eCVSP

MARYLAND

Commercial Vehicle Safety Plan

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

Fiscal Years 2023 - 2025
Annual Update FY 2024

Date of Approval: September 26, 2024

FINAL CVSP

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

Part 1 - MCSAP Overview

Part 1 Section 1 - Introduction

The Federal Motor Carrier Safety Administration (FMCSA) 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 crashes and hazardous materials incidents involving commercial motor vehicles (CMV). The goal of the MCSAP is to reduce CMV-involved crashes, 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 FMCSA by the due date each year. For a State to receive funding, the CVSP needs to be complete and include all required documents. The State must submit a multi-year 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 2023 - 2025)
- Part 2: Crash Reduction and National Program Elements (FY 2023 - 2025)
- Part 3: National Emphasis Areas and State Specific Objectives (FY 2023 - 2025)
- Part 4: Financial Information (FY 2024)
- Part 5: Certifications and Documents (FY 2024)

All of the five eCVSP parts listed above contain subsections. Each subsection category will provide you with detailed explanation and instruction on what to do to complete 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 either a 3-year plan or an Annual Update. 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 2024:

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 if any updates are needed for the upcoming fiscal year by answering the "Yes/No" question provided in each Section of Parts 1-3.

- If "**Yes**" is selected, the information provided for Year 1 will be editable and State users can make any necessary changes to their project plan. Answer carefully as there is only one opportunity to select "Yes" before the question is locked.
- If "**No**" is selected, the information in this section will not be editable and the user should move forward to the next section.
- Trend Analysis information that supports your current activities is not editable in Year 2 or 3 of an Annual Update plan.

All multi-year and annual update plans have been pre-populated with data and information from their FY 2023 plans. States must carefully review and update this information to reflect FY 2024 activities prior to submission to FMCSA. The financial information and certifications will be updated each fiscal year.

- Any information added should detail major programmatic changes.
- Add any updates to the narrative areas and indicate changes by preceding it with the heading "**FY 2024 Update**". Below the heading, include descriptions of the changes to your program, including how any tables were modified.
- The Trend Analysis areas in each section can only be edited in Year 1 of a three-year plan. Trend Analysis data cannot be edited 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.

Comments

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 twentylocal 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 FFY2023, the State made the following update to the multi-year eCVSP:

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

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

Comments

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. I understand that I must include the heading "Update for FY 2024" before adding my changes in the narrative section and then click "Save" to save the changes.**

○ **No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary. If no is selected, this section will not be open for editing.**

Instructions:

Answer the questions about your CVSP initiatives and briefly describe the State's commercial motor vehicle (CMV) enforcement program funded by the MCSAP grant. For questions answered "Yes", describe your State's initiatives and indicate if more details are provided in other CVSP sections. Please do not include activities or expenses associated with any other FMCSA grant program.

Yes	No	CVSP Initiative Questions
○	○	Is the National Roadway Safety Strategy (NRSS) being used as a resource in developing the CVSP?
○	○	Are initiatives involving rural roads included in the CVSP?
○	○	Are activities regarding Migrant Worker Transportation in Rural Areas included in the CVSP?
○	○	Are initiatives regarding human trafficking/smuggling included in the CVSP?
○	○	Are activities regarding drug interdiction included in the CVSP?
○	○	Are initiatives regarding work zone safety included in the CVSP?
○	○	Is your State submitting an annual Training Plan to the National Training Center (NTC)?

Update for FY2024

Maryland has implemented specific initiatives or taken actions on all of the issues listed above, as well as some additional issues identified in the FFY2024 Planning Memo.

The National Roadway Safety Strategy (NRSS) has been used as a resource in developing our CVSP. Indeed, all of the National Program Elements of the CVSP are directly related to the goals of the NRSS.

❖ SAFER PEOPLE is directly supported by the driver portion of our NAS inspection program. Specific components of which include driver licensing check, medical certificate, drug and alcohol clearance (DACH) and review of hours of service through the use of ELDs. Maryland participates each year in the national Safe Driver initiative.

❖ SAFER VEHICLES is also directly supported through the vehicle portion of our NAS inspection program. Approximately 95% of our inspections include the vehicle.

❖ SAFER ROADS is supported by our network of Truck Weigh and Inspection Stations (TWIS) and Virtual Weigh Stations (VWS). Together they provide surveillance of all our major interstates and many US and State routes. The Maryland HSIP identifies roadway segments in need of improvement. A review of high crash segments for commercial vehicles is the basis for some of our overtime enforcement initiatives.

❖ SAFER SPEEDS is supported by our roving inspection crews, non-MCSAP state troopers conducting commercial vehicle traffic stops and our VWS which can transmit images of speeding violators downstream at roadside or to barracks and operations headquarters.

❖ SAFER Post-Crash Care includes the work of our CVED Crash Team that provides logistic support at the crash scene and records crash reports to formulate countermeasures that will mitigate outcomes of future crashes. Over 500 cameras throughout the state provide CHART with real-time surveillance to identify traffic congestion caused by crashes. Response time for medical, enforcement and state highway first responders is reduced, providing those injured with the best chance of survival.

The Rural Truck Grant is an overtime traffic enforcement initiative conducted by Maryland State Police Troopers that are not certified to conduct North American Standard inspections. Their mission is to stop commercial vehicles that are in violation of Maryland traffic laws. Additional enforcement on rural roads is conducted by roving MCSAP patrols conducting inspections as well as traffic enforcement. Additional enforcement is provided by more than half of our truck weigh and inspection stations and our virtual weigh stations. Enforcement on rural routes in Maryland is extensive.

An overtime initiative called "Harvester" was created to provide enforcement for migrant workers, largely on the Eastern Shore. In years before the Covid Pandemic, there had been some instances of old school buses being used for the harvesting and transportation of watermelons. In the past few years there have been no instances of concern but the funding is in place if the need should arise.

Maryland MCSAP inspectors have been trained during annual recertification classes to be alert to any signs of human trafficking or smuggling during a traffic stop or inspection. Maryland ordered Truckers Against Trafficking (TAT) post cards from CVSA to be given out to drivers during traffic stops and on display at our TWIS. By enlisting the aid of drivers on the road their vigilance at truck stops and elsewhere increases the effectiveness of the program. We will remain vigilant to this problem but no specific goals have been identified.

Maryland MCSAP inspectors receive drug interdiction updates at their annual recertification classes. Many of the older troopers and inspectors received "Desert Snow" training previously. Maryland, being located on two major north/south drug routes (I-81 and I-95), has always been on the alert for drugs and other contraban. We purposely conduct the majority of our NAS inspections as Level I or II allowing for the inspection of the vehicle and possible identification of drugs.

The Maryland Office of Traffic and Safety has a program that provides a trooper and camera for automated enforcement in some work zones. This program is not supported by the CVSP. However, we are able to leverage additional overtime enforcement in and around work zones to enhance commercial vehicle safety. Washington College will be conducting a study of work zone crashes to increase the use of the most effective countermeasures. Utilizing the findings of this study, a formal work plan and realistic goals will be developed.

Maryland has long been committed to equity in commercial vehicle enforcement. The State of Maryland requires an updated Title VI enforcement plan including unbiased enforcement policy and vehicle selection policy from each of its sub-recipients every year. Title VI training is included in annual recertification of all of our MCSAP inspectors. The FMCSA Title VI manager made a Teams presentation at our FY2023 annual Enforcement Group Meeting and will be invited to return in FFY2024. There were no Title VI complaints filed in FFY23. Maryland has submitted its Title VI State Enforcement Plan and it has already been accepted.

The Maryland CHART is a network of over 500 cameras continually monitoring traffic and incident response units that provide rapid response to crashes and breakdowns on 2000 miles of Maryland roadway. It is estimated that CHART manages traffic at an incident every 22 minutes and prevents between 225 and 250 secondary incidents every year. Initial support for police, ambulance and fire/rescue workers is responsible for mitigating the severity of many crashes, especially those involving commercial vehicles. The Commercial vehicle Enforcement Division of the Maryland State Police has a crash team that performs inspections and crash reconstruction at the scene of fatal and serious commercial vehicle crashes. They determine the cause and culpability for the crash to determine if is the failure of safer people, safer vehicles. safer roads or safer speeds. Although many studies have shown the crash was the fault of the driver, other factors may have been contributing. It is also important to know if the crash was caused by the commercial vehicle driver since much of our enforcement program is focused on them. Any additional information obtained during the post crash response will be helpful for the future FMCSA Crash Causation Factors Program.

Climate and sustainability is also served by our CHART Program. It has been estimated that $1.5 billion dollars is saved each year in fuel and delay costs. Congestion and emissions from vehicles idling is mitigated by rapid crash removal. Additionally, the CVSP supports our truck weigh and inspection stations and maintenance of our virtual weigh stations. Use of technology reduces commercial vehicle wait time and provides safety surveillance at highway speeds.

Truck parking has long been a concern in Maryland, from both an economic and safety standpoint. Adequate truck parking is critical to avoid trucks parking on the shoulders of interstate highways and entrance/exit ramps. Adequate truck parking is also necessary to avoid drivers, unable to find legal and safe parking, driving fatigued or in violation of their hours of service. Maryland has conducted numerous truck parking studies, the most recent of which was conducted by CPCS in 2020. This study inventoried truck parking locations, identified factors affecting truck parking demand, identified and prioritized the locations of undesignated truck parking, and conducted outreach with public and private sector truck parking stakeholders, all of which informed the development of a truck parking strategy and recommendations to guide future implementation actions and investments. The study identified 2,307 truck parking spaces at 27 private facilities and 595 spaces at 26 public facilities. Additionally, the study identified over 7 locations where public private partnerships could create parking spaces and 15 locations where existing truck parking existed and could be expanded. The study also looked at numerous warehousing and distribution centers where additional planning could provide more parking. There are no funding needs to be provided by the CVSP at this time.

The Maryland MCSAP is comprised of the Motor Carrier Division (MCD) of the Maryland State Highway Administration (SHA), four State enforcement agencies and twenty 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. Three 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, 2022) force of 129 MCSAP certified inspectors (sworn & civilian) and cadets. Additional troopers (58 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 FFY2023, the State made the following update to the multi-year eCVSP paragraph above:

Updated the number of local enforcement agencies from 22 (FFY22) to 20 (FFY23)
Updated the number of Maryland State Police certified inspectors from 129 (FFY22) to 129 (FFY23)
Updated the number of additional certified troopers from 53 (FFY22) to 58 (FFY23)
Updated the total number of MSP MCSAP inspectors from 182 (FFY22) to 187 (FFY23)
As of June, 2022, 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. Ten additional inspectors are trained to conduct New Entrant audits on a part-time basis (9 CVED, 1 MDE). Five more inspectors will be trained in FFY2023 to conduct New Entrant Safety Audits on a part-time basis. 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 FFY22, Maryland has conducted over 1000 New Entrant audits (source: A&I Snapshot 7/22/22). The in-terminal procedures allow our inspectors the opportunity to review documents and vehicles that they will never see at roadside.

For FFY2022, 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 16 (FFY21) to 10 (FFY22)
Updated the number of additional part-time personnel trained to conduct CSA investigation - no additional investigators in (FFY2022)
Updated the number of New Entrant Audits conducted for the first three quarters of FFY22 to over 1000
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 2021, 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.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 55 certified inspectors (as of June, 2022) 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 five certified inspectors (as of June, 2022) 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 more than 90% of the approximately 3,250 motor coach and bus inspections conducted in FFY2021. Most of these inspections were performed as Level V inspections. In FFY2021, of the 82,252 inspections completed, 69.4% were conducted by the CVED, 17.4% by the CVSU, and 13.2% by the other participants (inspection data was obtained from the CVED database for the calendar year 2021). 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, 2022 there are 20 local agencies (115 inspectors) that participate in the MCSAP program. Although the total number of local agencies conducting inspections dropped from 22 to 20, the total number of inspectors increased slightly to 115 as new inspectors were added. We remain active in our efforts to recruit new agencies throughout the state. Overall, Maryland has 370 certified inspectors working within state and local enforcement agencies across the state. In addition there are 12 administrative support personnel for a total of 382 personnel participating in the MCSAP.

