - dated 7-8-21).

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, but exceeded with 14,821 stops issuing 22,918 tickets and warnings. For CY2020, achieved the previous year's goal with 12,071 stops issuing 17,148 citations and warnings. 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.

For FFY2022, the State makes the following updates to the multi-year eCVSP:

This effort exceeds our stated goal for the first year of the multi-year eCVSP - FFY2020. However, that effort occurred prior to the COVID-19 pandemic. For CY2020 (2nd year of multi-year eCVSP), the number traffic stops with an inspection has already seen a significant reduction in line with our reduction in inspections performed. While our first year goals have already been exceeded, it will be necessary to adjust our CY2020 (FFY2021) goals. Since the COVID-19 pandemic is expected to impact production through the end of CY2020, our goal for the 2nd year will be reduced from 13,000 to 12,000 traffic stops with an inspection. In anticipation that COVID-19 will still affect goals set for our 3rd year - CY2021 (FY2022), our CY2021 goals will also be reduced, but by a smaller percentage, from 14,000 to 11,000 stops. With the influx of some additional funding in the 4th quarter of FFY2022, we have increased our traffic enforcement with an inspection goal from 11,000 stops to 12,000 stops. No additional increase is expected for traffic enforcement without an inspection.

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.

For FFY2021, the State makes the following updates to the multi-year eCVSP:

Our goals set for these initiatives were either met or exceeded for the 1st year of our multi-year eCVSP - CY2019 (FY2020). While we have seen reductions in enforcement through our initiatives due to COVID-19 in CY2020, we will not be making any adjustments to our 2nd and 3rd year goals for CY2020 (FFY2021) or CY2022 (FY2022) at this time. The goals set are still attainable as we focus efforts on our initiatives that combine traffic stops with an inspection.

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 12,800 overtime work hours were dedicated to the on-going year-long initiatives combined in CY2019 (includes non-traffic enforcement emphasized initiatives). It is anticipated that efforts for CY2020 and the following year will be similar. 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 (Rural Truck Enforcement Initiative):

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 FFY2020, 15 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.

For FFY2021, the State makes the following updates to the multi-year eCVSP:

For CY2019, 1777 CMV related stops were conducted by non-certified troopers. This exceeded our anticipated goal of 1650 stops set for the 1st year of our multi-year eCVSP (CY2019, FY2020). Given the current impact of COVID-19 on police enforcement, it is expected that we will fall short of our 2nd year goal also (CY2020, FFY2021). We will be revising our goals for years two and three to 1200 stops in CY2020 (FFY2021) and 1300 stops in CY2021 (FY2022) as we expect the impact of COVID-19 to continue into 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 3,000 violation letters have been sent through Mid-CY2020 (363 letters sent to date in 2020). We fell short of our goal of sending 500 violations during 2019 due to mechanical problems with the tractor trailer that sidelined the unit for the latter half of the year. We are maintaining a goal of identifying violators and sending over 500 similar notices during each of the final two years of the multi-year eCVSP: CY2020 (FFY2021) and CY2021 (FY2022). 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 trafficking 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.

Note: If you answer "No" to "Non-CMV" traffic enforcement activities, the State does not need to meet the average number of 2014/2015 safety activities because no reimbursement will be requested. If you answer "No" and then click the SAVE button, the Planned Safety Activities table will no longer be displayed.

			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	11000	12000
<input checked="" type="radio"/>	<input type="radio"/>	CMV without Inspection	1650	1200	1300
<input type="radio"/>	<input checked="" type="radio"/>	Non-CMV	0	0	0
<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, States 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 2014 and 2015.

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 2014/2015 activities.

FY 2022 Planned Safety Activities				
Inspections	Investigations	New Entrant Safety Audits	Sum of FY 2022 Activities	Average 2014/15 Activities
76980	60	1400	78440	112699

The sum of your planned FY 2022 safety activities must equal or exceed the average number of 2014/2015 activities. To be reimbursed for non-CMV traffic enforcement activities, update the number of FY 2022 roadside inspections, investigations, and/or new entrant safety audits to reflect the allowable amount.

Describe how the State will report on, measure and 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

Please verify your State's safety technology compliance levels, responsible agencies, and narrative overview. Are there changes that need to be made for the upcoming fiscal year? Before selecting "yes," make sure there are changes to be made as once selected, this answer cannot be changed.

- ☐ Yes, the information in this section must be updated for this upcoming fiscal year. I understand that I must click "Save" to save any changes.
- ☐ No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary.

Performance and Registration Information Systems Management (PRISM) is a condition for MCSAP eligibility in [49 CFR 350.207\(27\)](#). States must maintain, at a minimum, full PRISM participation. 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.

PRISM, Operations and Maintenance (O&M) costs are eligible expenses subject to FMCSA approval. For Innovative Technology Deployment (ITD), if the State has an approved ITD Program Plan/Top-Level Design (PP/TLD) that includes a project that requires ongoing O&M, this is an eligible expense so long as other MCSAP requirements have been met. O&M expenses must be included and described both in this section and in the Financial Information Part 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 ITD Compliant	Yes
PRISM	Exceeds Full Participation	No

Available data sources:

- [FMCSA ITD website](#)
- [PRISM Data and Activity Safety Hub \(DASH\) website](#)

Enter the agency name responsible for ITD in the State:

Enter the agency name responsible for PRISM in the State: 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.

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

ITD Program Plan/Top Level Design Update

Our current consultant, Whitmen, Requardt, and Assoc. will provide engineering support to MDOT SHA Motor Carrier Division (MCD) for the update of the Innovative Technology Deployment (ITD) Program Plan/Top-Level Design (PP/TLD) Document. The PP/TLD is a living, working document that is required for Federal Motor Carrier Safety Administration's (FMCSA) ITD Program core compliance. Maryland is currently certified core compliant (functional and in-use CVIEW, electronic IFTA and IRP processes, an electronic hauling permits program, and a fully functional VWS program) after passing a core compliance review and being recertified by

FMCSA in early 2020. Maryland has been certified core compliant since 2007. One defect which needed to be addressed was the periodic update of the PP/TLD, which is recommended every 5 years. This task will support the second defect noted above, which is to update to the PP/TLD document.

Scope of Work

The current iteration of the ITD PP/TLD document was developed by Telvent to meet Maryland requirements for CVISN (predecessor to ITD) core compliance. It consists of a top level CVISN design, as well as a list of high and low priority projects specific to Maryland to meet and exceed ITD needs. The updates to the document will require the following sub-tasks.

1. Meet with partner stakeholders – MCD Hauling Permits, Maryland State Police (MSP), Maryland Transportation Authority (MDTA), IFTA (Comptroller's Office), IRP (MDOT MVA), other commercial vehicle jurisdictions. It is assumed at most, approximately 10 key personnel will need to be interviewed for ITD and ITS based projects, that meet their short- and long-term needs. MCD to provide stakeholder names. It is assumed some stakeholder interviews will be combined for a total of 5 meetings.
2. Update document to the latest iteration of the FMCSA ITD and ITS architecture standards; and requirements and goals for Maryland specific needs. Provide a draft updated document for review by MCD and other partner stakeholders as required.
3. Review and revise the document for final content and approval. It is assumed there will be two submissions required to finalize the document (Final Draft and Final) with two review meetings with MCD.
4. Submit final document to MCD as the holder of record and for their transmission to FMCSA to maintain core compliance.
5. It is assumed all work will be completed within a 3-4 month timeframe from Notice to Proceed (NTP).
6. We have provided a specific number of hours to execute the various work tasks outlined in this scope of services and price proposal. For example, hours have been budgeted for meetings as described above, based on assumptions at the time this proposal has been prepared. Revisions to the assumptions and the sub-tasks noted above may require a task modification.

Virtual Weigh Station Maintenance

Maryland currently has a Virtual Weigh Station System of 17 locations throughout the state. Each station can provide an image of a truck, its speed and weight of each axle. A trooper downstream of the station can receive an image of the truck and know that it is in violation before he sees the vehicle. Once stopped, the vehicle is weighed and inspected and all violations addressed. When there is no trooper downstream, the image is monitored at CVED headquarters and at the motor carrier Division. Companies identified in violation can receive a safety warning letter including a picture and violation. Although citations cannot currently be written directly off of data provided by a VWS, Maryland will be deploying new sensors that are reputed to be accurate enough to allow for ticketing, similar to speed cameras currently in use. This will make our VWS much more effective in deterring illegal operations by commercial vehicles.

All VWS must be monitored daily to ensure all components are functioning properly and providing accurate data. To this end, Maryland has secured a single bid contract with Conduent State & Local Solutions to monitor and maintain these sites. The cost to monitor these 17 locations is \$92,000 per month.

Thermal imaging equipment - fixed

The goal of this equipment purchase is to increase the efficiency of CMV enforcement and inspection actions by utilizing automated thermal detection technology to identify commercial motor vehicles with brake and tire deficiencies. More than 4.7 billion freight vehicle miles are traveled in the state of

Maryland each year^[1]. The proposal is for the installation of infrared cameras at two (2) TWIS Facilities on interstate highways in Maryland to identify commercial vehicles with potential brake, wheel bearing and tire deficiencies as they travel on these roadways. The commercial vehicles detected with abnormalities from the thermal imaging system will be directed into the TWIS for a North American Standard (NAS) level I (complete) inspection. The dynamics employed by the proposed thermal inspection systems will place thermal cameras on each side of the TWIS entrance ramp to examine the CMV's wheels and tires to identify thermal signatures consistent with inoperative brakes, overheated brakes, failing bearings, and under-inflated and/or damaged tires.

The proposed equipment will provide enhanced screening of all commercial vehicles entering these TWIS locations **without being connected to CVIEW**. Currently, there is no automated methodology to identify CMVs with compromised braking, overheated tires or defective bearings entering these TWIS locations. Therefore, CMVs with undetected braking deficiencies are not being identified to facilitate the necessary repairs.

The system being scrutinized for purchase advertises that the thermal detection equipment can detect heat signature anomalies on each side of a commercial vehicle traveling at speeds between 5 to 25 miles per hour. Entrance ramps into TWIS have deceleration lanes with strategic locations that can accommodate these systems.

CVED Level I Inspections with Brake Violations

Year	Level I Inspections	Brake Violations	Percentage
2019	28,849	8,224	28.5%
2020	19,918	5,013	27.18%
2021	28,713	7,263	27.09%

Source: Crystal Reports from Safetynet

The data from level I inspections revealed a past three (3) year average of 27.59% of CMVs with braking deficiencies while CMV post-crash inspections (PCIs) from the same past 3 years showed an average of almost 53% of CMVs involved in collisions had brake deficiencies. The addition of thermal imaging appears to have the potential to reduce CMV collisions. Motor vehicle crash reduction creates more than just less fatalities, injuries, and property damage. With the extreme volume of traffic, collisions very quickly create significant traffic jams especially on urban interstate highways systems. Reducing collisions creates a subsequent advantage by eliminating traffic jams that result in increased fuel consumption and emissions.

CMV Post Crash Inspections (PCI)
With Impaired Braking Capabilities

Year	PCI	PCI with impaired Braking Capabilities	Percentage
2019	135	76	56%
2020	107	55	51%
2021	70	36	51%

Source: Crystal Reports from Safetynet

[1] <https://www.fhwa.dot.gov/policyinformation/statistics/2016/ps1.cfm>

PERFORMANCE OBJECTIVES

Funding will provide for the procurement and deployment of infrared brake inspection devices at two (2) TWIS sites. One TWIS is located southbound on Interstate 270 in Montgomery County. This route feeds Interstate 495, the Capital Beltway. The other TWIS is located on eastbound Interstate 70, which feeds Interstate 695, the Baltimore Beltway. Training TWIS personnel on the use of the equipment will occur on-site during normal working hours. Additionally, the system will be integrated into the daily duties and operations of TWIS personnel.

The primary objectives of the thermal detection equipment are:

- To increase the detection of violations during level I inspections involving brake deficiencies, failed wheel bearings, under-inflated or damaged tires by 25%. The identification and interdiction of these CMVs result in a reduction of CMV collisions with brake and tire deficiencies as contributory and causative factors.
- Maintain an equipment log at both TWIS locations to assess the suitability to expand the technology to other TWIS locations. This log will record durability issues, accuracies, operation during various climate situations, down time, repair response time and overall costs for the feasibility to install the system at other TWIS.

IEM completed this process for SIRIS™, resulting in a system capable of automatically evaluating every CMV that passes through it. Based on a series of field tests, including blind tests where inspectors were unaware of whether the vehicle had been flagged by SIRIS™, the technology has proven to be exceptionally accurate, with more than 80% of vehicles flagged by SIRIS™ being placed out-of-service for a serious problem. SIRIS generates a report and forwards it to facility staff who may then select the truck in for an inspection.

An 80% out-of-service rate for inspection of brakes, wheels and bearing issues is vastly superior to the typical independent inspector selection rate of 27.59%. The inspector's visual observations of these issues on a moving vehicle are severely limited to the most egregious cases. The addition of thermal brake imaging at a TWIS location would provide an improved method of detecting braking and other critical wheel-end deficiencies.

PERFORMANCE ACTIVITY PLAN

The proposed infrared brake inspection devices will be deployed on feeder routes to the Baltimore and Washington Beltways. An Infrared Brake Inspection Device will be deployed at the Hyattstown TWIS on Southbound Interstate 270 that is a feeder route to the Capital Beltway (Interstate 495) in Maryland and Virginia. The second Infrared Brake Inspection Device will be deployed at the New Market TWIS on Eastbound Interstate 70 as that is a feeder route to the Baltimore Beltway (Interstate 695). The TWIS personnel will be trained on the use of the thermal detection equipment on-site during normal working hours. Additionally, the system will become part of the daily duties of the personnel operating the Facilities.

The Hyattstown TWIS has 10 civilian and sworn personnel assigned to the facility and the New Market has 10 civilian and sworn personnel assigned. Both TWIS locations are operated on various schedules and hours of operation depending on staffing and CMV volume. Both facilities routinely operate on a 16-hour, five days per week schedule. The system being proposed will be installed as a permanent system. TWIS personnel will routinely monitor the system as part of their routine duties. Statistics will be recorded to monitor the efficiency of the system and measured against previous obtained statistics for effectiveness of the system.

The rest of it.

PERFORMANCE MEASURING PLAN

The baseline was derived from statistics obtained from Crystal Reports in the Safetynet database for Maryland's total level I inspections for the last three years and the number of brake violations discovered during level I inspections. The percentage for each year was averaged and that figure used as a baseline. An increase in brake violations will be the positive attribute for the equipment deployment and the goal we hope to accomplish is a 25% increase in detected brake, wheel bearings and tire violations.

Statistics will be obtained monthly from the TWIS locations with the deployed thermal detection equipment and then it will be compared to the established baseline. The TWIS with thermal detection equipment will also be compared to the TWIS locations without thermal detection equipment. The comparative analysis will include the percentage of level I inspections with brake violations. Commercial motor vehicle collision data will be compared to previous collision data during the previous year. Equipment logs at both TWIS locations will be maintained to record durability issues, accuracies, operation during various climate situations, down time, repair response time and overall costs.

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.

Quarterly SF-PPR reports will be filed by the contact agency - Motor Vehicle Administration.

Part 2 Section 7 - Public Education and Outreach

Please review the description of your State's public education and outreach activities, projected goals and monitoring. Are there changes that need to be made for the upcoming fiscal year? Before selecting "yes," make sure there are changes to be made as once selected, this answer cannot be changed.

- ☐ Yes, the information in this section must be updated for this upcoming fiscal year. I understand that I must click "Save" to save any changes.
- ☐ No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary.

A public education and outreach program is designed to provide information on a variety of traffic safety issues related to CMVs and non-CMV's that operate around large trucks and buses. The Trend Analysis area is only open for editing during Year 1 of a 3-year plan. This data is not editable during Years 2 and 3.

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 safety 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 Share the Road and Aggressive Driver messages (to the extent possible) to all drivers and provide safety and regulatory information to the companies and drivers that need them. As a result of the COVID 19 Pandemic and uncertain state funding availability in FFY2019, Maryland was only able to spend Approximately \$75,000 of our outreach budget. Moving forward in FFY 2021 and 2022 the MCD has allocated approximately \$350,000 in funding for radio ads, billboards - static, digital and mobile - 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. 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.

While we anticipated more outreach to both younger and older drivers, in FFY2020 these presentations did not happen. Moving forward for remainder for FFY2021 and 2022, it is uncertain how COVID-19 might affect our overall efforts. Any type of face-to-face outreach such as teen driving events, driver school contacts and talks/demos to audiences of older drivers has not been possible during most of 2020 and it is anticipated that those types of outreach will not be possible for at least the remainder of 2021 and possibly into 2022 as schools and organizations begin to reopen. We will be exploring other means of reaching those specific groups that may not require direct contact. For FFY2021, we funded the Morgan State University, Summer Transportation Program for young students to become aware of transportation and safety issues. This was the first time the summer program was held virtually, so that not all of the budget was spent. For FFY2022 we will again sponsor this program this time the program will include field trips, seminars and presentations for these 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 nearly 8,400 copies through CY 2019. Since then, demand has decreased considerably - 700 copies in CY2020 and 800 copies in CY2021. Our Maryland Truckers Map was updated with new truck routes and has been printed and available for distribution since April of 2018. Nearly 18,000 copies of the map were distributed through CY2019, with an additional 900 copies in CY2020 and 1800 so far in CY2021.. 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 was going to be held in the fall of 2020, but was cancelled due to the COVID 19 Pandemic. No Summit was scheduled for CCY2021, but we are hopeful to be able to hold our next summit in the fall of CY2022. If new variants of the pandemic make that impossible we will seek to arrange for a virtual Summit.

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) have been 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 have provided numerous talks in past years and attend outreach events throughout the year and across the state. However, requests for live presentations during CY2020 and CY2021 have been very few. There were also fewer phone calls with regard to start-up operations or regulations. There were considerably more calls about license and medical card renewals and exemptions from the regulations.

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. However, due to the Pandemic very little of this funding was used during CY2020 and CY2021. Moving forward we will monitor the efficacy of this initiative and may move the money into one of the other initiatives.

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 22 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 some additional outreach is occurring than is reported here.

For FFY2021, the State makes the following updates to the multi-year eCVSP:

Due to COVID-19, there has been a marked decrease in the demand for both Trucker's Maps and Handbooks throughout the state. As a result, the distribution of these outreach materials did not reach the levels anticipated. We anticipate that if COVID-19 issues continue, decreased distribution numbers will continue at least through FFY2021.

We had planned to conduct a Commercial Vehicle Safety Summit during the fall of 2020 as detailed in the section above. The safety summit will not take place as planned due to COVID-19 concerns. Instead, we now plan on holding the safety summit during the fall of 2021, which would have normally been an off-year for the summit.

Due to COVID-19 issues during FFY20, the projected goals for activities outlined in the table below have been adjusted for FFY20 and FFY21. No safety talks, meetings or events took place after February of 2020, due to the governor's emergency declaration/stay at home order and mandated closure of non-essential businesses and restrictions against gatherings. As of this eCVSP submittal, other safe means of conducting safety talks, events and meetings are being considered. We have already conducted safety talks by way of video conferencing and anticipate this will become more common as COVID-19 issues continue. We expect that activities of this type will not reach the levels we had anticipated when the goals were set during our first year of the multi-year eCVSP and have adjusted those goals accordingly. At this time, it is hoped that we can resume normal activity levels in FY2022.

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	6	5	20
<input checked="" type="radio"/>	<input type="radio"/>	CMV Safety Belt Education and Outreach	0	0	0
<input checked="" type="radio"/>	<input type="radio"/>	State Trucking Association Meetings	12	2	10
<input checked="" type="radio"/>	<input type="radio"/>	State-Sponsored Outreach Events	0	0	1
<input checked="" type="radio"/>	<input type="radio"/>	Local Educational Safety Events	0	0	5
<input checked="" type="radio"/>	<input type="radio"/>	Teen Safety Events	0	1	1

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)

Please review your State's SSDQ compliance levels and Narrative Overview and identify if changes are needed for the upcoming fiscal year. You must select 'yes' to make changes.