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 55 (FFY22)
Updated the number of motor coach and bus inspections performed by the PSC to 3287 FFY2021
Updated the number of inspections performed by CVED, CVSU and other agencies to 82,252 in FFY2021
Updated the number of local agencies from 22 (FFY21) to 20 (FFY22) and the local agencies inspectors from 118 (FFY21) to 115 (FFY22)
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 remained closed for the FFY2022 and expected to re-open in early FFY2023. While the facilities were closed, personnel worked 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 18 virtual weigh stations (VWS) operational throughout the state. The virtual weigh stations are located at various locations on MD-213, 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.
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
Centreville Police Department
Charles County Sheriff's Office
Frederick County Sheriff's Office
Harford County Sheriff's Office
Howard County 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 FFY2023, the State made the following update to the multi-year eCVSP (above local agency list):

Updated the list to remove the Hyattsville Police Department

For FFY23, 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 182 (FFY21) to 187 (FFY22)
  Traffic Enforcement Activities - from 141 (FFY20) to 148 (FFY22)

Updated Non-Funded Agency Information

  Total Number of agencies - from 24 (FFY2022) to 20 (FFY2023)
  Total # of MCSAP Participating Personnel from 202 (FFY21) to 120 (FFY22)

Comments

Part 1 Section 4 - MCSAP Structure

Please review your State's MCSAP structure information. Do changes need to be made on this page for the upcoming fiscal year? Note: 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. I understand that I must include the heading "Update for FY 2024" before adding my changes in the narrative section and then click "Save" to save the changes.**

◉ **No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary. If no is selected, this section will not be open for editing.**

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 activity area.

- *Driver and Vehicle Inspections includes the number of personnel conducting inspection activities.*
- *Traffic enforcement activities includes the number personnel conducting CMV and Non-CMV traffic enforcement activities.*
- *Investigations includes the number of personnel conducting Investigations, Compliance Reviews, and New Entrant Safety Audits.*
- *Public Education and Awareness includes the number of personnel conducting public education and awareness on CMV topics.*
- *Data Collection and Reporting includes the number of personnel responsible for collecting, processing, analyzing and reporting State data including inspections and crashes, uploading data via SafetyNet and SAFER, and monitoring the quality of data timeliness, accuracy, and completeness.*

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	3
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	5
Traffic Enforcement Activities	0
Investigations*	1
Public Education and Awareness	5
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*	6
Public Education and Awareness	35
Data Collection and Reporting	30
* Formerly Compliance Reviews and Includes New Entrant Safety Audits	

Subrecipient Information	
Agency Name:	MARYLAND TRANSPORTATION AUTHORITY
Enter total number of personnel participating in MCSAP activities	55
National Program Elements	**Enter # personnel below**
Driver and Vehicle Inspections	55
Traffic Enforcement Activities	40
Investigations*	0
Public Education and Awareness	10
Data Collection and Reporting	7
* Formerly Compliance Reviews and Includes New Entrant Safety Audits	

Non-funded Agency Information	
Total number of agencies:	21
Total # of MCSAP Participating Personnel:	120

Comments

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 2023 - 2025 in the areas of crash reduction, roadside inspections, traffic enforcement, audits and investigations, safety technology and data quality, and public education and outreach.

*For CVSP planning purposes, the State can access detailed counts of its core MCSAP performance measures from the **Analysis & Information Online** (A&I Online) website, https://ai.fmcsa.dot.gov/Grants. Portal credentials are required to access this website.*

- *MCSAP Performance Dashboard – States can use this information to inform CVSPs and other activities with the goal of reducing crashes, injuries, and fatalities involving CMVs.*

  It provides a snapshot of MCSAP performance in four areas: Crash Overview, National Program Element goals, Enforcement Measures, and Funding Utilization.

- *Activity Dashboard – This dashboard assists States in monitoring MCSAP activities identified in CVSPs and in preparing MCSAP quarterly reports. The reports are viewable by fiscal year and quarter. The most recent five fiscal years are available.*

  Reports are available in three areas: Crash Reduction, Out-of-Service (OOS) report, and National Program Elements (which includes reports on Roadside Inspections, Investigations, State Safety DQ, Safety Audits, Border Enforcement, and Traffic Enforcement).

- *States can utilize other data reports available on A&I Online located in the Crash Statistics, Enforcement Programs, and Data Quality modules.*

- *States can also use internal State data sources.*

It is important to always reference data source information used in developing problem statements, baseline information, objectives, and performance goals within the CVSP.

Comments

Part 2 Section 2 - CMV Crash Reduction

Please review the description of your State's crash reduction problem statement, goals, program activities and monitoring. Do changes need to be made on this page for the upcoming fiscal year? Note: 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. I understand that I must include the heading "Update for FY 2024" before adding my changes in the narrative section and then click "Save" to save the changes.**

○ **No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary. If no is selected, this section will not be open for editing.**

FMCSA's primary mission is to reduce crashes, injuries and fatalities involving large trucks and buses. MCSAP partners also share the goal of reducing CMV-related crashes.

Performance data plays an important role in ensuring MCSAP-funded work across the country is actively and effectively promoting positive CMV safety outcomes. States can use the MCSAP Performance Dashboard to develop CVSPs, and to inform and inspire strategic conversations with FMCSA in the pursuit of our shared safety mission. Crash metrics are included in the Crash Overview section and represent the performance measures most commonly identified by the States.

States can use this data to identify State trends in key crash measures, and compare your State with nationwide and regional data.

Trend Analysis for 2017 - 2021

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 **Number of 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 **eCVSP Goal column**, enter the goal from the corresponding CVSP for the measurement period.*
  - *In the **Actual 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			
10/01/2020	09/30/2021	54	63	54
10/01/2019	09/30/2020	66	66	66
10/01/2018	09/30/2019	63	58	63
10/01/2017	09/30/2018	78	58	78
10/01/2016	09/30/2017	63	64	63

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			
10/01/2020	09/30/2021	1	0	1
10/01/2019	09/30/2020	8	0	0
10/01/2018	09/30/2019	10	0	0
10/01/2017	09/30/2018	5	0	0
10/01/2016	09/30/2017	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			
10/01/2020	09/30/2021	0	0	0
10/01/2019	09/30/2020	0	0	0
10/01/2018	09/30/2019	0	0	0
10/01/2017	09/30/2018	0	0	0
10/01/2016	09/30/2017	0	0	0

Enter the data sources and capture dates of the data listed in each of the tables above.
Crash data for fiscal years 2018 - 2021 extracted from the A&I Snapshot 6/24/22. Crash data fo FFY2017 unavailable through A&I provided by Crash Profile Report from Maryland Automated Crash Reporting System dated 8/10/2022.

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

Trend Analysis: FFY2017- FFY2021

Fatal crashes and their resulting fatalities represent less than 2% of all commercial vehicle crashes during the analisys period. As with analysis of all data sets with small numbers, some random swings are to be expected. The 5-year annual average for fatalitie4s of 64 included an annual high of 78 and a low of 54 fatalities. Therefore, the use oa a 5-yeaar average provides a suitable baseline from which to set goals.

As in past years, we have seen a greater percentage of commercial vehicle crashes in metropolitan areas where increased traffic, both trucks and cars, exist. Our high crash areas in the Baltimore/Washington Metro area (Baltimore, Anne Arundel, Montgomery and Prince George's Counties) have been a focus of enforcement efforts in our endeavor to reduce fatal CMV crashes.

In FFY2021, Baltimore County experienced 4 fatal crashes (6 in CY2020), which was above the five-year average of 6 fatal crashes (FFY13 – FFY17). Prince Georges County experienced 6 fatal crashes in FFY2021, which was a decrease from the 10 fatal crashes experienced in FFY2020. The number of fatal crashes in FFY2020 was also higher than the five-year average of 8.4 fatal crashes per calendar year (FFY2017 - FFY2021). Montgomery County had a total of 5 fatal crashes in FFY2021, above the 2.6 five-year average. Ann Arundel County experienced 2 fatal crashes which was less than the f-year annaul average of 3.

The 17 fatal crashes in the four counties in FFY2021 accounted for 37.8% of all CMV related fatal crashes across the state. This was a slight increase over the 36% of the fatal crashes attributed to these four counties in FFY2020. Even though this was a slight increase over the previous year, as a comparison, in FFY2019 the four counties accounted for 41% of all fatal crashes. 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 August 12, 2022).

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 again in FFY2022. Although there were passenger carrier involved fatalities in each of the preceeding years, most if not all of them were not commercial vehicles (transit buses and school buses). There was 1 motor coach involved fatality identified in FFY2018. 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 A&I Snapshot 6/24/22 and AD HOC Safetynet reports dated 8/5/22.

Our ongoing "OPERATION BUS" initiative provides funding across the state for the daily enforcement of motor coaches. During FFY2021, Maryland inspectors conducted 3248 passenger vehicle inspections. Inspectors from Maryland's Public Service Commission conducted most of their 2824 passenger vehicle as terminal inspections. (Inspection data extracted from A&I Snapshot 6/24/22).

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 FFY2022. There were no HAZMAT transportation fatalities identified in the 5-year A&I Snapshot dated 6/24/22. 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 July 4th celebration. The CVED also conducted a special overtime initiative to monitor HAZMAT loading and

traffic arears. In FFY2021 conducted 158 inspections (141 on cargo tanks) during 177 OT Hours. The total vehicle out-of-service rate was 8.2% and the driver out of service rate was 0%. A clear verification that the HAZMAT industry is serious about safety.

Additionally, HAZMAT spills are always a concern and a chief way to assess risk. During the previous 5-year period (FFY2018 - 2022) HAZMAT cargo release was less than .014% of all crashes as further evidence of extremely low risk.

Narrative Overview for FY 2023 - 2025

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 FFY2021, 54 lives were lost on Maryland highways in accidents involving heavy trucks and motor coaches. This had been a decrease from the preceeding 4 years, but may prove to be something of of an anomaly. The five year annual average for commercial vehicle related crashes is 64 with a high of 78. An analysis of crash data showed that FFY2021, 37.8% of those fatalities resulted from crashes on highways in Anne Arundel County, 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. 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 those identified counties. Over the five year year period of FFY2017 – FFY2021, 99 of the 301 CMV fatal crashes (32.8%) occurred in those counties.

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 A&I Snapshot 6/24/22

Projected Goal for FY 2023 - 2025:

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 would be shown as 4 percent. If the crash reduction goal is 15 crashes per year, then each annual goal would be shown as 15.