- ☐ Yes, the information in this section must be updated for this upcoming fiscal year. I understand that I must click "Save" to save any changes.
- ☐ No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary.

MCSAP lead agencies are allowed 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.).

Data Quality Program	Current Compliance Level	Include O & M Costs?
SSDQ Performance	Fair	No

Available data sources:

- [FMCSA SSDQ website](#)
- [FMCSA DataQs website](#)

Enter the agency name responsible for Data Quality: State Highway Admin. & Maryland State Police

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 Measure	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	Poor	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 6/26/2020, including crash records through 6/26/20.

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.).

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 have been instructed to forward smaller batches of corrected files on a regular basis to avoid large numbers of outdated crashes. Additionally, it should be noted that our crash timeliness rating has continued to improve every month during calendar year 2020. Our rating is no longer "poor" but "fair" and our leading indicator remains between 80 and 98. At this rate, we should be in the "good" category within 6 months.

For FFY2022, the State makes the following updates to the multi-year eCVSP:

During this most recent monthly evaluation of 7/30/19, 61% of Maryland's evaluated crash records were reported within 90 days of the crash. Although this is a Poor rating, the leading indicator was ___ which would indicate that we should be in the "Fair" range next month. Additionally, our most recent SAFETYNET Crash Upload Summary Report dated 8/23/21 showed our average # of days for upload as 70.21. We anticipate that as the 12 month rolling average catches up, we will see an improvement to a green status by the end of CY2021. There has been a final resolution to the issue of crashes being delayed in the production server at MSP. Now, all the crash data will be directed immediately to a data warehouse and all the downloads to SHA will be from there. This should ensure that there will no longer be any large batches of late crash reports. Once we get to "green" we should be able to stay there.

Program Activities FY 2020 - 2022: Describe activities that will be taken to maintain a "Good" overall SSDQ rating. These activities should include all measures listed in the table above. Also, describe program activities to achieve a "Good" rating for all SSDQ measures based upon the Problem Statement Narrative 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 CY2020. 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.

For FFY2022, the State makes the following updates to the multi-year eCVSP:

Both the Motor Carrier Division of the Maryland State Highway Administration and the Maryland State Police share in the responsibilities of data quality. To ensure that crash record data and inspection data remain accurate, complete, timely and consistent, the following actions/activities are taken:

All crash reports in Maryland are uploaded to the Central Records Division of the Maryland State Police (MSP) and can be accessed by the Maryland State Highway Administration. Those crash reports flagged as involving a truck or commercial vehicle are then further reviewed by a full-time Motor Carrier Division contractual employee. Those crashes meeting FMCSA's definition of a commercial motor vehicle crash are further reviewed for completeness and accuracy. The reviewing employee checks to make certain that there are no short or missing VIN numbers, missing driver's information, missing DOT numbers, incorrect driver's license class, etc. The employee can access FMCSA - A&I & SAFER to cross check and verify licenses, tags and VIN numbers. If A&I cannot provide adequate information to make corrections, the employee will use other Internet sources to determine company information or contact motor carrier companies directly. The employee will also contact the MSP to have records checks run through state Motor Vehicle Administration data bases. To insure crash consistency, crash number from previous years/periods are reviewed and compared to current numbers to make sure there are no unusual/unexplained differences for both increases and decreases.

All inspectors in Maryland use "inSPECT" software to complete inspection reports prior to uploading any inspections. The inSPECT software catches many entry errors when completing inspection reports and has improved their accuracy and completeness. If for instance, a VIN entry error is flagged by the inSPECT software, the inspector is required to verify the VIN through VIN verification software or through another means and note on the inspection report that the VIN has been verified. All reports completed by Maryland inspectors flow daily through the Data Section at the Maryland State Police, CVED where additional checks on completeness and accuracy occur. Data Section personnel run daily reports to ensure that all inspectors are uploading reports daily. If it is noted that an inspector is not uploading inspections in a timely manner, the CVED commander will follow-up with appropriate action. After uploading all inspections reports, the daily confirmation report is received by the Data Section personnel the following morning and any listed errors are noted. The inspector and supervisor are then contacted to have the errors corrected immediately.

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

Please review the agency responsible for conducting New Entrant activities and the description of your State's strategies, activities and monitoring. You must complete the safety audit data questions for the current year. You must select "yes" to make changes.

- ☒ Yes, the information in this section must be updated for this upcoming fiscal year. I understand that I must click "Save" to save any changes.
- ☐ No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary.

States must conduct interstate New Entrant safety audits in order to participate in the MCSAP ([49 CFR 350.207](#).) A State may conduct intrastate New Entrant safety audits at the State's discretion if the intrastate safety audits do not negatively impact their interstate new entrant program. The Trend Analysis area is only open for editing during Year 1 of a 3-year plan. This data is not editable during Years 2 and 3.

For the purpose of this section:

- **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.).

Note: 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 checked="" 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

Please complete the information below by entering data from the NEWS Dashboard regarding Safety Audits in your State. Data Source: New Entrant website	
Date information retrieved from NEWS Dashboard to complete eCVSP	10/27/2021
Total Number of New Entrant Carriers in NEWS (Unassigned and Assigned)	2633
Current Number of Past Dues	206

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: Meet the statutory time limit for processing and completing interstate safety audits of 120 days for Motor Carriers of Passengers and 12 months for all other Motor Carriers.

Projected Goals for FY 2020 - 2022

Summarize projected New Entrant safety audit activities in the table below.

Projected Goals for FY 2020 - 2022 - New Entrant Safety Audits						
	FY 2020		FY 2021		FY 2022	
Number of Safety Audits/Non-Audit Resolutions	Interstate	Intrastate	Interstate	Intrastate	Interstate	Intrastate
# of Safety Audits (Onsite)	130	0	85	0	200	0
# of Safety Audits (Offsite)	670	0	775	0	1200	0
# Group Audits	0	0	0	0	0	0
TOTAL Safety Audits	800	0	860	0	1400	0
# of Non-Audit Resolutions	0	0	0	0	2955	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 had proposed to conduct approximately 700 New Entrant Safety audits within the statutory time frames during the FY2020. Through the first three quarters of FFY20, Maryland had conducted well over 600 audits. The large majority of the audits were 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 and Compliance Review Interventions. The auditors currently spend about 85% of their work time conducting New Entrant Safety Audits. 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 FFY2020, auditors have conducted over 600 audits and are on pace to complete over 800 audits, meeting or exceeding our goals set for FY2020, the first year of our multi-year eCVSP. 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 85% of their time on New Entrant audits. This percentage is expected to be maintained over the remaining two 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.

For FFY2021, the State makes the following updates to the multi-year eCVSP:

It is expected that our FY2020 goal will be met or exceeded as investigators are focusing more on audits. COVID-19 issues have dramatically increased the percentage of audits that are conducted off-site. While it was expected that 80% of all audits would be conducted off-site in FY2020, it is now expected that 95% of all audits in FY2020 will be conducted off-site. If the COVID-19 pandemic

continues into FFY2021 as is anticipated, the number of off-site audits will increase as a percentage. To account for the expected changes, goals for FFY2020 and FFY2021 have been adjusted in the above chart.

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 set in the first year of the multi-year eCVSP was to have Maryland auditors complete 700 New Entrant safety audits within the required time frames in 2020, 860 in 2021 and 970 in 2022. The goals for FFY2020 and FFY2021 have been adjusted and are noted in the above section. In contrast to past practices, auditors 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. In the 4th quarter of FFY2022 one additional fulltime and one additional part-time safety audit investigators have been certified. Three more investigators are scheduled to be certified in FFY2023. To provide for the additional manpower necessary to bring our past-due inspections to zero and maintain that level, we will seek to deploy third party inspectors. We have contacted our Maryland Motor Truck Association and the Commercial Vehicle Safety Alliance to explore the feasibility of this option. A timeframe for this option is not known but we believe this will provide the needed manpower for safety audits and allow our own investigators to shift their emphasis to investigations.

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 Notice of Funding Opportunity (NOFO) 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

Please review your State's Federal OOS catch rate during roadside enforcement activities, projected goals, program activities and monitoring. Are there changes that need to be made for the upcoming fiscal year? Before selecting "yes," make sure there are changes to be made as once selected, this answer cannot be changed.

- ☐ Yes, the information in this section must be updated for this upcoming fiscal year. I understand that I must click "Save" to save any changes.
- ☐ No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary.

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 IH or UNSAT/UNFIT 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:

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

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

For FFY2022, the State makes the following updates to the multi-year eCVSP:

Source: FMCSA MCMIS Activity Dashboard 7/23/21

For the most recent reporting period available, Maryland had a catch rate for unsat/unfit carriers of 100% for FFY2020 YTD. Although this was a very small sample size, 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.

For FFY22, the State makes the following updates to the multi-year eCVSP:

Maryland will continue its past practices that have led to great improvements in the State's catch rate for all commercial vehicles, as identified in the MCMIS Activity Dashboard dated 7/23/21 - a rate of 85.147% in FFY2019 and 90.91 % in FFY2020 . The rate for the most recent reporting period of FFY2021 YTD shows Maryland with a 100% catch rate for all carriers identified.

To increase/maintain our catch rate, the commander of MSP CVED will continue to 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.

Historical Information: 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).

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

Please review your State's passenger carrier transportation goals, problem statement narrative, program activities and monitoring. Are there changes that need to be made for the upcoming fiscal year? Before selecting "yes," make sure there are changes to be made as once selected, this answer cannot be changed.

- ☐ Yes, the information in this section must be updated for this upcoming fiscal year. I understand that I must click "Save" to save any changes.
- ☐ No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary.

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

No updates are required for this section.

Instructions:

Describe any State-specific CMV problems that were addressed with FY 2019 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

Please review your State specific objectives and narrative overview. Are there changes that need to be made for the upcoming fiscal year? Before selecting "yes," make sure there are changes to be made as once selected, this answer cannot be changed.

- ☐ Yes, the information in this section must be updated for this upcoming fiscal year. I understand that I must click "Save" to save any changes.
- ☐ No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary.

Instructions:

The State may include additional objectives from the national priorities or emphasis areas identified in the NOFO 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 was 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, although more aggressive than the goal that was set in previous

years, we exceeded it with 14,821 stops issuing nearly 23,000 tickets and warnings. 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. Due to the Pandemic in CY2020, we came close to reaching our goal with 12,071 stops and 17,148 tickets and warnings. Since it is unlikely we will make our adjusted goal of 14,000 stops in CY2021, we will re-adjust to the original 12,000. 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. For FFY2021, the State makes the following updates to the multi-year eCVSP: For CY2019, Maryland conducted 14,821 traffic stops with an inspection. This effort exceeds our stated goal for the first year of the multi-year eCVSP - FFY2020. However, that effort occurred prior to the COVID-19 pandemic. For CY2020 (2nd year of multi-year eCVSP), the number traffic stops with an inspection has already seen a significant reduction in line with our reduction in inspections performed. While our first year goals have already been exceeded, it will be necessary to adjust our CY2020 (FY2021) goals. Since the COVID-19 pandemic is expected to impact production through the end of CY2020, our goal for the 2nd year will be reduced from 13,000 to 12,000 traffic stops with an inspection. In anticipation that COVID-19 will still affect goals set for our 3rd year - CY2021 (FY2022), our CY2021 goals will also be reduced, but by a smaller percentage, from 14,000 to 12,000 stops.

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. Our goals for the following two years, CY2020 and CY2021, will be to continue our efforts at the same level as set for CY2019. We exceeded our CY2019 goals significantly with 891 hours worked, 613 inspections conducted and 720 tickets and warnings issued. With onset of the Pandemic in CY2020 we still exceeded our work hours goal with 642 hours worked and conducted 450 inspections. Our tickets and warnings were off slightly with 460 issued. 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 was to devote 550 enforcement hours, complete 500 inspections and issue at least 700 citations and warnings. We exceeded our hours worked with 579 hours and conducted 494 inspections. we greatly exceeded the number of tickets and warnings issued with 958. . Our goals for the following two years, CY2020 and CY2021, was to continue our efforts at the same level as set for CY2019 but the Pandemic caused a slight shortfall in the hours worked and the number of inspections performed - 518 hours and 449 inspections. The number of tickets and warnings remained high at 1036. 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 was to devote 400 enforcement hours, complete 350 inspections and issue over 450 citations and warnings. These goals were met with 403 hours worked, 376 inspections conducted and 597 tickets and warnings issued. Our goals for the following two years, CY2020 and CY2021, will be to continue our efforts at the same level as set for CY2019. Despite the Pandemic, we exceeded all of our goals in CY2020. We worked 518 hours, conducted 440 inspections and issued 782 tickets and warnings. For FFY2022, the State makes the following updates to the multi-year eCVSP: Our goals set for these initiatives were either met or exceeded for the 1st two years of our multi-year eCVSP - CY2019 &

2020. We will not be making any adjustments to our 3rd year goals for CY2021 at this time. The goals set are still attainable as we focus efforts on our initiatives that combine traffic stops with an inspection. 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.

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 - Rural Truck Enforcement Initiative

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 called the "Rural Truck Enforcement 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 (many in rural areas) 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 was to conduct at least 1650 CMV stops without an inspection being performed. Even before the Pandemic, we fell short of our goal for CY2019. Five barracks worked a total of 771 hours, conducted 1115 stops and issued 1230 tickets and warnings 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. In CY2020, with support of 10 barracks partially due to the Pandemic, they worked a total of 725 hours, conducted 1483 stops and issued 1590 tickets and warnings. Even with some goals not met, it is important to maintain these non-MCSAP officers in various geographical areas across Maryland that might not be otherwise monitored for commercial vehicle safety.. 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. For FY2022, the State makes the following updates to the multi-year eCVSP: For CY2019 and CY2020 we did not meet our goals for stops conducted by non-certified troopers. Given the current impact of COVID-19 on police enforcement, it is expected that we will fall short of our 3rd year goal as well. We will be revising our goals for the third year to 1200 stops in CY2021 as we expect the impact of COVID-19 to continue into CY2021.

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 2022 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. The budget category tables use 85.01 percent in the federal share calculation.
- **State Share** means the portion of the total project costs paid by State funds. The budget category tables use 14.99 percent in the state share calculation. A State is only required to contribute 14.99 percent of the total project costs of all budget categories combined as State share. A State is NOT required to include a 14.99 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 85.01 percent Federal share and 14.99 percent State share automatically and populates

these values in each line. Federal share is the product of Total Project Costs x 85.01 percent. State share equals Total Project Costs minus Federal share. It is important to note, if Total Project Costs are updated based upon user edits to the input values, the share 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			
	85.01% Federal Share	14.99% State Share	Total Estimated Funding
Total	\$6,990,159.00	\$367,903.00	\$7,358,062.00

Summary of MCSAP Funding Limitations	
Allowable amount for Overtime without written justification (14.99% of MCSAP Award Amount):	\$1,103,709.00
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.

Salary and Overtime project costs must be separated when reporting to FMCSA, regardless of the Lead MCSAP Agency or Subrecipient pay structure.

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 14.99 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 14.99 percent limitation as provided in the MCP. Any deviation from the 14.99 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 (14.99% of MCSAP Award Amount):	\$1,103,709.00
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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
Grant Manager - MCD	1	100.0000	\$62,000.00	\$62,000.00	\$62,000.00	\$0.00	\$0.00
Asst. Chief	1	50.0000	\$92,000.00	\$46,000.00	\$46,000.00	\$0.00	\$0.00
Subtotal: Salary				\$108,000.00	\$108,000.00	\$0.00	\$0.00

Overtime Project Costs

Subtotal: Overtime				\$0.00	\$0.00	\$0.00	\$0.00
TOTAL: Personnel				\$108,000.00	\$108,000.00	\$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 \$92000 = \$46,000): **\$46,000**

100% of the salary of Grant Manager: **\$62,000**

Total: \$108,000

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. If using an approved rate by the applicant's Federal cognizant agency for indirect costs, a copy of the indirect cost rate agreement must be provided in the "My Documents" section in eCVSP and 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 rate, rate approved by HHS Statewide Cost Allocation or cognizant agency, or an aggregated rate). Include a description of the specific benefits that are charged to a project and the benefit percentage or total benefit cost.

Actual Fringe Rate: a fringe rate approved by your cognizant agency or a fixed rate applied uniformly to each position.

Aggregated Rate: a fringe rate based on actual costs and not a fixed rate (e.g. fringe costs may vary by employee position/classification).

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 more information on this item see the [Fringe Benefits Job Aid](#) below.

Fringe costs method: Aggregated Rate - documentation added to 'My Documents' to describe rate calculation

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

Fringe Benefit Rate: 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.

Base Amount: The salary/wage costs within the proposed budget to which the fringe benefit rate will be applied.

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	87.1900	50.0000	\$92,000.00	\$40,107.40	\$40,107.40	\$0.00	\$0.00
Grant Manager, MCD	87.1900	100.0000	\$62,000.00	\$54,057.80	\$54,057.80	\$0.00	\$0.00
TOTAL: Fringe Benefits				\$94,165.20	\$94,165.20	\$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: \$108,000 x 87.19% = \$94,185.20

Lead Agency Fringe Benefit Costs

The State Highway Administration Payroll Additive Percentage is currently 87.19% (through 9/30/21) 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. The payroll additive percentage/costs will be updated when the new percentage is approved.

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 October 14, 2020.

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, airfare, lodging, meals, transportation, 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	1	5	100.0000	\$2,500.00	\$2,500.00	\$0.00	\$0.00
SHA/MDOT Attend Fall CVSA	1	5	100.0000	\$2,500.00	\$2,500.00	\$0.00	\$0.00
SHA/MDOT CVSP Planning Meeting	1	4	100.0000	\$2,000.00	\$2,000.00	\$0.00	\$0.00
TOTAL: Travel				\$7,000.00	\$7,000.00	\$0.00	\$0.00

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

SHA/MDOT Travel

Hi Lauri

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 from the MDOT/SHA and 1 from the Maryland Department of Environment (sub-grantee section).

The cost to the MCSAP program for recent CVSA conferences was **previously** \$2,000.

The registration fee for CVSA has increased as with some other expenses. 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 conferences were:

Airfare: **\$750**

Lodging and Meals: \$1000

Registration Fees: **\$750**

Total: \$2,500

Estimated cost for one employee to attend Spring CVSA Conference: **\$2,500**

Estimated cost for one employee to attend Fall CVSA Conference: **\$2,500**

CVSP Planning Meeting:

Assuming that the planning meeting to be held in 2022 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: \$800

Lodging: \$950

Meals: \$250

Total: \$2000

Estimated combined costs for one employee to attend the 2020 planning meeting: 1 @ \$2,000 each = \$2,000

TOTAL TRAVEL COSTS: \$7,000

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
Security Cameras	3	\$60,000.00	100	\$180,000.00	\$180,000.00	\$0.00	\$0.00
Portable Message Signs	6	\$25,000.00	100	\$150,000.00	\$150,000.00	\$0.00	\$0.00
VWS Maintenance	3	\$92,000.00	100	\$276,000.00	\$276,000.00	\$0.00	\$0.00
TOTAL: Equipment				\$606,000.00	\$606,000.00	\$0.00	\$0.00
Equipment threshold is \$500							

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

We do not intend to purchase any security cameras or portable message signs in FFY2022 as we do not have a contract in place. However, we currently have a maintenance contract in place with Conduent for our Virtual Weigh Station System with 17 sites. The current charges are approx. \$92,000 per month.

The total equipment charges for the lead agency are part of the newly approved funding through the BIL: \$606,000

Pan/Tilt/Zoom Security Cameras

Security cameras are need at 3 facilities to monitor the building and parking are behind the building when the station is closed. Some of the parking area is dedicated tto drivers or vehicles that have been placed out of service. The deployment of security cameras would discourage drivers from leaving the facility before required repairs were made or hours of service restored. Those that did choose to attempt an "early out" could be recorded and subject to possible future action. The addition of security cameras would also increase the safety of those drivers that have willingly chosen to use the TWIS as a place to rest at night.