Fiscal Year	Annual Crash Reduction Goals
2023	61
2024	58
2025	54

The period for this goal is FFY2023 - FFY2025 (October 1, 2022 - September 30, 2025). The measurement for this goal will be total fatalities. Our goal for the three year period of FFY2023 - FFY2025 will be to reduce fatalities by 15% below the preceding 5 year average of 64 fatalities (FFY2017 - FFY2021). This will be done through incremental decreases each year of 5%. For FFY23 our goal will be to reduce the number of fatalities to 61. For FFY24 CVSP, we will work to reduce the number further to 58 fatalities and then further to 54 fatalities in FFY25 CVSP. This will be an overall reduction of 15% over the three-year period when compared to the FFY2017 - 2021 5-year annual average of 64 fatalities. The 5% reduction each year is figured to one decimal place which is rounded down to the nearest whole number. The additional tenths added for all three years is rounded up to yield 54 fatalities rather than 55. The A&I Activity Dashboard dated 10/13/23 identifies 52 fatalities currently for Maryland. Although we would anticipate some additional crashes and fatalities to be recorded before the end of FFY2023, we should still be able to meet our goal of 61 fatalities this year. Maryland has achieved its previous goal of 66 fatalities and now is looking to continue its successful history of crash reduction. Maryland will also reduce work

zone crashes involving a commercial vehicle by 15% over the next 3 years. The annual average for commercial vehicle crashes in work zones was 199, so the goals for FFY2023 will be 189, for FFY2024 will be179, and for FFY2025 will be170.

Program Activities for FY 2023 - 2025: 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.
Work Zones:

More than half (56%) of commercial vehicle crashes in work zones occurred on interstate or U.S. route highways, so most of our emphasis will be on these roads. One thing that could affect the realization of our goals is the number of work zones and the duration of time they are active. Maryland will research the number of active sites and those that are scheduled to become active to establish a baseline of exposure. This information will be provided to our enforcement partners so they can develop the most effective interdiction at selected sites. Some sites may benefit from static or variable message signs warning drivers of stopped or slowing vehicle ahead. Some sites have used speed cameras and other enforcement presence in the form of flashing blue lights. Caution will be exersized to only pull over drivers where it is safe to do so. Enforcement personnel working specific initiatives listed below will be advised work zones established in their areas.

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 FFY2021, we realized the following enforcement efforts for BASH: Inspection crews dedicated 403 enforcement hours to the BASH initiative and conducted 371 inspections. Our goal for FFY2021 had been 550 enforcement hours and 450 inspections. We fell slightly short of both goals, still feeling the effects of the Covid 19 Pandemic.

Maryland's goal for each of the three years of the period of FFY2023 - FFY2025 will be the same (500 enforcement hours dedicated to BASH and to conduct at least 400 inspections issuing 500 tickets/warnings). 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 prior to FFY2019. In FFY2021,Inspection crews dedicated over 1407 hours to the Operation I-95 initiative and conducted 1192 Level I and Level II 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.

FFY2023 Goal	Enforcement Hours	Inspections	Tickets/warnings
BASH	500	400	500
AGGRESSIVE DRIVER	1600	1400	2200

FFY2024 Goal	Enforcement Hours	Inspections	Tickets/warnings
BASH	500	400	500
AGGRESSIVE DRIVER	1600	1400	2200

FFY2025 Goal	Enforcement Hours	Inspections	Tickets/warnings
BASH	500	400	500

AGGRESSIVE DRIVER	1600	1400	2200

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 to continue the funding over the three year period of 2019 - 2021 as we strive to further reduce the OOS rate.

OPERATION TAILGATE Initiative:

During FFY2018, the OPERATION TAILGATE initiative took place during June in conjunction with the ROADCHECK initiative. Maryland inspectors dedicated over 600 hours to OPERATION TAILGATE and conducted over 350 inspections.   The goal each year was to dedicate at least 500 work hours and conduct at least 350 safety inspections during each of the following yearly operations. Unfortunately, as a result of the COVID 19 Pandemic, no TAILGATE initiatives were performed since. Although this initiative was inovative and effective, it was very labor intensive and managing performance of multiple enforcement agencies was difficult. Due to current manpower constraints and the logisitic difficulties of planning and coordinating such a large scale initiative, Maryland will conscentrate efforts on smaller regional activities.

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 geospacial 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 (FFY21, FFY22 & FFY23) 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. Originally, the third year of the proposal was meant to be for system maintenance and upgrades. Inclusion of additional features and capabilities will require an increase in funding for the third year to be on par with years 1 and 2.

FFY@024 Updates:

Taken from the A&I Crash dashboard for 8/11/23, Maryland has experienced 48 Large Trk fatalities. The addition of 2 months of crashes, we are projecting approx. 57 fatalities - under our goal of 60.

With statistics for the first 3 quarters of FFY2023 taken from our state Form 24-1 activity reporting system, we are currently showing 424 hours, 366 inspections and 686 tickets/warnings issued for our BASH Initiative - exceeding all goals. We are currently showing 1046 hours and 908 inspections for

our Aggressive Driver initiative prjected to fall short of our goals but exceeding tickets/warnings issued with 1731.

Washington College has submitted a proposal to complete the Work Zone study mentioned above. The details and cost are reported in the naritive section of Part 4, Section 7.

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 each of the three years for FFY2021 - FFY2023. 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.

Comments

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. I understand that I must include the heading "Update for FY 2024" before adding my changes in the narrative section and then click "Save" to save the changes.

○ No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary. If no is selected, this section will not be open for editing.

In this section, provide a trend analysis, an overview of the State's roadside inspection program, and projected goals for FY 2023 - 2025. 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 2017 - 2021

Inspection Types	2017	2018	2019	2020	2021
Level 1: Full	26679	27117	28750	20831	26495
Level 2: Walk-Around	68281	72215	74667	51534	48585
Level 3: Driver-Only	18408	15981	11102	6634	4290
Level 4: Special Inspections	62	132	13	12	10
Level 5: Vehicle-Only	3150	1838	2034	2782	2871
Level 6: Radioactive Materials	14	15	0	0	1
Total	**116594**	**117298**	**116566**	**81793**	**82252**

Narrative Overview for FY 2023 - 2025

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 the roadside inspection application name(s) (e.g., Aspen) used by the State.
Inspect from Iteris. Data provided from A&I snapshot 7/22/22.

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.

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 18 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 VWS 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.).

For years prior to FFY2020, Maryland was always one of the top producers for inspections of all the states. Only the much larger states of California, Texas, New York and Pennsylvania conducted more NAS inspections than Maryland. Our low number of lane miles compared to the larger states made

our numbers even more impressive. However, in FFY2020 our NAS inspections fell to a record low of 81,793. In CY2021, Level III inspections accounted for only 5% of our total inspections, while Level II inspections accounted for 59%, Level I inspections accounted for 32%, and all others 4%.

Maryland has numerous 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.

In addition to the MCD and the large State enforcement agencies, 20 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.

Over the next three years (FY2023, FY2024 & FY2025 CVSPs), our goal will be to maintain a consistent level of effort and complete at least 75,000 inspections each year. We will strive to fill vacancies and update goals if manpower will allow.

Maryland's current DACH catch rate (identified inan August 28,2022 FMCSA report) is 38%. Maryland will improve the FFY2023 DACH catch rate by 15% and will attain an 85% cath rate by FFY2025. Strategy to support these goals included in section 2.5 narrative.

Human trafficking has become a part of our annual recertification program, with materials from Turckers Against Trafficking. All certified inspectors are required to be recertified every year. Failure to do so results in disqualification. All of our older troopers have received drug interdiction training in the Dessert Snow coarse. Some of our younger inspectors will be enrolled in this training in April, 2023 at the MDTAP facility.

Both human trafficking identification and drug interdiction are a part of our inspection program and part of the reason why we have chosen to conduct fewer than 33% Level III inspection. Posession of marijuana or other drugs is documented every day. Additionally, our inspectors are aware that I95 and I81 are two main north/south drug corridors and are constantly on the alert for drug smuggling. The use of a tractor trailer seized in a drug bust is periodically used by MSP/CVED at truck stops to maintain surveillance for drug smugling and human trafficking.

UPDATE For FFY 2024

Statistics taken from the A&I Activity Dashboard dated 8/11/2023, Maryland has conducted 76,179 inspections so far, thus exceeding our FFY2023 goal already. The estimated year-end total would likely exceed 90,000.

Projected Goals for FY 2023 - 2025

Instructions for Projected Goals:

Complete the following tables in this section indicating the number of inspections that the State anticipates conducting during Fiscal Years 2023 - 2025. For FY 2024, 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: 3

Projected Goals for FY 2024 - Roadside Inspections					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full	96	0	0	96	63.16%
Level 2: Walk-Around	0	48	8	56	36.84%
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	**96**	**48**	**8**	**152**	

MCSAP subrecipient agency

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

Subrecipient is: MARYLAND DEPARTMENT OF ENVIRONMENT

Enter the total number of certified personnel in this funded agency: 5

Projected Goals for FY 2024 - Subrecipients					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full	0	472	0	472	27.76%
Level 2: Walk-Around	0	1223	0	1223	71.94%
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 Subrecipients	**0**	**1700**	**0**	**1700**	

Subrecipient is: MARYLAND STATE POLICE

Enter the total number of certified personnel in this funded agency: 187

Projected Goals for FY 2024 - Subrecipients					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full	12750	230	20	13000	25.00%
Level 2: Walk-Around	34000	700	85	34785	66.89%
Level 3: Driver-Only	4000	0	45	4045	7.78%
Level 4: Special Inspections	60	0	0	60	0.12%
Level 5: Vehicle-Only	60	5	30	95	0.18%
Level 6: Radioactive Materials	10	5	0	15	0.03%
Sub-Total Subrecipients	**50880**	**940**	**180**	**52000**	

Subrecipient is: MARYLAND TRANSPORTATION AUTHORITY

Enter the total number of certified personnel in this funded agency: 55

Projected Goals for FY 2024 - Subrecipients					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full	8994	300	3	9297	58.11%
Level 2: Walk-Around	4497	600	6	5103	31.89%
Level 3: Driver-Only	1499	100	1	1600	10.00%
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 Subrecipients	**14990**	**1000**	**10**	**16000**	

Non-Funded Agencies

Total number of agencies:	21
Enter the total number of non-funded certified officers:	120
Enter the total number of inspections projected for FY 2024:	7148

Summary

Projected Goals for FY 2024 - Roadside Inspections Summary

Projected Goals for FY 2024 Summary for All Agencies					
MCSAP Lead Agency: MD STATE HIGHWAY ADMIN. **# certified personnel: 3**					
Subrecipient Agencies: MARYLAND DEPARTMENT OF ENVIRONMENT, MARYLAND STATE POLICE, MARYLAND TRANSPORTATION AUTHORITY **# certified personnel: 247**					
Number of Non-Funded Agencies: 21 **# certified personnel: 120** **# projected inspections: 7148**					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full	21840	1002	23	22865	32.73%
Level 2: Walk-Around	38497	2571	99	41167	58.93%
Level 3: Driver-Only	5499	105	46	5650	8.09%
Level 4: Special Inspections	60	0	0	60	0.09%
Level 5: Vehicle-Only	60	5	30	95	0.14%
Level 6: Radioactive Materials	10	5	0	15	0.02%
Total MCSAP Lead Agency & Subrecipients	**65966**	**3688**	**198**	**69852**	

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 no issues with maintaining at least 25% of our inspections as Level I since they are the most "thorough" .In FFY 2021 and again in FFY2022 Maryland conducted over 30% Level I inspections - exceeding the 25% minimum. 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 96% of our FFY2021 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 2024 Roadside Inspections	Lead Agency	Subrecipients	Non-Funded	Total
Enter total number of projected inspections	152	69700	7148	77000
Enter total number of certified personnel	3	247	120	370
Projected Goals for FY 2025 Roadside Inspections				
Enter total number of projected inspections	152	69700	7148	77000
Enter total number of certified personnel	3	247	120	370

Comments

Part 2 Section 4 - Investigations

Please review your State's investigation goals, program activities and monitoring. Do changes need to be made on this page for the upcoming fiscal year? Note: 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. I understand that I must include the heading "Update for FY 2024" before adding my changes in the narrative section and then click "Save" to save the changes.**

○ **No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary. If no is selected, this section will not be open for editing.**

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 2017 - 2021

Investigative Types - Interstate	2017	2018	2019	2020	2021
Compliance Investigations	0	0	0	0	0
Cargo Tank Facility Reviews	0	0	0	0	0
Non-Rated Reviews (Excludes CSA & SCR)	0	3	0	0	0
CSA Off-Site	0	0	0	0	0
CSA On-Site Focused/Focused CR	0	3	0	0	0
CSA On-Site Comprehensive	24	13	4	1	6
Total Investigations	**24**	**19**	**4**	**1**	**6**
Total Security Contact Reviews	0	0	0	0	0
Total Terminal Investigations	0	11	14	6	7

Investigative Types - Intrastate	2017	2018	2019	2020	2021
Compliance Investigations	0	0	0	0	0
Cargo Tank Facility Reviews	0	0	0	0	0
Non-Rated Reviews (Excludes CSA & SCR)	0	81	55	0	0
CSA Off-Site	0	0	0	0	0
CSA On-Site Focused/Focused CR	0	5	3	0	8
CSA On-Site Comprehensive	143	3	25	20	28
Total Investigations	**143**	**89**	**83**	**20**	**36**
Total Security Contact Reviews	0	0	0	0	0
Total Terminal Investigations	0	11	5	2	9

Narrative Overview for FY 2023 - 2025

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 2023 - 2025

Complete the table below indicating the number of investigations that the State anticipates conducting during FY 2023 - 2025.