Portable Variable Message Signs (VMS)

These signs are solar powered and can display a variety of safety messages as needed. They have previously been borrowed from SHA maintenance facilities when available for special projects and safety initiatives. Most recently they were deployed on I-81 for a multi-state safety corridor initiative. These signs will be dedicated for use by the CVED on similar high crash/high volume truck corridors and prior to truck weigh and inspection stations (TWIS). Signs will identify national CMV initiatives such as Brakecheck and Roadcheck. They will also be used when we once again conduct our Fed-Ex Field initiative where all trucks are pulled from the capital Beltway for inspections. Some of our TWIS have a higher degree of commercial drivers bypassing their facility. These VMS may prove to be effective in discouraging such actions. They can also be used for messaging to remind the non-commercial driver to Shar the Road with trucks. It is impossible to quantify the benefits that these signs will provide, but it is obvious all phases of our enforcement would be enhanced.

Virtual Weigh Station Maintenance

Maryland currently has a Virtual Weigh Station System of 17 locations throughout the state. Each station can provide an image of a truck, its speed and weight of each axle. A trooper downstream of the station can receive an image of the truck and know that it is in violation before he sees the vehicle. Once stopped, the vehicle is weighed and inspected and all violations addressed. When there is no trooper downstream, the image is monitored at CVED headquarters and at the motor carrier Division. Companies identified in violation can receive a safety warning letter including a picture and violation. Although citations cannot currently be written directly off of data provided by a VWS, Maryland will be deploying new sensors that are

reputed to be accurate enough to allow for ticketing, similar to speed cameras currently in use. This will make our VWS much more effective in deterring illegal operations by commercial vehicles.

All VWS must be monitored daily to ensure all components are functioning properly and providing accurate data. To this end, Maryland has secured a single bid contract with Conduent State & Local Solutions to monitor and maintain these sites. The cost to monitor these 17 locations is \$92,000 per month.

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	\$150,000.00	\$150,000.00	\$0.00	\$0.00
Description of Services: On-Site Support Services for Data Analysis and Application Maintenance							
Harford County Sheriff's Office	EIN 526000959	Subrecipient	100.0000	\$15,000.00	\$15,000.00	\$0.00	\$0.00
Description of Services: Perform CMV Safety Inspections							
Howard County Police Department	EIN 526000965	Subrecipient	100.0000	\$25,000.00	\$25,000.00	\$0.00	\$0.00
Description of Services: Perform CMV Safety Inspections							
Kent County Sheriff's Office	EIN 526000974	Subrecipient	100.0000	\$15,000.00	\$15,000.00	\$0.00	\$0.00
Description of Services: Perform CMV Safety Inspections							
Montgomery County Police Department	EIN 526000980	Subrecipient	100.0000	\$25,000.00	\$25,000.00	\$0.00	\$0.00
Description of Services: Perform CMV Safety Inspections							
Queen Anne's County Sheriff's Office	EIN 521011271	Subrecipient	100.0000	\$5,000.00	\$5,000.00	\$0.00	\$0.00
Description of Services: Perform CMV Safety Inspections							
Rockville City Police Department	EIN 526001573	Subrecipient	100.0000	\$20,000.00	\$20,000.00	\$0.00	\$0.00
Description of Services: Perform CMV Safety Inspections							
Washington County Sheriff's Office	EIN 526001037	Subrecipient	100.0000	\$5,000.00	\$5,000.00	\$0.00	\$0.00
Description of Services: Perform CMV Safety Inspections							
Maryland Department of Environment	EIN 526002033	Subrecipient	100.0000	\$80,000.00	\$80,000.00	\$0.00	\$0.00
Description of Services: Commercial Vehicle Enforcement							
Anne Arundel County Police Department	EIN 526000878	Subrecipient	100.0000	\$15,000.00	\$15,000.00	\$0.00	\$0.00
Description of Services: Perform CMV Safety Inspections							
Baltimore County Police Department	EIN 526000889	Subrecipient	100.0000	\$20,000.00	\$20,000.00	\$0.00	\$0.00
Description of Services: Perform CMV Safety Inspections							
University of Maryland	EIN 521231231	Contract	100.0000	\$225,000.00	\$0.00	\$225,000.00	\$0.00
Description of Services: Special Projects							
Carroll County Sheriff's Office	EIN 526000910	Subrecipient	100.0000	\$15,000.00	\$15,000.00	\$0.00	\$0.00
Description of Services: Perform CMV Safety Inspections							
Charles County Sheriff's Office	EIN 526000925	Subrecipient	100.0000	\$10,000.00	\$10,000.00	\$0.00	\$0.00
Description of Services: Perform CMV Safety Inspections							
Frederick County Sheriff's Office	EIN 526000943	Subrecipient	100.0000	\$20,000.00	\$20,000.00	\$0.00	\$0.00
Description of Services: Perform CMV Safety Inspections							
Calvert County Sheriff's Office	EIN 526002810	Subrecipient	100.0000	\$7,500.00	\$7,500.00	\$0.00	\$0.00
Description of Services: Perform CMV Safety Inspections							

Whitman, Requardt & Assoc.	EIN 521831020	Contract	100.0000	\$155,000.00	\$12,097.00	\$142,903.00	\$0.00
Description of Services: Crash Data Upload Services							
Centreville Police Department	EIN 526000782	Subrecipient	100.0000	\$5,000.00	\$5,000.00	\$0.00	\$0.00
Description of Services: Perform CMV Safety Inspections							
Maryland State Police	EIN 526002033	Subrecipient	100.0000	\$5,028,297.00	\$5,028,297.00	\$0.00	\$0.00
Description of Services: Commercial Vehicle Enforcement							
Seat Pleasant Police Department	EIN 526001574	Subrecipient	100.0000	\$5,000.00	\$5,000.00	\$0.00	\$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							
Morgan State University	EIN 526002033	Contract	100.0000	\$21,000.00	\$21,000.00	\$0.00	\$0.00
Description of Services: Educate High School Students regarding CMV Safety							
Maryland Public television	EIN 521891907	Contract	100.0000	\$350,000.00	\$350,000.00	\$0.00	\$0.00
Description of Services: Media Based Outreach							
Prince Georges County Police Dept.	EIN 526000998	Subrecipient	100.0000	\$20,000.00	\$20,000.00	\$0.00	\$0.00
Description of Services: CMV Inspections and traffic enforcement							
Maryland Transportation Authority Police	DUNS 526002033	Subrecipient	100.0000	\$116,300.00	\$116,300.00	\$0.00	\$0.00
Description of Services: Perform CMV Safety Inspections							
TOTAL: Contractual and Subaward				\$6,493,497.00	\$6,125,594.00	\$367,903.00	\$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.

Whitman, Requardt & Associates, Inc.

Data Analyst Task 1

\$130000 Fully Loaded

Data analyst formerly provided by Brudis & Assoc. and now by WRA 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 handles inquiries about DOT numbers and other motor carrier related questions.

PP/TLD Revision of previous plan Task 2

\$25,000 Fully Loaded

Expenditures for Whitman, Requardt & Assoc. for Task One were originally charged as a Federal. In this revision, charges for Task one and Task two are now being recognized primarily as part of our required 5% State match.

State Portion \$142,903

Federal Portion \$12,097

Johnson, Mirmiran, and Thompson, Inc.

Data Analyst

\$150,000 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

ITD Program Data Manager for Safety, Training/Education & Compliance

Our ITD Program Data Manager, a retired sworn officer (MSP) with motor carrier enforcement/supervisory experience, is a full-time employee of the University of Maryland working out of the Motor Carrier Division. The ITD Data Manager provides support for the management of CMV data collected by the state's VWS program. The ITD Program Data Manager reviews, analyzes and disseminates CMV information obtained from the various VWS throughout the state, CVIEW and the Regional Integrated Transportation Information System (RITIS). The Manager advises CMV operators of potential issues identified by the data to achieve compliance and implements outreach initiatives for the training/education of CMV operators. The Manager also coordinates federal, state and local enforcement agencies in the use of analytical data derived from the VWS/RITIS systems and presents to industry, government and other interested parties the operational of Maryland's ITD/VWS safety and compliance program.

Special Projects Manager - Legislation & Outreach

Our Special Projects Manager, also a retired sworn officer (MDTAP) with motor carrier enforcement/supervisory experience, is a full-time employee of the University of Maryland working out of the Motor Carrier Division. 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 project manager reviews the federal register to assess the need for legal or regulatory changes at the state level and notifies enforcement partners to new regulatory requirements. The special projects manager is also responsible for assisting with the updating/developing of our motor carrier handbook and trucker's map.

\$225,000 Fully Loaded (total both positions)

Expenditures for the University of Maryland were originally billed as federal but are now being recognized as part of our required 5% State Match.

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.

Morgan State University

\$21,000 Fully Loaded

Morgan State University program to educate high school students regarding CMV transportation, operations and safety.

Maryland Public Television/subcontractor **or Contractor to be determined**

\$350,000 Fully Loaded + Additional Outreach of \$112,819

Media Based Outreach:

Internet media over three months. Est. Total Cost: \$60,000

Stadium and college ad campaigns. Est. Total Cost: \$75,000

Outdoor billboards promotng truck safety. Est. Total Cost: \$65,000

Radios ads (broadcast & Internet) on stations . Est. Total Cost: \$100,000

Development and administration of advertising campaign. Est. Total Cost: \$50,000

Additional Outreach. Est. Total Cost: \$112,819 to increase the length of time messages will be presented throughout the year.

Our advertising campaign will continue to promote 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. Some media approaches may be increased or decreased to provide the best messaging outcomes. It is estimated that our CMV safety related outreach media efforts, as in past years, will generate over 40 million media impressions. The anticipated use of a media contract held by the Maryland Highway Safety Office is dependant upon and MOU between agencies and is still under discussion. Alternatively, the Motor Carrier Division is prepared to write and promote a multi-year RFP for our own use. **Additional outreach will be focused on internet media, specifically social media.**

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

TOTAL Funding: \$227,500

Federal Share: \$227,500

State Share: \$0

Note the addition of the Prince Georges County Police Department to our MCSAP and the movement of these charges from State Match to Federal, thus utilizing the full amount of enforcement overtime allowed.