Projected Goals for FY 2023 - 2025 - Investigations						
	FY 2023		**FY 2024**		**FY 2025**	
Investigation Type	**Interstate**	**Intrastate**	**Interstate**	**Intrastate**	**Interstate**	**Intrastate**
Compliance Investigations	0	0	0	0	0	0
Cargo Tank Facility Reviews	0	0	0	0	0	0
Non-Rated Reviews (Excludes CSA & SCR)	0	0	0	0	0	0
CSA Off-Site	0	0	0	0	0	0
CSA On-Site Focused/Focused CR	0	0	0	0	0	0
CSA On-Site Comprehensive	8	44	8	44	8	44
Total Investigations	**8**	**44**	**8**	**44**	**8**	**44**
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.
For FFY2021, Maryland State inspectors conducted 6 CSA On-Site Comprehensive Interstate Investigations and 36 Intrastate Investigations: As displayed in tables above, these numbers were significantly lower than previous years as a result of the Covid-19 Pandemic. Ten part-time investigators have been trained to conduct New Entrant Safety Audits and 5 more will receive this training in FFY2023. The additional part-time investigators will not be able to assist with investigations but will allow full time investigators to focus more time on investigations. With the addition of part-time personnel we anticipate increasing the number of interstate and intrastate investigations by 20% in FFY2023. As in past years, our 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: 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.

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.

Maryland is projecting a 20% increase in the number of interstate and intrastate investigations for FFY 2023. However, due to limited staffing available at this time, we cannot project continued increases for FFY2024 & 2025. Maryland will explore the feasability of enlisting 3rd party investigators to perform New Entrant Safety Audits. It is not anticipated that this will happen before FFY2024, however the potential outcome would be increase the number of SAs conducted and shift the responsibility of full time CSA investigators away from performing Safety audits. This could provide the opportunity to double the number of investigations performed in years 2024 and 2025. Maryland will wait until the potential deployment of a 3rd party has been realized before making changes to the goals for FY2024 & 2025.

Update for FY2024

As of 7/14/23, Maryland has conducted 3 interstate and 20 intrastate investigations - short of our goals of 8 and 44. Projecting out to the end of the fiscal year, we would expect to see between 4 or 5 interstate investigations and 30 intrastate investigations. Our cross-trained investigators have sucessfully been concentrating on reducing the expanding inventory of New Entrant Safety Audits at the expense of investigations. Until the high volume of New Entrants subsides, it is unlikely that we reach our previously established goals. The hope for some additional help from third-party investigators has been discouraged. The Motor Carrier Division and the Maryland State Police spoke with CVSA on several occasions to explore the feasibility of them providing 3rd party investigators, Subsequent internal discussions centered on control, monitoring and some legal/liability issues, As a result, Maryland will not be pursuing this option.

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 CRs 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 CRs 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.

Comments

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. I understand that I must include the heading "Update for FY 2024" before adding my changes in the narrative section and then click "Save" to save the changes.**

○ **No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary. If no is selected, this section will not be open for editing.**

Traffic enforcement means documented enforcement activities by 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 2017 - 2021

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		
10/01/2020	09/30/2021	12119	20404
10/01/2019	09/30/2020	12445	19989
10/01/2018	09/30/2019	14977	28090
01/01/2017	09/30/2018	12027	26579
10/01/2016	09/30/2017	11914	29109

☐ *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		
10/01/2020	09/30/2021	1226	1312
10/01/2019	09/30/2020	1449	1564
10/01/2018	09/30/2019	1442	1582
10/01/2017	09/30/2018	1804	2011
10/01/2016	09/30/2017	1771	1734

☑ *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 2023 - 2025

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:

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. As part of each inspection, the inspector will identify disqualifications from the DACH. Agencies and/or inspectors that conducted inspections where disqualified drivers were not identified previously will be discovered and addressed. Emphasis on using CDLIS or other driver information databases to verify a driver's status is a part of the annual recertification. Over the past three years, Maryland's catch rate has been continually improving. We should have no problem meeting our DACH catch rate goals included in the section 3.2 narrative.

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 13,000 traffic enforcement stops statewide during FFY2023 on commercial vehicles and to conduct an inspection in conjunction with the traffic stop. We will increase stops each year by 1000 until reaching a goal of 15,000 stops in conjunction with an inspection by FFY2025. 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 these initiatives will continue to be funded in the FFY2023 through FFY2025.

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 FFY2023 will be to devote 700 enforcement hours, complete 450 inspections and issue 500 citations and warnings. This effort will be an increase over previous goals set in the FFY2022 of 475 enforcement hours, 275 inspections, 285 citations and warnings due to our focused efforts on I-81. Our goals for the following two years, FF2024 and FFY2025, will be to continue our efforts at the same level as set for FFY2023 with possible increases based on coming year's actual results

Maryland's objective for the OPERATION SMASH initiative for FFY2023 will be to devote 450 enforcement hours, complete 400 inspections and issue at least 700 citations and warnings. This will be somewhat less than our FFY2022 goals 550 enforcement hours, 500 inspections, 675 citations and warnings. This reduction, in part, is due to the limited number of personnel in this geographical area to work this initiative. Our goals for the following two years, FFY2024 and FFY2025, will be to continue our efforts at the same level as set for FFyCY2023 with possible increases based on the coming year's results.

Maryland's objective for the WEEKEND WARRIOR initiative for FFY2023 will be to devote 550 enforcement hours, complete 450 inspections and issue over 600 citations and warnings. These goals will be an increase in the manhours devoted to this initiative compared to FFY2022 goals of 500 enforcement hours, 380 inspections, 475 citations and warnings.. Our goals for the following two years, FFY2024 and FFY2025, will be to continue our efforts at the same level as set for FFY2023.

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, twenty-three 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. 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 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. Additionally, some of the barracks are located in rural arears such as Cumberland, and centerville and some are located in high-crash areas such as College Park.

For FFY2021, 7 MSP barracks across the state were funded in the program.   These barracks conducted 1226 commercial vehicle stops during 628 hours of overtime enforcement and issued over 1300 tickets and warnings. There has been a decline in the number of troopers working the OT initiative in recent years as there has been an increase in competing overtime opportunities. We anticipate continuing funding of the program in FFY2023 and into FFY2024 and FFY2025 and have established a goal of increasing participation by the barracks. Increased participation would help us to meet our goal of at least 1500 CMV traffic violation stops by FFY2025.   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. Details of this program are also outlined in the National Emphasis – State Specific Objectives section.

One of our unique on-going initiatives that identifies traffic violations but does not include an actual traffic stop or an inspection was first worked in 2015 and uses a covert tractor trailer driven by a trooper with a "spotter" in the passenger seat. The spotter identifies CMV drivers who are violating traffic laws such as aggressive driving violations and using hand held devices (texting, talking). Identifying information is obtained on the CMV and a warning/informational letter is sent to the company detailing the noted violations (if roving crews are in the area, a traffic stop can be made and an inspection will be conducted). These letters have led to companies taking follow-up action with employees and incorporating changes in the safety plans. It is estimated that nearly 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. During the firsthaf of CY 2022 we identified 262 violations, including:speeding,cellphone use, no seatbelt use,lane restriction, and following too close.

We are maintaining a goal of identifying 500+ violators and sending out notices during each of the FFY2023 through 2025. 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 trafficing 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 Maryland State Police barracks and other law other enforcement agencies for review by patrol officers.

Update for FY2024:

Statistics taken the state Form 24-1 Activity Report through 6/30/23 for the following initiatives:

Operation 81   673 hours, 606 inspections and 887 tickets/warnings These will greatly exceed our FF2023 goals.
SMASH   385 hours 247 inspections and 574 tickets/warnings Inspections will be less but hours and tickets exceed goals
Weekend Warrior 238 hours 208 inspections and 279 tickets/warnings All goals will not be met having shifted enforcement to I-81

Statistics taken from the 8/11/23 Activities Dashboard of the A&I show that Maryland has currently conducted 10,561 traffic enforcement stops with an inspection. Projecting out to the end of the fiscal year we anticipate over 12,500 stops will be completed. We have nearly met our FFY 2023 goal of 13,000. We anticipate continued improvement and plan to meet our goal of 14,000 stops for FFY2024.

Statistics taken from our State "Rural Truck" Spreadsheet shows only 340 traffic stops without an inspection by MSP Barrack troopers.
In an effort to reinforce the requirement to only enforce commercial vehicles, the Rural Truck grant was suspended for the first 7 months of FFY2023. All 340 stops and 345 citations/warnings were conducted in only 2 months (May and June). We are anticipating finishing the year with about 800 stops - still considerable short of our 1300 stop goal. Had this initiative been conducted for the full year, averaging 170 stops per month, we would have greatly exceeded our goal with over 2,000 stops. Barring any future suspension of this initiative, we will have no trouble meeting our goal of 1,400 stops in FFY2024.

One unfortunate update to this section is the removal of the covert tractor trailer in our TTOPS initiative. Although an innovative approach to traffic enforcement and some covert operations, the aging tractor trailer used in this initiative had ever-increasing maintenance issues. It was deemed to be too costly and too unreliable to continue using.

Projected Goals for FY 2023 - 2025

Using the radio buttons in the table below, indicate the traffic enforcement activities the State intends to conduct in FY 2023 - 2025. 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.

Yes	No	Traffic Enforcement Activities	Enter Projected Goals (Number of Stops only)		
			FY 2023	FY 2024	FY 2025
⦿	◯	CMV with Inspection	13000	14000	15000
⦿	◯	CMV without Inspection	1300	1400	1500
◯	⦿	Non-CMV	0	0	0
⦿	◯	Comprehensive and high visibility in high risk locations and corridors (special enforcement details)	3000	3000	3000

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.

Comments

Part 2 Section 6 - Safety Technology

Please verify your State's safety technology compliance levels with the ITD and PRISM programs, responsible agencies, and narrative overview. Do changes need to be made on this page for the upcoming fiscal year? Note: 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. I understand that I must include the heading "Update for FY 2024" before adding my changes in the narrative section and then click "Save" to save the changes.**

○ **No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary. If no is selected, this section will not be open for editing.**

This section covers two of FMCSA's safety technology programs:

- *Innovative Technology Deployment (ITD)*
- *Performance and Registration Information Systems Management (PRISM)*

Please complete the information below to indicate your State's participation level in each program, along with specific information about how MCSAP Operations and Maintenance (O&M) funding is used to support each of these safety technology programs. ***All O&M expenses for both ITD and PRISM must be included and described both in this section and in the appropriate section of Part 4, Financial Information.***

Innovative Technology Deployment (ITD)

The ITD program is a key component of the FMCSA's drive to improve commercial motor vehicle safety. The ITD program empowers States to apply cutting-edge technology to share data more effectively and improve roadway safety.

With the enhanced funding provided to each State as part of the Bipartisan Infrastructure Law (BIL), certain technologies may be funded by MCSAP if certain criteria outlined below are met.

The technology:

- *Is widely available not requiring any product development*
- *Can be fully deployed and operational within the period of performance*
- *Has a direct impact on CMV safety based on verified performance data*
- *Is outlined in a State's approved ITD Program Plan/Top Level Design (PP/TLD) if required*

If there is a need for any technology development as part of a MCSAP project, and if the time to fully implement the technology exceeds the MCSAP period of performance, then the HP-ITD grant would be the appropriate source for federal funding. All ITD technology projects proposed will be reviewed by the ITD Program Office for eligibility determination.

ITD O&M is defined as costs associated with deployment projects that maintain and repair real property, or a system, based on its current status and abilities. O&M costs may also include memberships, fees, dues, program travel, and other related program costs that maintain or support deployment activities, as defined previously in the MCSAP Comprehensive Policy (MCP) section 5.2.

Performance and Registration Information Systems Management (PRISM)

FMCSA's PRISM program is a partnership with State CMV registration offices and law enforcement that improves highway safety by identifying and immobilizing commercial motor carriers that are prohibited from operating due to a Federal Out-of-Service (OOS) order. PRISM is a key component to FMCSA's mission to reduce the number of CMV crashes, injuries and fatalities in a rapidly expanding interstate motor carrier population. PRISM provides States a safety mechanism to identify and immobilize motor carriers with serious safety deficiencies and hold them accountable through registration and law enforcement sanctions. States may fund new PRISM system development, deployment, as well as Operations and Maintenance. Further information regarding full participation in PRISM can be found in the MCP Section 4.3.1.

PRISM O&M are costs associated with projects that improve CMV safety, maintain and/or advance PRISM levels. O&M costs may also include memberships, fees, dues, program travel, and other related program costs that maintain or support PRISM deployment activities. All PRISM technology projects proposed will be reviewed by the PRISM Program Manager for eligibility determination.

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, specific details must be included both in this section and in your Part 4 Spending Plan.

Technology Program	Current Compliance Level	Include O & M Costs?
ITD	Core ITD Compliant	Yes
PRISM	Enhanced Participation	No

Avaliable data sources:

- The Innovative Technology Deployment (ITD) website is a centralized repository for information that States should utilize to plan and implement effective ITD programs. ITD users can log in to query information from SAFER and other FMCSA systems, as well as access resources including recordings of previous webinars, conference materials, and web infrastructure technical specifications.
- The PRISM Data and Safety Hub (DASH) is an online workspace where State partners can log in to access reports, submit data, get materials to help implement PRISM and obtain information on the Level Up initiative.

Enter the agency name responsible for ITD in the State: Maryland Dept. of Transportation/State Hwy Admin

Enter the agency name responsible for PRISM in the State: Maryland Motor Vehicle Administration

Narrative Overview for FY 2023 - 2025

Problem Statement Narrative and Projected Goal: Describe any challenges encountered in implementing, maintaining, or improving your ITD and PRISM program compliance level (i.e., problems encountered, obstacles overcome, lessons learned, etc.).

1. **Virtual Weigh Station Maintenance**

Roving crews are only able to stop and inspect a limited number of trucks at roadside so it is important that they stop specific vehicles known to be operating illegally. Accuracy is critical to making the correct vehicle selection. It is also important that both enforcement personnel and the trucking industry have confidence in the data the system is providing. When the system does malfunction, it must be corrected quickly.

2. **Thermal Imaging Equipment - Portable**

 Many of the roadside inspections performed by our roving crews are Level II. The use of portable thermal units could identify trucks in need of a full level I inspection, thus identirfying the appropriate level of inspection to be performed.

UPDATES For FFY2024

Maryland now has 21 virtual weigh stations which reported over 21,000,000 weighings in FFY2022. Additional information concerning our maintenance contract is located in Part 4 Section 7 of the budget narative.

Maryland had previously considered the procurement of stationary thermal systems for some of our truck weigh and inspection stations but were not convinced after a discussion with the Michigan State Police. We may consider future procurement of this technology pending additional improvements by the manufacturer. The hand held units have been purchased through a state contract with Grainger. There has not been enough time for deployment so their efficacy has not been tested.

Program Activities for FY 2023 - 2025: Describe any activities that will be taken to implement, maintain or improve your ITD and PRISM programs. Include a description of O&M costs for ITD and PRISM.

1. **Virtual Weigh Station Maintenance**

Maryland has secured a 5-year single bid contract with Conduent State and Local Solutions. There are no further procurement requirements at this time. Maryland currently has a Virtual Weigh Station System of 18 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. Currently, citations cannot be written directly off of data provided by a VWS, However, Maryland carriers with noted repeat violations may be subject to an investigation.

2. Thermal Imaging - portable

For the portable termal imaging units, purchases under $25,000 no approval from the BPW is required and an IFB can be advertised on the internet for approx. one month. The lowest qualified bidder will provide units and training. If the same vendor can supply both fixed and portable systems in response to the RFP, a separate procurement may not be necessary.

Performance Measurements and Monitoring: Describe all performance measures that will be used and include how the State will conduct ongoing monitoring of ITD and PRISM progress (e.g., including quarterly SF-PPR reporting).

1. Virtual Weigh Station System Maintenance

All Virtual Weigh Stations must be monitored daily to ensure all components are functioning properly and providing accurate data. To this end, Maryland has contracted Conduent Styate and Local Soultions to monitor and maintain these sites, including hardware, softweare, sensors and cameras. (the specifics of their maintenance responsibilities are listed in the contractual budget section). Our Systems Architect is also running voltage and weight checks to validatethe accuracy of the readings. Readings from the VWS sites are continually checked against weights reported from portable and fixed scales. Any deviation is corrected through software adjustments.

2. 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. Roving crews will maintain a record of thermal image alerts compared with verified violations identified in a North American Stanard inspection. They will monitor any increased corrilation as the inspectors become more accustomed to the use of the equipment.

Comments

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. Do changes need to be made on this page for the upcoming fiscal year? Note: 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. I understand that I must include the heading "Update for FY 2024" before adding my changes in the narrative section and then click "Save" to save the changes.**

○ **No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary. If no is selected, this section will not be open for editing.**

A public education and outreach program is designed to provide information on a variety of traffic safety issues related to CMVs and non-CMVs 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 2017 - 2021

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

Public Education and Outreach Activities	2017	2018	2019	2020	2021
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 2023 - 2025

Performance Objective: 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 activities the State plans to conduct, including but not limited to passenger transportation, work zone safety, hazardous materials transportation, human trafficking/smuggling, and share the road safely initiatives. Include the number of personnel that will be participating in these efforts and any Public Education and Outreach activities that are not specifically listed in the Projected Goals table.

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 on 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. It is estimated that the maryland State Police handle approximately 200 such calls per month, while Maryland transportation Authority police handle 150 and the Motor Carrier Division of State Highway handles 160 per month. 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. In FFY 2021 the MCD spent approximately $350,000 in outreach 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. In FFY2022,Maryland did not spend any of itsoutreach funding, being without a media vendor. We will be putting out an RFP in FFY2023 to procure a vendor for at leat 3 years. Once we have a new media consultant onboard, we will utilize posters and signs provided by Truckers Against Trafficking (TAT) around truck weigh and inspection Stations, visitor centers and truck stops. We will also seek to partner with Maryland Motor Truck Assoc. (MMTA) and motor coach companies providing transportation from known trafficking hubs. Driver alerts for both commercial and non-commercial vehicles prior to work zones will also be a part of new safety messaging for our media consultant. Some messaging may be provided using the portable variable message signs purchased with FFY2022 MCSAP funds.

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, there remains a limited demand. 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 FFY2022 and possibly into FFY2023 as schools and organizations begin to reopen. We will be exploring other means of reaching those specific groups that may not require direct contact. Beginning in FFY2021 and again in FFY2022, we funded the Morgan State University, Summer Transportation Program for young students to become aware of transprotation and safety issues. This was the first time the summer program was held virtually, so that not all of the budget was spent. For FFY2023 we will again sponsor this program and 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. We have distributed nearly 1,100 copies tin FFY2021. Since then, demand has decreased conciderably - 700 copies in FFY2022. 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 FFY2019, with an additional 2400 copies in FFY2021 and 900 so far in FF2022. 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:

In FFY2018, a Commercial Vehicle Safety Summit was held at the Maritime Institute in Linthicum, Maryland and was 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.   Between 150 and 200 attended. The summit 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.   Our next Summit was going to be held in the fall of 2020, but was cancelled due to the COVID 19 Pandemic. No Summit has been scheduled since, but we are hopefull to be able to hold our next summit in the fall of FFY2023. 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 and attend outreach events throughout the year and across the state. However, requests for live presentations during FFY2021 and FFY2022 have been very few. There were 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.

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 20 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 FFY2022 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 in FFY2022 as planned due to COVID-19 concerns. Instead, we now plan on holding the safety summit during the fall of FFY2023, which would have normally been an off-year for the summit.

Due to COVID-19 issues during FFY20, no safety talks, meetings or events took place after February of FFY2020, 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 FY2023.

Projected Goals for FY 2023 - 2025

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.

Yes	No	Activity Type	Performance Goals		
			FY 2023	FY 2024	FY 2025
⦿	○	Carrier Safety Talks	30	30	30
⦿	○	CMV Safety Belt Education and Outreach	1	1	1
⦿	○	State Trucking Association Meetings	3	3	3
⦿	○	State-Sponsored Outreach Events	1	1	1
⦿	○	Local Educational Safety Events	7	7	7
⦿	○	Teen Safety Events	1	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.

Comments

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. Do changes need to be made on this page for the upcoming fiscal year? Note: 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. I understand that I must include the heading "Update for FY 2024" before adding my changes in the narrative section and then click "Save" to save the changes.**

○ **No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary. If no is selected, this section will not be open for editing.**

MCSAP lead agencies are allowed to use MCSAP funds for Operations and Maintenance (O&M) costs associated with State Safety Data Quality (SSDQ) requirements to ensure the State meets accuracy, completeness and timeliness measures regarding motor carrier safety data and participates in the national data correction system (DataQs). All O&M expenses for SSDQ must be included and described both in this section and in the appropriate section of the Financial Information in Part 4.

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	Good	No

Available data sources:

- FMCSA SSDQ website
- FMCSA DataQs website

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

Enter the agency or agencies name responsible for DataQs: State Hwy Admin & Maryland State Police

Enter the agency name responsible for the Crash Data Repository: 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 2023 - 2025.

SSDQ Measure	Current SSDQ Rating	Goal for FY 2023	Goal for FY 2024	Goal for FY 2025
Crash Record Completeness	Good	Good	Good	Good
Crash VIN Accuracy	Good	Good	Good	Good
Fatal Crash Completeness	Good	Good	Good	Good
Crash Timeliness	Good	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.
A&I Snapshot 9/30/2022..