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 two employees 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 @ \$60,000 = \$60,000 Fully Loaded

Total CONTRACTUAL Costs: \$60,000

Federal Share: \$60,000

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): \$80,000

Federal Share: \$80,000

State Share: \$ 0

Maryland Transportation Authority Police**PERSONNEL COSTS**

Overtime Costs for all positions (sworn and civilian) - \$110,000

Federal Share: \$110,000

State Share: \$0

TRAVEL COSTS

Estimated cost for one employee to attend Spring and Fall CVSA Conferences: 1 @ \$2,100 each = \$4,200

Federal Share: \$4,200

State Share: \$0

EQUIPMENT COSTS

Scale Rack 1 @ \$2,100

Federal Share: \$2,100

State Share: \$0

TOTAL MDTAP COSTS (Overtime, Travel, Equipment): \$116,300

Federal Share: \$116,300

State Share: \$ 0

Maryland State Police (MSP)**PERSONNEL COSTS**

Salary Costs for all positions excluding O.T.(sworn and civilian) - \$2,178,190 (\$332,514 INCREASE)

Federal Share: \$ 2,178,190 State Share -0-

A portion of the original state share has been moved to Federal funding since the 15% state match has been reduced to 5%.

Overtime Costs for all positions (sworn and civilian) - \$775,000 (part of the 14.99% allowable OT)

Original Federal Share: \$770,000

Additional OT: \$5,000

Total Federal Share: \$775,000

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. During CY2021, CVED personnel reported 70% of their hours as performing MCSAP duties (112,566 MCSAP hours out of 159,971 total hours). SHA/MDOT will fund the large majority of MSP salary & fringe well beyond the amount granted to Maryland.

MSP/CVED Initiatives	Change in Funding	Total Funding
Baltimore City	\$30,000 (\$20,000)	\$10,000
Harvester	\$20,000 (\$19,000)	\$1,000

Level I Air Brakes	\$30,000	(\$15,000)	\$15,000
ACT	\$20,000	\$4,000	\$24,000
AGGRESSIVE DRIVER	\$90,000	-0-	\$90,000
BASH	\$35,000	\$1,000	\$36,000
BRAKE CHECK	\$11,000	-0-	\$11,000
CHASSIS	\$45,000	\$3,000	\$48,000
CRAB	\$20,000	-0-	\$20,000
E-STREET	\$25,000	\$10,000	\$35,000
FED-EX FIELD	\$10,000	(\$10,000)	-0-
GIT	\$16,000	\$1,000	\$17,000
HAZMAT	\$25,000	(\$11,000)	\$14,000
INSPECTOR COMP.	\$10,000	(\$2,000)	\$8,000
LOBO	\$16,000	\$10,000	\$26,000
MSP BARRACKS	\$50,000	\$54,000	\$104,000
New Entrant	\$50,000	\$20,000	\$70,000
OPERATION BUS	\$19,000	(\$9,000)	\$10,000
OPERATION I-81	\$50,000	(\$10,000)	\$40,000
OUTREACH	\$ 7,000	(\$7,000)	0
ROADCHECK	\$11,000	(\$3,000)	\$8,000
SAFE DRIVER	\$11,000	(\$4,000)	\$7,000
SAND	\$15,000	\$5,000	\$20,000
SMASH	\$32,000	\$3,000	\$35,000
STORM/CLOG	\$20,000	-0-	\$20,000
TTOPS	\$16,000	\$1,000	\$17,000
VWS	\$34,000	\$6,000	\$40,000
WEEKEND WARRIOR	\$32,000	-0-	\$32,000
WOW	\$20,000	(\$3,000)	\$17,000
	\$770,000	\$5,000	\$775,000
Total MSP/CVED Initiative Overtime:	\$775,000		

Each MSP overtime invoices includes charges for an Indirect Cost Rate of 24.76% and additional FICA and unemployment insurance costs to be captured separately from hourly overtime billed..

Total PERSONNEL Costs: Salary \$2,178,190 + OT \$775,000 = \$2,953,190

Federal Share: \$2,953,190

State Share: \$ -0-

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 two employees to attend NAIC: 1 @ \$2,000 each = \$4,000
 Estimated cost for one employee to attend Level Vi Training @ \$2,000 each = \$2,000
 Estimated cost for one employee to attend post crash course @ \$2,000 = \$2,000

Estimated cost for additional enforcement related training based on past training needs that may include: Post Crash Investigation Training, Drug Training, Human Trafficking Training, CMV Enforcement Training, ITS Conferences, FMCSA Training/Conferences, Etc. \$14,000

Total Travel Costs: \$40,000

Federal Share: \$40,000

State Share: \$ 0

EQUIPMENT COSTS

Maryland's cost threshold for equipment is \$500. Therefore, the following items are considered as equipment:

Dell Rugged Laptop Computers: 25 @ \$2,500 ea. = \$62,500
 In-Car Docking Stations for Laptops: 20 @ \$1,000 ea. = \$20,000
 Desktop Computers: 5 @ \$1,300 ea. = \$6,500
 Microsoft Office Suite Software 30 @ \$500 ea. = \$15,000

Projectors for training room	2 @ \$750 ea = \$1,500
Speaker for training room	1 @ \$1,500 ea = \$1,500
TV Monitors (85")	2 @ \$1,599 ea = \$3,198
TV Monitors (55")	2 @ \$350 ea = \$700
Whiteboard for training room	1 @ \$1,700 ea = \$1,700

Vehicle Maintenance	3 @ \$25,000 = \$75,000
Thermal Imaging - Fixed	2 @ \$155,000 ea = \$310,000
Portable scales for CVED	96 @ \$5,10 = \$497,280
Thermal Imaging, roving	\$5 @ \$5,500 = \$27,500
Patrol Rifles	15 @ \$1,500 = \$22,500
Scopes for rifles	15 @ \$465 = \$6,975
Rifle boxes	10 @ \$1,500 = \$15,000

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: \$30,500
 Purchase "TruckCRYPT" yearly software license: \$2,000
 Purchase "DOCUtector" Driver's License Guide Subscription: \$4,500

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.
 DOCUtector software used to detect fraudulent licenses/identifications during enforcement

Replacement Passenger Vehicles for Compliance Unit: 2 @ \$18,884 = \$37,768

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

Drones for use in crash reconstruction 4 @ 4,000 = \$16,000

ProLaser 4 Speed Detection Devices 5 @ \$2,600 = \$13,000

Laser speed detection devices for speed enforcement on CMVs

Yearly maintenance cost for covert tractor trailer: \$1,000

Original equipment costs: \$213,468

Additional Funding: \$959,853

Total Equipment Costs: \$1,173,321

Federal Share: \$1,173,321

State Share: \$0

Portable Scales

The intent of purchasing portable scales is to reduce the cost of maintenance on older models, and maintain the level of enforcement by our roving crews, and continue to provide fair and accurate weights for the trucking community. Maryland currently has 453 portable scales which are utilized by the Commercial vehicle Enforcement Division of the Maryland State Police. They have 145 older model Haenni portable scales. The purchases of the 145 scales were staggered over several years with all of the 145 scales providing a minimum 27 years of service each. These scales are nearing the end of their life expectancy and attrition is becoming evident with several failures in hydraulic systems. The costs for new portable scales start at \$5195.00 each and reduce in price depending on the amount purchased. A request for proposals will be sought using these or similar specs.

PHYSICAL DESCRIPTION

- The unit shall be capable of weighing up to 20,000 lbs.
- The total physical weight of the unit shall not exceed 35 pounds.
- The weighing surface of each unit shall meet the following criteria:
 - The width shall be at least 26 inches to accommodate dual tires.
 - The length shall be at least 15 inches.
 - The height shall not exceed 0.67 inches in order to negate the need of ingress and egress ramps.

OPERATIONAL FEATURES

- The unit shall be hydraulic/mechanical type.
- The weight graduations must be easily readable and must be in 50 pound or less increments. The readout system must be capable of indicating weights from 0 to 20,000 pounds.
- The unit must have incorporated a simple zero adjust method to facilitate zeroing before each weighing.

D. The unit must be completely waterproof and dustproof.

PERFORMANCE

A. The unit must conform with applicable technical requirements of Handbook 44 as amended, as they pertain to Specifications, Tolerances, and Other Technical Requirements for Wheel Load Weighers or Class IIII Devices.

B. Scale must weigh accurate under conditions not absolutely level. Scale weighing performance may not change by an amount greater than the appropriate acceptance tolerance when it is moved from a level position and rebalanced in any position that is out of level in any upright direction by 5 percent or approximately 3 degrees.

C. The scale must remain within the acceptance tolerance when subjected to an ambient temperature of 0 to 120 degrees Fahrenheit. (-18 degrees C to +49 degrees C)

D. Vendor must provide proof that scales have been successfully used by a State Law Enforcement agency for a minimum period of one (1) year.

E. Scale must be capable of continuous use without need for battery recharge/replacement or external power source of any kind.

WARRANTY

A. Each scale shall be warranted to be free from any defect in workmanship and materials for a period of three (3) years from date of delivery. The manufacturer will replace or repair any equipment becoming defective within that

period except when that damage results from abuse or improper use of the equipment. Manufacturer will be responsible for all surface freight charges, duty and brokerage fees during the warranty period.

Thermal Imaging – Portable

Portable (hand-held) thermal imaging units provide the same basic safety scan of tires, brakes & axles as the fixed but can be utilized by our roving crews away from the TWIS. At roadside it would be beneficial to know when an intended Level II inspection needed to include additional components requiring a complete Level I. Many of the problems identified with portable thermal imaging units will end in a vehicle being placed Out of Service.

SUPPLY COSTS

Maryland's cost threshold for items to be considered equipment is \$500, therefore the following items would be considered as a supply:

In-Car Scanners: 20 @\$315 ea. = \$6,300

In Car Printers: 20 @ \$450 ea. = \$9,000

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.