Narrative Overview for FY 2023 - 2025

Problem Statement Narrative: Describe any issues encountered for all SSDQ measures not rated as "Good/Green" 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. Technicions 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 9/30/22, Maryland was green in all catagories. The the leading indicator for Crash Timeliness was 91% with all others ranging between (5% and 100%. 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. Now that are all "green" we should be able to stay there.

Program Activities FY 2023 - 2025: Describe activities that will be taken to achieve or maintain a "Good" (Green) rating in all measures including the overall SSDQ rating. Include a description of all O&M costs for SSDQ. Also, describe how your State provides resources to conduct DataQs operations within your State, and how elevated/appeals requests are handled.

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 Washington College 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.

Both the Motor Carrier Division of the Maryland State Highway Administration and the Maryland State Police share in the responsibilities of data quality. The Motor Carrier Division uploads the crash data and responds to all DataQs related to crashes. Elevated requests for crashes are further reviewed by the Asst. Chief and if necessary, by the Chief of the motor carrier division, who is also a certified trainer for NAS inspectors. The CVED of the MSP uploads all inspection data and responds to DataQs related to inspections. Inquiries initially lodged with the MCD related to inspections are forwarded to the MSP. Within the CVED, initial responses are sent to the supervisor of the specific truck weigh and inspection station where the inspection was conducted. If the matter remains unresolved the elevated request goes to the training team and if necessary to the FMCSA Division Office. To ensure that crash record data and inspection data remain accurate, complete, timely and consistent, the following actions/activities are taken:

As the central repository for crash data ,all crash reports in Maryland are uploaded to the Data Warehouse 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 to monitor data quality and DataQs performance 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

Comments

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. Do changes need to be made on this page for the upcoming fiscal year? Note: 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. I understand that I must include the heading "Update for FY 2024" before adding my changes in the narrative section and then click "Save" to save the changes.**
>
> ○ **No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary. If no is selected, this section will not be open for editing.**

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
●	○	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.
○	●	Does your State conduct Group safety audits at non principal place of business locations?
○	●	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 2017 - 2021

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

New Entrant Safety Audits	2017	2018	2019	2020	2021
Interstate	1033	936	928	875	938
Intrastate	0	0	0	0	0
Total Audits	**1033**	**936**	**928**	**875**	**938**

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 2023 - 2025

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 (NEWS)**	
Date information retrieved from NEWS Dashboard to complete eCVSP	10/13/2023
Total Number of New Entrant Carriers in NEWS (Unassigned and Assigned)	2895
Current Number of Past Dues	512

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 2023 - 2025

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

Projected Goals for FY 2023 - 2025 - New Entrant Safety Audits						
	FY 2023		**FY 2024**		**FY 2025**	
Number of Safety Audits/Non-Audit Resolutions	Interstate	Intrastate	Interstate	Intrastate	Interstate	Intrastate
# of Safety Audits (Onsite)	170	0	300	0	300	0
# of Safety Audits (Offsite)	930	0	1395	0	1395	0
# Group Audits	0	0	0	0	0	0
TOTAL Safety Audits	**1100**	**0**	**1695**	**0**	**1695**	**0**
# of Non-Audit Resolutions	1100	0	1695	0	1695	0

Strategies: Describe the strategies that will be utilized to meet the program objective above. Describe how the State will reduce past due Safety Audits. Provide any challenges or impediments foreseen that may prevent successful completion of the objective.

Through the first three quarters of FFY22, Maryland has conducted well 1000 New Entrant Safety 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 six full-time 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. Currently, there are 10 part-time troopers that have received specialized training in order to conduct the New Entrant audits on an overtime basis in addition to their general MCSAP related duties. In FFY2025, additional part-time personnel will be trained to meet the increasing demand.

In FFY2023, Maryland will explore the feasibility of enlisting the aid of 3rd party investigators to perform safety audits. It is not anticipated that this will happen before FFY2024 owing to the lengthy procurement process. If sucessful, there should be no past dues and the number of unresolved should be reduced.

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. 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 with ensure that program deficiencies are identified quickly and changes made to maintain effective and efficient audits.

Activity Plan for FY 2023 - 2025: 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 goals for the multi-year eCVSP beginning in FFY2023 have been increased over previous years. However, we are having difficulty in keeping up with the large increase in demand following the COVID 19 Pandemic years. The goals for FFY2023 through FFY2025 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. In order to reduce the number of overdue audits by 20%, ACES auditors will also have overtime funding available on an as needed basis in order to conduct additional New Entrant safety audits. Five additional personnel will be trained to conduct safety audits on a part time basis. We will also solicit the help of a third party to conduct at least half of required audits. This would further reduce the number of passed due audits and non-audit resolutions. It would also allow our full-time investigators to spend more time conducting invesigations. Unfortunately, we will not likely be able to deploy a third party in FFY2023, but should be available beginning in FFY2024, at which time we would be able to readjust our goals for both safety audits and investigations. Currenty, we are conducting approxi,ately 20% of our audits as On-Site. Although it is our intent to have a more balanced program with half of our audits being conducted On-Site, that would likely lead to fewer audits being conducted. Our emphasis will be to conduct more audits and reduce the number of late audits. As we approach that outcome, we can begin conducting more audits On-Site moving toward that balanced program.

Update for FY2024:

As identified in Part 2.4, Maryland will no longer seek the support of 3rd party Safety Auditors. Legal/liability concerns and additional output from our own auditors have made further discussion of this option unlikely.

Statistics taken from the 8/11/23 A&I Activity Dashboard, Maryland has conducted 1,297 audits so far this year. We have already exceeded our goal for this year and expected to top out above 1500 by fiscal year end. Keeping up with continued increased inventory remains a challenge but increased overtime spending for part time inspectors has has been helpful.

Statististic from the 9/29/23 A&I dashboard snapshot:

	FY2019	FY2020	FY2021	FY2022	FY2023
Onsite	750	129	74	195	186
Offstie	178	746	864	1267	1288
Total	928	875	938	1462	1474

As identified in the FFY2024 NOFO attaining New Entrant Safety Audit goals support the "Safer People" and "Safer Vehicles" in the national Roadside Safety Strategy. Maryland requested and was granted an increase in the 15% cap on overtime in FFY2022 specifically to increase the number of New Entrant Safety Audits conducted and reduce the inventory. Utililizing the additional overtime, Maryland was able to increase the number of New Entrant Audits by 36% in FFY2022 and 37% in FFY2023 over the previous level in FFY2021. Maryland did not request an overtime cap in FFY2023. In FFY2023, our NE Safety Auditors used a total of 2807 overtime hours to conduct a total of 936 NESA for a total cost of $174,392. this was an average cost of $62.13 per hour and an average cost per audit of $186.38. By requesting a 5% increase in our overtime cap (from 15 to 20%) we could increase the original $75,000 NESA budget to $225,000 and conduct 1207 NESA. The additional 610 NESA needed to increase our annual total by 15% would be conducted by our full-time auditors on regular time. Greater focus on risky carriers will be accomplished by working closely with the FMCSA Maryland Division Office for both NESA and Carrier Investigations. As Maryland continued to conduct more NESA in FFY2023 the inventory was reduced every month. We would anticipate a continued inventory reduction which would ultimately lead to a 20% reduction in late audits. The request for additional overtime will also support "Safer People" and "Safer Vehicles" through increased roving crew operations. The Commercial Vehicle Enforcement Division of the maryland State Police have 21 special initiatives deployed on high crash corridors and rural routes used by carriers attempting to escape detection. Maryland has an additional 15 county and local enforcement agencies that share in the overtime funding available for roadside inspections and traffic enforcement. Our most recent totals for hourly enforcement, roving inspections and violations greatly exceed our goals. In support of this request for additional overtime, we have adjusted the line items in our CVSP budget section - none of which will require changes to our SF424 submittal.

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.

Comments

Part 3 - National Emphasis Areas and State Specific Objectives

Part 3 Section 1 - Overview

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 national emphasis areas and priorities outlined in the MCSAP Planning Memorandum that do not fit well within any section in Part 2 – Crash Reduction.

States may include any State-specific objectives. For example, create an objective to provide refresher training to MCSAP funded personnel on detecting human trafficking and human smuggling in Section 5.

Specific goals and activities must be projected for the three fiscal year period (FYs 2023 - 2025).

Comments

Part 3 Section 2 - 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. Do changes need to be made on this page for the upcoming fiscal year? Note: 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. I understand that I must include the heading "Update for FY 2024" before adding my changes in the narrative section and then click "Save" to save the changes.**

○ **No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary. If no is selected, this section will not be open for editing.**

Instructions:

*FMCSA has established an Out-of-Service (OOS) catch rate of at least 85 percent for carriers operating while under a Federal **Imminent Hazard (IH) and unsatisfactory/unfit (UNSAT/UNFIT) OOS** order. If your catch rate is below 85 percent, States must develop performance goals and activities to meet the FMCSA threshold of at least 85 percent.*

The OOS Catch Rate report is located on the A&I Online website in the Grants module. Select the OOS report from the Activity Dashboard to view your catch rate. Portal credentials are required to access this website.

> ***Your State's FY 2022 Federal IH and UNSAT/UNFIT OOS Catch Rate percentage: 100.00%***
>
> *Data Source: Last completed fiscal year, FMCSA Motor Carrier Management Information System (MCMIS) and the Safety and Fitness Electronic Records (SAFER) as of 04/28/2023*

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 2023 - 2025

Project Goal: *Increase the IM and UNSAT/UNFIT OOS catch rate percentage to meet the FMCSA threshold of at least 85 percent.*

Projected Goals for FY 2023 - 2025: *Enter a description of the State's performance goals.*

Fiscal Year	Goal (%)
2023	90
2024	92
2025	94

Source: FMCSA MCMIS Activity Dashboard 6/24/22

For FFY 2021, Maryland missed 1 out of 1 OOS carriers yielding an OOS catch rate of 0%. We will improve this catch rate by more than 10% per year for FFY2023 - 2025.

For the first 8 months of FFY2022, Maryland had a total catch rate of 95.8% and a catch rate for immenent hazard and unst/unfit carriers of 100%. This is an improvement over the FFY2020 catch rate of 90.91 and 93.3 for FFY 2021. Maryland's goal is to achieve and maintain a total catch rate of at least 90% during FFY2023, FFY2024 and FFY2025.

Program Activities for FY 2023 - 2025: 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 FFY2023 - 2025:

To increase our catch rate of immenent hazard and Unsat/unfit carriers by more than 10%, inspectors will continue to utilize the various alternative databases to verify the status of carriers with each inspection. 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.
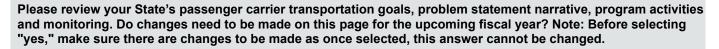
Performance Measurements and Monitoring: Describe all performance measures and how the State will conduct ongoing monitoring of progress in addition to quarterly SF-PPR reporting.
Progress will be monitored periodically (when spreadsheets provided by FMCSA) through review of the spreadsheets regarding 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.

Comments

Part 3 Section 3 - Passenger Carrier Enforcement

Please review your State's passenger carrier transportation goals, problem statement narrative, program activities and monitoring. Do changes need to be made on this page for the upcoming fiscal year? Note: 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. I understand that I must include the heading "Update for FY 2024" before adding my changes in the narrative section and then click "Save" to save the changes.**

○ **No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary. If no is selected, this section will not be open for editing.**

Instructions:

FMCSA requests that States conduct enhanced investigations for motor carriers of passengers and other high-risk carriers. 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.**

Comments

Part 3 Section 4 - State Specific Objectives – Past

No updates are required for this section.

Instructions:

Describe any State-specific CMV problems that were addressed with FY 2022 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 2022 CVSP.

Progress Report on State Specific Objectives(s) from the FY 2022 CVSP

Please enter information to describe the year-to-date progress on any State-specific objective(s) identified in the State's FY 2022 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 FFY2018 through FFY2021 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 FFY2021 was to devote 600 enforcement hours, complete 450 inspections and issue 550 citations and warnings. Maryland's objective for the OPERATION SMASH initiative for FFY2021 was to devote 550 enforcement hours, complete 500 inspections and issue over 700 citations and warnings. Maryland's objective for the WEEKEND WARRIOR initiative for FFY2021 was to devote 400 enforcement hours, complete 350 inspections and issue over 450 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 FFY2021: 795 enforcement hours were devoted to the initiative. This exceeded our goal of devoting 600 enforcement hours. 518 safety inspections were performed. Again, the goal of 450 inspections was surpassed. The 427 citations/warnings however did not meet our goal of 550 citations and warnings. OPERATION SMASH resulted in the following efforts for FFY2021: Only396 enforcement hours were devoted to the initiative, while our goal had been 550 hours. The 290 inspections performed in FFY2021 also fell short of our goal of 500 inspections. The 674 citations and warnings that were issued during the initiative nearly met our goal of 700 citations/warnings. The WEEKEND WARRIOR initiative resulted in the following efforts for FFY2021: The 570 enforcement hours devoted to the initiative far exceeded our FFY2021 goal of at least 400 hours. The 476 safety inspections performed was far greater than our goal of 350 inspections for the initiative. 637 citations and warnings were issued to vehicles stopped/inspected during the initiative. Again, this far exceeded our goal of 450 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 FFY2021 CVSP, was the FFY2018 through 2021 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 FFY2018, 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 FFY2018. 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 13 barracks in various geographical areas across Maryland were funded to allow for statewide enforcement of commercial vehicles - some in rural areas such as Cumberland and Centerville and some in high crash areas like College park. 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 FFY2018, using the provided funding, barrack troopers conducted 1804 CMV stops and issued over 2000 citations and warnings without conducting safety inspections. Over 900 work hours were dedicated to this initiative in geographical locations from the Western border to the Eastern Shore of Maryland. Unfortunately, this initiative was badly affected by the Covid -19 Pandemic. By FFY2021, the number of barracks participating had dropped to 9 and CMV stops were reduced to 1226, issuing 1312 citations.

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

Comments

Part 3 Section 5 - State Specific Objectives – Future

> **Please review your State specific objectives and narrative overview. Do changes need to be made on this page for the upcoming fiscal year? Note: 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. I understand that I must include the heading "Update for FY 2024" before adding my changes in the narrative section and then click "Save" to save the changes.**
>
> ○ **No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary. If no is selected, this section will not be open for editing.**

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 human trafficking/smuggling initiatives, work zone safety details, 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 2023 - 2025. 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 2023 - 2025

Problem Statement Narrative: Describe problem identified by performance data including baseline data.
During FYY2021, Maryland experienced just over 3,713 CMV traffic accidents (number includes CMV involved accident with injury and major property damage requiring a tow). This was the highest number of annual crashes in the past 5 years. Of those accidents, 1031 were classified as injury accidents and resulted in injuries to nearly 1400 people. 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 2023 - 2025:
Enter performance goal.
Note: These goals are set for FFY2023 through FFY2025 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 is Maryland's goal to conduct at least 13,000 traffic enforcement stops statewide during FFY2023 on commercial vehicles and to conduct an inspection in conjunction with the traffic stop. Our goal will be to increase the number of traffic stops in each of the two following years to 14,000 stops in FFY2024 and 15,000 stops in FFY2025. 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 FFY2023 through FFY2025.

Program Activities for FY 2023 - 2025: 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 FFY2023 will be to devote 700 enforcement hours, complete 450 inspections and issue 500 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 FFY2023. 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 FFY2023 is to devote 450 enforcement hours, complete 400 inspections and issue at least 675 citations and warnings. Our goals for the following two years, FFY2024 and FFY2025, is to continue our efforts at the same level as set for FFY2023 . 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 FFY2023 is to devote 550 enforcement hours, complete 450 inspections and issue over 600 citations and warnings. Our goals for the following two years, FFY2024 and FFY2025, will be to continue our efforts at the same level as set for FFY2013. 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, 23 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.

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.

Enter the title of your State-Identified Objective.
Traffic Enforcement without an Inspection - Rural Truck Enforcement Initiative

Narrative Overview for FY 2023 - 2025

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 2023 - 2025:
Enter performance goal.
The goal set for FFY2023 is to conduct at least 1300 CMV stops without an inspection being performed. Goals for the following two fiscal years will be to increase each year by 1000 stops. While increased participation would help us to meet/exceed our goal of at least 1300 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. 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.

Program Activities for FY 2023 - 2025: 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 9 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. Update for FY2024: Statistics taken the state Form 24-1 Activity Report through 6/30/23 for the following initiatives: Operation 81 673 hours, 606 inspections and 887 tickets/warnings These will greatly exceed our FF2023 goals. SMASH 385 hours 247 inspections and 574 tickets/warnings Inspections will be less but hours and tickets exceed goals Weekend Warrior 238 hours 208 inspections and 279 tickets/warnings All goals will not be met having shifted enforcement to I-81 Statistics

taken from the 8/11/23 Activities Dashboard of the A&I show that Maryland has currently conducted 10,561 traffic enforcement stops with an inspection. Projecting out to the end of the fiscal year we anticipate over 12,500 stops will be completed. We have nearly met our FFY 2023 goal of 13,000. We anticipate continued improvement and plan to meet our goal of 14,000 stops for FFY2024. Statistics taken from our State "Rural Truck" Spreadsheet shows only 340 traffic stops without an inspection by MSP Barrack troopers. In an effort to reinforce the requirement to only enforce commercial vehicles, the Rural Truck grant was suspended for the first 7 months of FFY2023. All 340 stops and 345 citations/warnings were conducted in only 2 months (May and June). We are anticipating finishing the year with about 800 stops - still considerable short of our 1300 stop goal. Had this initiative been conducted for the full year, averaging 170 stops per month, we would have greatly exceeded our goal with over 2,000 stops. Barring any future suspension of this initiative, we will have no trouble meeting our goal of 1,400 stops in FFY2024. One unfortunate update to this section is the removal of the covert tractor trailer in our TTOPS initiative. Although an innovative approach to traffic enforcement and some covert operations, the aging tractor trailer used in this initiative had ever-increasing maintenance issues. It was deemed to be too costly and too unreliable to continue using.

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.

Comments

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 justify 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 2024 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 95 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 5 percent in the state share calculation. A State is only required to contribute 5 percent of the total project costs of all budget categories combined as State share. A State is NOT required to include a 5 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 a 95 percent Federal share and 5 percent State share automatically and populates these

values in each line. Federal share is the product of Total Project Costs x 95 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 ensure 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 15% of the MCSAP Award Amount.*
    - *Planned MOE Costs equal or exceed the MOE Baseline amount.*
    - *States' planned Federal and State share totals are each within $5 of FMCSA's Federal and State share estimated amounts.*
    - *Territories' planned Total Project Costs are within $5 of the Federal share.*

ESTIMATED Fiscal Year Funding Amounts for MCSAP			
	95% Federal Share	5% State Share	Total Estimated Funding
Total	$7,968,726.00	$419,407.00	$8,388,133.00

Summary of MCSAP Funding Limitations	
Allowable amount for Lead MCSAP Agency Overtime without prior approval (15% of MCSAP Award Amount):	$1,258,220.00
MOE Baseline:	$0.00

Comments

Part 4 Section 2 - Personnel

Personnel costs are salaries for employees working directly on a project. Only salaries for employees of the lead MCSAP agency should be applied to personnel costs. Salaries for employees of subrecipients should be placed in Contractual and Subaward.

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 15 percent limitation in the MCSAP Comprehensive Policy (MCP), then justification must be provided in the CVSP for review and approval by FMCSA headquarters.

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

Summary of MCSAP Funding Limitations	
Allowable amount for Lead MCSAP Agency Overtime without prior approval (15% of MCSAP Award Amount):	$1,258,220.00

Personnel: Salary and Overtime Project Costs						
Salary Project Costs						
Position(s)	# of Staff	% of Time on MCSAP Grant	Salary	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
Grant Manager - MCD	1	100.0000	$84,000.00	$84,000.00	$84,000.00	$0.00	$0.00
Asst. Chief	1	50.0000	$109,000.00	$54,500.00	$54,500.00	$0.00	$0.00
Subtotal: Salary				**$138,500.00**	**$138,500.00**	**$0.00**	**$0.00**
Overtime Project Costs						
Subtotal: Overtime				**$0.00**	**$0.00**	**$0.00**	**$0.00**
TOTAL: Personnel				**$138,500.00**	**$138,500.00**	**$0.00**	**$0.00**
Accounting Method:	**Accrual**					

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

<u>**Motor Carrier Division**</u>

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 $109000 = $54,500): **$54,500**

100% of the salary of Grant Manager: **$84,000**

Total: $138,500

Comments

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	82.4000	50.0000	$109,000.00	$44,908.00	$44,908.00	$0.00	$0.00
Grant Manager, MCD	82.4000	100.0000	$84,000.00	$69,216.00	$69,216.00	$0.00	$0.00
TOTAL: Fringe Benefits				**$114,124.00**	**$114,124.00**	**$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: $138,500 x 82.40% = $114,124

Lead Agency Fringe Benefit Costs

The State Highway Administration Payroll Additive Percentage is currently 82.40% (through 9/30/24) and is being captured as fringe only with no indirect costs. The payroll additive percentage is identified in the attached most current letter from Valeriya Remezova, FHWA Division Administrator.

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

The most recent payroll additive rate was approved by FHWA on June 14, 2023.

Comments

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 §200.475.

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 CVSP Planning Meeting	1	4	100.0000	$2,200.00	$2,200.00	$0.00	$0.00
SHA/MDOT Attend Spring CVSA	1	5	100.0000	$3,000.00	$3,000.00	$0.00	$0.00
SHA/MDOT Attend Fall CVSA	1	5	100.0000	$3,000.00	$3,000.00	$0.00	$0.00
TOTAL: Travel				**$8,200.00**	**$8,200.00**	**$0.00**	**$0.00**

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

CVSA Conferences:

The Commercial Vehicle Safety Alliance (CVSA) is the premier commercial vehicle safety organization that provides education, training, outreach and networking with all states, federal agencies and private industry to increase uniform enforcement of federal and state regulations. This partnership continually updates the Out of Service Criteria and reviews the newest technology and enforcement practices. Currently, there are ten commitees 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 commitees, 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 $3,000. 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: $1400
Registraon Fees: $750
Other: $100
Total: $3,000

Estimated cost for one employee to attend Spring CVSA Conference: $3,000 Estimated cost for one employee to attend Fall CVSA Conference: $3,000

CVSP Planning Meeting:

Assuming that the planning meeting to be held in FFY2024 will be a national planning meeting as has occurred for the past several years, we will use the costs that were inccurred to attend the most recent planning meeting held in New Orleans to estimate costs to attend the next FY2024 planning meeting.

The following costs were incurred to attend the most recent planning meeting:

Airfare: $1069

Lodging: $741

Meals: $250

Other: $140

Total: $2200

Estimated combined costs for one employee to attend the 2024 planning meeting: 1 @ $2,200 each = $2,200

TOTAL TRAVEL COSTS: $8,200

Comments

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 equipment threshold amount. To refer to Capital assets, Computing devices, General purpose equipment, Information technology systems, Special purpose equipment, and Supplies see 2 CFR § 200.1 Definitions.*

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 how many of each item, the full cost of each item, and the percentage of time this item will be dedicated to MCSAP activities.