Purchase truck creepers: 20 @ \$200 each = \$4,000

Purchase truck wheel chocks: 20 @ \$200 each = \$4,000

Various safety inspection related supplies (tire gauges, soapstones, etc.) \$8,825

Inspection Clothing/Uniforms (BDU pants and shirts, vest carriers & gloves) @ \$28,250

CVSA Decals: \$3,500

Cords, cables, splitters, mounts and sound bars for new Training Room monitors \$660

Standing desk for teaching \$290

Power banks for laptops \$410

Phones - Verizon monthly bill for 29 cell phones @\$45 each = \$1,305 for three months = \$3,915

Boots: 130 @ \$170 = \$22,100

Vest Carriers: 150 @ \$100 = \$15,000

New Entrant Flyers \$5,000

Original supply funding: \$63,875

New supply funding BIL \$47,375

Total Supplies Costs: \$111,250

Federal Share: \$111,250

State Share: \$0

OTHER COSTS

CVED Office Lease - 3 Months @\$6,442 per month = \$19,326

INDIRECT COSTS:

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

On Salary.

\$ 2,178,190 X Indirect Cost Rate of 24.76% = \$539,320 in indirect costs on salary.

Federal Share: \$539,320

State Share: \$0

On Overtime

\$775,000 X Indirect Cost Rate of 24.76% = **\$191,890** in indirect costs on overtime funding

Federal Share: \$191,890

State Share: \$0

TOTAL INDIRECT COSTS: Salary Ind. \$ 539,320 + OT Ind. \$191,890 = \$647,642

Federal Share: \$731,210

State Share: \$0

Total OTHER Costs: \$750,536

Federal Share: \$750,536

State Share: \$0

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

Federal Share: \$5,028,297

State Share: \$ -0-

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 (typically non-tangible) may include utilities, leased property or equipment, fuel for vehicles, 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 in the "My Documents" area in the eCVSP tool and through Grants.gov. 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
Title VI Media/Brochures	1 1	\$5,000.00	100.0000	\$5,000.00	\$5,000.00	\$0.00	\$0.00
Printing Out- of-Service Criteria	1 Printing	\$6,000.00	100.0000	\$6,000.00	\$6,000.00	\$0.00	\$0.00
CVSA Membership	1 Maryland Membership	\$13,400.00	100.0000	\$13,400.00	\$13,400.00	\$0.00	\$0.00
PP/TLID	1 1 plan	\$25,000.00	100.0000	\$25,000.00	\$25,000.00	\$0.00	\$0.00
TOTAL: Other Costs				\$49,400.00	\$49,400.00	\$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: \$6,000 (No longer done in house)

Costs for printing of our Motor Carrier Handbook (\$9,000) and our Maryland Truckers Map (\$7,000) have been deleted from this revision owing to a lack of demand and sufficient inventory on hand to postpone printing until next year.

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

Title VI Brochures/outreach for Maryland's Title VI compliance program
Total Cost: \$5,000

Safety Summit - cost of auditorium and 5 conference rooms at a large conference center, previously it has been held at the Maritime Institute. We have achieved attendances of over 150 people with presentations by state and federal safety agencies concerning updates to the federal regulations and other commercial vehicle safety topics of interest. This helps to fulfill our MCSAP Outreach requirement.

Total Cost \$9,000

ITD Program Plan/Top Level Design Update

Our current consultant, Whitmen, Requardt, and Assoc. will provide engineering support to MDOT SHA Motor Carrier Division (MCD) for the update of the Innovative Technology Deployment (ITD) Program Plan/Top-Level Design (PP/TLD) Document. The PP/TLD is a living, working document that is required for Federal Motor Carrier Safety Administration's (FMCSA) ITD Program core compliance. Maryland is currently certified core compliant (functional and in-use CVIEW, electronic IFTA and IRP processes, an electronic hauling permits program, and a fully functional VWS program) after passing a core compliance review and being recertified by FMCSA in early 2020. Maryland has been certified core compliant since 2007. One defect which needed to be addressed was the periodic update of the PP/TLD, which is recommended every 5 years. This task will support the second defect noted above, which is to update to the PP/TLD document.

Scope of Work

The current iteration of the ITD PP/TLD document was developed by Telvent to meet Maryland requirements for CVISN (predecessor to ITD) core compliance. It consists of a top level CVISN design, as well as a list of high and low priority projects specific to Maryland to meet and exceed ITD needs. The updates to the document will require the following sub-tasks.

1. Meet with partner stakeholders – MCD Hauling Permits, Maryland State Police (MSP), Maryland Transportation Authority (MDTA), IFTA (Comptroller's Office), IRP (MDOT MVA), other commercial vehicle jurisdictions. It is assumed at most, approximately 10 key personnel will need to be interviewed for ITD and ITS based projects, that meet their short- and long-term needs. MCD to provide stakeholder names. It is assumed some stakeholder interviews will be combined for a total of 5 meetings.
2. Update document to the latest iteration of the FMCSA ITD and ITS architecture standards; and requirements and goals for Maryland specific needs. Provide a draft updated document for review by MCD and other partner stakeholders as required.
3. Review and revise the document for final content and approval. It is assumed there will be two submissions required to finalize the document (Final Draft and Final) with two review meetings with MCD.
4. Submit final document to MCD as the holder of record and for their transmission to FMCSA to maintain core compliance.
5. It is assumed all work will be completed within a 3-4 month timeframe from Notice to Proceed (NTP).
6. We have provided a specific number of hours to execute the various work tasks outlined in this scope of services and price proposal. For example, hours have been budgeted for meetings as described above, based on assumptions at the time this proposal has been prepared. Revisions to the assumptions and the sub-tasks noted above may require a task modification.

Original Other costs	\$44,400
Revision reductions	(\$25,000)
Additional charges	\$30,000

TOTAL OTHER Costs: \$49,400

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			
	85.01% Federal Share	14.99% State Share	Total Estimated Funding
Total	\$6,990,159.00	\$367,903.00	\$7,358,062.00

Summary of MCSAP Funding Limitations	
Allowable amount for Overtime without written justification (14.99% of MCSAP Award Amount):	\$1,103,709.00
MOE Baseline:	\$0.00

Estimated Expenditures				
Personnel				
	Federal Share	State Share	Total Project Costs (Federal + Share)	MOE
Grant Manager - MCD	\$62,000.00	\$0.00	\$62,000.00	\$0.00
Asst. Chief	\$46,000.00	\$0.00	\$46,000.00	\$0.00
Salary Subtotal	\$108,000.00	\$0.00	\$108,000.00	\$0.00
Overtime subtotal	\$0.00	\$0.00	\$0.00	\$0.00
Personnel total	\$108,000.00	\$0.00	\$108,000.00	\$0.00

Fringe Benefits				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Asst. Chief, Motor Carrier Division	\$40,107.40	\$0.00	\$40,107.40	\$0.00
Grant Manager, MCD	\$54,057.80	\$0.00	\$54,057.80	\$0.00
Fringe Benefits total	\$94,165.20	\$0.00	\$94,165.20	\$0.00

Travel				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
SHA/MDOT Attend Spring CVSA	\$2,500.00	\$0.00	\$2,500.00	\$0.00
SHA/MDOT Attend Fall CVSA	\$2,500.00	\$0.00	\$2,500.00	\$0.00
SHA/MDOT CVSP Planning Meeting	\$2,000.00	\$0.00	\$2,000.00	\$0.00
Travel total	\$7,000.00	\$0.00	\$7,000.00	\$0.00

Equipment				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Security Cameras	\$180,000.00	\$0.00	\$180,000.00	\$0.00
Portable Message Signs	\$150,000.00	\$0.00	\$150,000.00	\$0.00
VWS Maintenance	\$276,000.00	\$0.00	\$276,000.00	\$0.00
Equipment total	\$606,000.00	\$0.00	\$606,000.00	\$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.	\$150,000.00	\$0.00	\$150,000.00	\$0.00
Harford County Sheriff's Office	\$15,000.00	\$0.00	\$15,000.00	\$0.00
Howard County Police Department	\$25,000.00	\$0.00	\$25,000.00	\$0.00
Kent County Sheriff's Office	\$15,000.00	\$0.00	\$15,000.00	\$0.00
Montgomery County Police Department	\$25,000.00	\$0.00	\$25,000.00	\$0.00
Queen Anne's County Sheriff's Office	\$5,000.00	\$0.00	\$5,000.00	\$0.00
Rockville City Police Department	\$20,000.00	\$0.00	\$20,000.00	\$0.00
Washington County Sheriff's Office	\$5,000.00	\$0.00	\$5,000.00	\$0.00
Maryland Department of Environment	\$80,000.00	\$0.00	\$80,000.00	\$0.00
Anne Arundel County Police Department	\$15,000.00	\$0.00	\$15,000.00	\$0.00
Baltimore County Police Department	\$20,000.00	\$0.00	\$20,000.00	\$0.00
University of Maryland	\$0.00	\$225,000.00	\$225,000.00	\$0.00
Carroll County Sheriff's Office	\$15,000.00	\$0.00	\$15,000.00	\$0.00
Charles County Sheriff's Office	\$10,000.00	\$0.00	\$10,000.00	\$0.00
Frederick County Sheriff's Office	\$20,000.00	\$0.00	\$20,000.00	\$0.00
Calvert County Sheriff's Office	\$7,500.00	\$0.00	\$7,500.00	\$0.00
Whitman, Requardt & Assoc.	\$12,097.00	\$142,903.00	\$155,000.00	\$0.00
Centreville Police Department	\$5,000.00	\$0.00	\$5,000.00	\$0.00
Maryland State Police	\$5,028,297.00	\$0.00	\$5,028,297.00	\$0.00
Seat Pleasant Police Department	\$5,000.00	\$0.00	\$5,000.00	\$0.00
Washington College	\$140,400.00	\$0.00	\$140,400.00	\$0.00
Morgan State University	\$21,000.00	\$0.00	\$21,000.00	\$0.00
Maryland Public television	\$350,000.00	\$0.00	\$350,000.00	\$0.00
Prince Georges County Police Dept.	\$20,000.00	\$0.00	\$20,000.00	\$0.00
Maryland Transportation Authority Police	\$116,300.00	\$0.00	\$116,300.00	\$0.00
Contractual and Subaward total	\$6,125,594.00	\$367,903.00	\$6,493,497.00	\$0.00

Other Costs				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Title VI Media/Brochures	\$5,000.00	\$0.00	\$5,000.00	\$0.00
Printing Out-of-Service Criteria	\$6,000.00	\$0.00	\$6,000.00	\$0.00
CVSA Membership	\$13,400.00	\$0.00	\$13,400.00	\$0.00
PP/TLD	\$25,000.00	\$0.00	\$25,000.00	\$0.00
Other Costs total	\$49,400.00	\$0.00	\$49,400.00	\$0.00

Total Costs				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Subtotal for Direct Costs	\$6,990,159.20	\$367,903.00	\$7,358,062.20	\$0.00
Total Costs Budgeted	\$6,990,159.20	\$367,903.00	\$7,358,062.20	\$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			
	85.01% Federal Share	14.99% State Share	Total Estimated Funding
Total	\$6,990,159.00	\$367,903.00	\$7,358,062.00

Summary of MCSAP Funding Limitations	
Allowable amount for Overtime without written justification (14.99% of MCSAP Award Amount):	\$1,103,709.00
MOE Baseline:	\$0.00

Estimated Expenditures				
	Federal Share	State Share	Total Project Costs (Federal + State)	Planned MOE Costs
Salary Subtotal	\$108,000.00	\$0.00	\$108,000.00	\$0.00
Overtime Subtotal	\$0.00	\$0.00	\$0.00	\$0.00
Personnel Total	\$108,000.00	\$0.00	\$108,000.00	\$0.00
Fringe Benefits Total	\$94,165.20	\$0.00	\$94,165.20	\$0.00
Travel Total	\$7,000.00	\$0.00	\$7,000.00	\$0.00
Equipment Total	\$606,000.00	\$0.00	\$606,000.00	\$0.00
Supplies Total	\$0.00	\$0.00	\$0.00	\$0.00
Contractual and Subaward Total	\$6,125,594.00	\$367,903.00	\$6,493,497.00	\$0.00
Other Costs Total	\$49,400.00	\$0.00	\$49,400.00	\$0.00
	85.01% Federal Share	14.99% State Share	Total Project Costs (Federal + State)	Planned MOE Costs
Subtotal for Direct Costs	\$6,990,159.20	\$367,903.00	\$7,358,062.20	\$0.00
Indirect Costs	\$0.00	\$0.00	\$0.00	NA
Total Costs Budgeted	\$6,990,159.20	\$367,903.00	\$7,358,062.20	\$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? John G. Rotz
2. What is this person's title? Acting. Chief, Motor Carrier Div. Md State Hwy
3. Who is your Governor's highway safety representative? Christine Nizer
4. What is this person's title? Administrator, Motor Vehicle Administration

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

- ☒ Yes
- ☐ Yes, uploaded certification document
- ☐ No

State Certification declaration:

I, John G. Rotz, Acting. Chief, Motor Carrier Div. Md State Hwy, 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? John G. Rotz
2. What is the title of your certifying State official? Acting. Chief, Motor Carrier Div. MD State Hwy
3. What are the phone # and email address of your State official? 410-582-5735 jrotz@mdot.maryland.gov

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

- ☒ Yes
- ☐ Yes, uploaded certification document
- ☐ No

I, John G. Rotz, 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

INDIRECT COST NEGOTIATED AGREEMENT
STATE AND LOCAL UNITS OF GOVERNMENTS

Name: Maryland State Police
1201 Reisterstown Road
Pikesville MD 21208

Date: February 19, 2021

Filing Ref: This replaces a negotiated agreement dated March 26, 2020.

The indirect cost rate(s) contained herein is for use on grants and contracts with the Federal Government subject to the conditions contained in Section II.

SECTION I: RATES

OVERHEAD

Type	Effective Period		*Rate	Locations	Applicable to
	From	To			
Fixed	07/01/2005	06/30/2006	30.54%	All	All Programs
Fixed	07/01/2006	06/30/2007	30.82%	All	All Programs
Fixed	07/01/2007	06/30/2008	27.69%	All	All Programs
Fixed	07/01/2008	06/30/2009	25.47%	All	All Provisional
Fixed	07/01/2009	06/30/2010	31.33%	All	All Programs
Fixed	07/01/2010	06/30/2011	26.24%	All	All Programs
Fixed	07/01/2011	06/30/2012	20.45%	All	All Programs
Fixed	07/01/2012	06/30/2013	24.47%	All	All Provisional
Fixed	07/01/2013	06/30/2014	26.68%	All	All Programs
Fixed	07/01/2014	06/30/2015	25.67%	All	All Programs
Fixed	07/01/2015	06/30/2016	26.75%	All	All Programs
Fixed	07/01/2016	06/30/2017	27.44%	All	All Programs
Fixed	07/01/2017	06/30/2018	29.33%	All	All Programs
Fixed	07/01/2018	06/30/2019	26.16%	All	All Programs
Fixed	07/01/2019	06/30/2020	26.71%	All	All Programs
Fixed	07/01/2020	06/30/2021	31.13%	All	All Programs
Fixed	07/01/2021	06/30/2022	24.76%	All	All Programs

***Base:** Modified total direct cost (MTDC) excludes equipment, capital expenditures, charges for patient care, rental costs, tuition remission, scholarships and fellowships, participant support costs and the portion of each sub-award in excess of \$25,000.

***Treatment of Fringe Benefits:** Fringe benefits applicable to direct salaries and wages are treated as direct cost.

SECTION II: GENERAL

- A. **LIMITATIONS:** Use of the rate(s) contained in this agreement is subject to any statutory or administrative limitations and is applicable to a given grant or contract only to the extent that funds are available. Acceptance of the rate(s) agreed to herein is predicated upon the conditions: (1) that no costs other than those incurred by the grantee/ contractor via an approved Central Service Cost Allocation Plan were included in its indirect cost pool as finally accepted and that such incurred costs are legal obligations of the grantee/contractor and allowable under the governing cost principles; (2) that the same costs have been treated as indirect costs have not been claimed as direct costs; (3) that similar types of costs have been accorded consistent treatment; and (4) that the information provided by the grantee/contractor which was used as a basis for acceptance of the rate(s) agreed to herein is not subsequently found to be materially inaccurate.
- B. **ACCOUNTING CHANGES:** The rate(s) contained in this agreement are based on the accounting system in effect at the time the proposal was prepared and the agreement was negotiated. Changes to the method of accounting for costs which affect the amount of reimbursement resulting from the use of this rate(s) require the prior approval of the office responsible for negotiating the rate(s) on behalf of the Government. Such changes include but are not limited to changes in the charging of a particular type of costs from indirect to direct. Failure to obtain such approval may result in subsequent cost disallowances.
- C. **REIMBURSEMENT:** Indirect cost reimbursement on all awards will be determined based upon the indirect cost rates established for the fiscal period in which the applicable direct expenditures are incurred.
- D. **NOTIFICATION TO FEDERAL AGENCIES:** Copies of this document may be provided to other Federal offices as a means of notifying them of the agreement contained herein.
- E. **SPECIAL REMARKS:** Federal programs currently reimbursing indirect costs to this Department/Agency by means other than the rate(s) cited in this agreement should be credited for such costs and the applicable rate cited herein applies to the appropriate base to identify the proper amount of indirect costs allocated to the program.

U. S. DEPARTMENT OF JUSTICE
Office of Justice Programs

BYRON
VAUGHAN

Digitally signed by
BYRON VAUGHAN
Date: 2021.04.02
12:03:24 -04'00'

Signature: Byron Vaughan, Staff Accountant
Grants Financial Management Division
Office of the Chief Financial Officer

Date:

Maryland State Police



Signature:



Name and Title:



Date:



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

Maryland Division

October 14, 2020

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. Tim Smith
State Highway Administrator
State Highway Administration
707 N. Calvert Street
Baltimore, Maryland 21202

Dear Mr. Smith:

We have completed our review of the Maryland State Highway Administration's payroll additive rate for Fiscal Year 2021 as set forth in your October 1, 2020 letter. We approve the payroll additive percentage of 87.19% to be applied to direct labor costs incurred on Federal-aid projects for the period October 1, 2020 through September 30, 2021.

Sincerely,

Bill Wade

for

Gregory Murrill
Division Administrator

John Rotz

From: Shabnam Izadi
Sent: Tuesday, July 20, 2021 2:17 PM
To: Finkle, Lester (FMCSA)
Cc: Betty Conners; Tamala Lunn; Wanda Dade; John Rotz; Janet Moye Cornick; May, Kennie (FMCSA)
Subject: Re: FMCSA Approval Of SHA's Title VI Program Compliance Plan For FY 2022

Thank you so much!

Shabnam

On Jul 20, 2021, at 2:05 PM, Finkle, Lester (FMCSA) <Lester.Finkle@dot.gov> wrote:

Great! Thanks, Shabnam. On behalf of Director May, I have reviewed SHA's final Title VI Program Compliance Plan for FY 2022 and find all elements identified in the FY 2022 FMCSA Title VI Program Compliance Plan Checklist. This e-mail serves as the Plan approval document. Therefore, SHA's final Title VI Program Compliance Plan for FY 2022 is hereby approved.

I want to thank you and John Rotz for the opportunities afforded to me to coordinate with you both as you updated the Plan for FY 2022. I look forward to future updates as SHA continues to implement the Sub-Recipient Monitoring program for FMCSA Sub-Recipients and as SHA rolls-out the updated Title VI Program training presentation.

Lester

Lester Finkle
FMCSA National Title VI Program Manager
202-366-4474

From: Shabnam Izadi <SIzadi@mdot.maryland.gov>
Sent: Tuesday, July 20, 2021 1:19 PM
To: May, Kennie (FMCSA) <kennie.may@dot.gov>; Finkle, Lester (FMCSA) <Lester.Finkle@dot.gov>
Cc: Betty Conners <BConners@mdot.maryland.gov>; Tamala Lunn <TLunn@mdot.maryland.gov>; Wanda Dade <WDade@mdot.maryland.gov>; John Rotz <JRotz@mdot.maryland.gov>; Janet Moye Cornick <jcornick@mdot.maryland.gov>
Subject: FFY 2022 FMCSA Compliance Plan

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