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	10	$15,000.00	100	$150,000.00	$150,000.00	$0.00	$0.00
TOTAL: Equipment				**$150,000.00**	**$150,000.00**	**$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.
Pan/Tilt/ZoomSecurity Cameras
Secruity cameras are needed at 6 of our truck weigh and inspection stations (TWIS) to monitor the building and parking area behind the building when the station is closed. Some of the parking area is dedicated to 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 additon of security cameras would also increase the safety of the drivers that have willingly chosen to use the TWIS as a place to rest at night.

Comments

Part 4 Section 6 - Supplies

Supplies means all tangible property other than that described in Equipment in [2 CFR §200.1](#) Definitions. 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.

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.

Comments

Part 4 Section 7 - Contractual and Subaward

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 §200.1 Definitions). All contracts issued under a Federal award must comply with the procurement standards described in 2 CFR §200.317, 2 CFR §200.318, and Appendix II to Part 200.

Note: Contracts are separate and distinct from subawards; see 2 CFR §200.331 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 §200.1 Definitions and 2 CFR §200.331).

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 §200.1 Definitions).

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.

The Unique Entity Identifier (UEI) is the non-proprietary identifier that replaced the DUNS number. All contractors and subrecipients must be registered in the System for Award Management (SAM.gov). The UEI will be requested in and assigned by SAM.gov. Enter the UEI number of each entity in the space provided in the table.

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	UEI Number	Instrument Type	% of Time on MCSAP Grant	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
Maryland Transportation Authority Police	T768HKZ8PLC2	Subrecipient	100.0000	$370,047.00	$370,047.00	$0.00	$0.00
Description of Services: Commercial Vehicle Enforcement							
Prince Georges County P.D	EG8RRDV51SP8	Contract	100.0000	$30,000.00	$0.00	$30,000.00	$0.00
Description of Services: Overtime CMV enforcement							
Harford County Sheriff's Office	YAALVYBSJWY1	Subrecipient	100.0000	$10,000.00	$0.00	$10,000.00	$0.00
Description of Services: Perform CMV Safety Inspections							
Howard County Police Department	LJPAM296M118	Subrecipient	100.0000	$12,133.00	$0.00	$12,133.00	$0.00
Description of Services: Perform CMV Safety Inspections							
Kent County Sheriff's Office	C8C6GAZ67CA9	Subrecipient	100.0000	$5,000.00	$0.00	$5,000.00	$0.00
Description of Services: Perform CMV Safety Inspections							
Montgomery County Police Department	NKUJZ83VKP51	Subrecipient	100.0000	$34,867.00	$593.00	$34,274.00	$0.00
Description of Services: Perform CMV Safety Inspections							
Queen Anne's County Sheriff's Office	JZJ5ZCR4PNL4	Subrecipient	100.0000	$5,000.00	$0.00	$5,000.00	$0.00
Description of Services: Perform CMV Safety Inspecitons							
Rockville City Police Department	XZGJXFPKJ9E7	Subrecipient	100.0000	$15,000.00	$15,000.00	$0.00	$0.00
Description of Services: Perform CMV Safety Inspecitons							
Washington County Sheriff's Office	L5PZDUJ9GEJ3	Subrecipient	100.0000	$5,000.00	$0.00	$5,000.00	$0.00
Description of Services: Perform CMV Safety Inspections							
Maryland Department of Environment	8734YDNLSHW5	Subrecipient	100.0000	$181,800.00	$181,800.00	$0.00	$0.00
Description of Services: Commercial Vehicle Enforcement							
Anne Arundel County Police Department	PYJGMH3SG3N5	Subrecipient	100.0000	$8,000.00	$0.00	$8,000.00	$0.00
Description of Services: Perform CMV Safety Inspections							
Baltimore County Police Department	FQB4M5AZEY39	Subrecipient	100.0000	$35,000.00	$0.00	$35,000.00	$0.00
Description of Services: Perform CMV Safety Inspections							
University of Maryland	NPU8ULVAAS23	Contract	100.0000	$225,000.00	$0.00	$225,000.00	$0.00
Description of Services: Special Projects							
Carroll County Sheriff's Office	G77AD66MYJ22	Subrecipient	100.0000	$20,000.00	$0.00	$20,000.00	$0.00
Description of Services: Perform CMV Safety Inspections							
Charles County Sheriff's Office	TVSREGA8K3F9	Subrecipient	100.0000	$15,000.00	$0.00	$15,000.00	$0.00
Description of Services: Perform CMV Safety Inspections							

Frederick County Sheriff's Office	K9VMLKYJNYP7	Subrecipient	100.0000	$25,000.00	$25,000.00	$0.00	$0.00
Description of Services: Perform CMV Safety Inspections							
Calvert County Sheriff's Office	QNK7EMTDENN4	Subrecipient	100.0000	$5,000.00	$0.00	$5,000.00	$0.00
Description of Services: Perform CMV Safety Inspections							
Whitman, Requardt & Assoc.		Contract	100.0000	$109,436.00	$109,436.00	$0.00	$0.00
Description of Services: Crash Data Upload Services							
Centreville Police Department	JG6BBWHLCUU3	Subrecipient	100.0000	$5,000.00	$0.00	$5,000.00	$0.00
Description of Services: Perform CMV Safety Inspections							
Maryland State Police	EM44YKJ8L555	Subrecipient	100.0000	$4,912,424.00	$4,912,424.00	$0.00	$0.00
Description of Services: Commercial Vehicle Enforcement							
Ocean City Police Department	J652NWGTADQ9	Subrecipient	100.0000	$5,000.00	$0.00	$5,000.00	$0.00
Description of Services: Perform CMV Safety Inspections							
Washington College	PN2AXSW62L46	Subrecipient	100.0000	$278,870.00	$278,870.00	$0.00	$0.00
Description of Services: Crash Data Analysis/Develop Query Applications							
Various Universities		Contract	100.0000	$100,000.00	$100,000.00	$0.00	$0.00
Description of Services: Educate High School Students regarding CMV Safety							
Media Consultant TBD		Contract	100.0000	$300,000.00	$300,000.00	$0.00	$0.00
Description of Services: Media Based Outreach							
Conduent State and Local Solutions	WCELVH17YJE7	Contract	100.0000	$1,226,832.00	$1,226,832.00	$0.00	$0.00
Description of Services: Maintenance on Virtual Weigh Station System							
TOTAL: Contractual and Subaward				**$7,939,409.00**	**$7,520,002.00**	**$419,407.00**	**$0.00**

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

CONTRACTUALS:

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

Whitman, Requard Associates, Inc.

Data Analyst Task 1

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.

Total $109,436 Fully Loaded

Federal Share $109,436

State Share $0

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 about 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 for two positions)

  Federal share $225,000

  State Share $0

Variuos Colleges and Universities

We anticipate increased outreach and inclusion of younger and diadvantaged drivers by seeking proposals from colleges and universities on topics or studies related to commercial vehicle safety. In FFY2020 and FFY2021, Maryland sponsored a summer

Transportation Program conducted by Morgan State University designed to increase awareness of commercial vehicle transportation and safety among younger students. The goal was to foster safer driving habits early and encourage students to become future traffic safety manages and traffic engineers through field trips, seminars and presentations.

For FFY2024 and future years, we will expand these efforts to include other colleges, universities and community colleges

Total $100,000

  Federal Share $100,000

  State Share $0

Media Consulstant to be determined

Media Based Outreach	Estimated Total Cost
Development and administration of advertising campaign	$50,000
Internet media including social media	$50,000
Stadium and college ad campaigns	$50,000
Outdoor billboards promoting truck safety.	$50,000

Radio/television ads (broadcast on stations)	$50,000
Various forms of print media	$50,000
Total	**$300,000**

Federal Share   **$300,000 Fully Loaded**

State Share   **$0**

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Our advertising campaign will continue to promote messages regarding the dangers of cutting off trucks and tailgaiting 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 SHA Office of Communication is 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.

Conduent State & Local Solutions Inc.

Maryland currently has a virtual weigh station system of 21 locations throughout the state. Each location can provide an image of a truck, its speed and weight of each axle. A trooper downstream of the station can receive and image of a 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 of State Highway. Companies identified in violation can receive a safety warning letter including a picture and violation. Currently, citations cannot be written directly off of data provided by a VWS. 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 and Local Solutions to monitor and maintain these sites. The cost to monitor the 21 locations is $102,236 per month.

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Conduent Maintenance Contract Specifics:

1.1.1   Software Maintenance Requirements

A. The TO Contractor shall upgrade to the latest version of Windows for continued operations.

B. Software maintenance shall include all future software updates and system enhancements applicable to system modules licensed without further charge to the State.

C. Support shall be provided for superseded releases and back releases still in use by the State.

D. For the first year and all subsequent Task Order years, the following services shall be provided for the current version and one previous version of any software provided, commencing on NTP.

   1) Error Correction. Upon notice by State of a problem with the Software (which problem can be verified), reasonable efforts to correct or provide a working solution for the problem.

   2) Material Defects. TO Contractor shall notify the State of any material errors or defects known or made known to TO Contractor from any source during the life of the Task Order that could cause the production of inaccurate or otherwise materially incorrect results. The TO Contractor shall initiate actions as may be commercially necessary or proper to effect corrections of any such errors or defects.

   3) Updates. TO Contractor shall provide to the State at no additional charge all new releases and bug fixes (collectively referred to as "Updates") developed or published by the TO Contractor and made available to its other customers.

1.1.2   Equipment Maintenance Requirements

A. The TO Contractor shall maintain all component equipment deliveries of the VWS system with carriage, insurance and freight pre-paid (CIF) at the expense of the TO Contractor. This equipment shall be delivered and stored in premises maintained by the TO Contractor.

B. SHA shall assume no responsibility for the safe keeping of any maintenance component equipment at SHA premises.

C. A minimum of one full set of field replaceable VWS equipment shall be maintained at the TO Contractor's local warehouse or equipment depot. This shall include, but is not limited to: WIM server PC, LCD display, PC keyboard, Cellular Router, network switch/hub, high gain antenna, CVW and CVM unit(s) capable of supporting two lanes, four (4) Kistler charge amps, UPS unit, loop detector, camera, over height detector and reflector, front and side fire IR illuminator units, and any other field replaceable equipment necessary to return any VWS site to full operation in the event of a site failure within the required SLA timeframes. Maintenance and support for all equipment shall be available from the TO Contractor, on site, within two (2) business days of notification of the need for unplanned maintenance and support.

D. The TO Contractor shall maintain equipment in a professional and workmanlike manner and in accordance with all applicable Maryland codes and standards and good engineering practices.

E. The TO Contractor shall continue to maintain equipment to ensure minimum disruption to SHA operations. Lane and shoulder closures shall be accomplished with appropriate traffic control provisions as mandated by the permit. SHA shall be given at least 72 hours' notice of the time and duration of the proposed Maintenance of Traffic (MOT) and any and all lane closures. Work shall be coordinated with the appropriate SHA and District or County entity.

1.1.3 Equipment Installation or Replacement Requirements

A. The TO Contractor shall install or replace equipment as required during planned or unplanned maintenance. Replacement information shall be communicated in advance to SHA.The TO Contractor shall provide all mounting hardware, cables, plugs, and accessories and all incidentals necessary to complete the work.

B. The TO Contractor shall factor in site availability for equipment installation. SHA will make its best endeavor to have sites available for equipment maintenance, however SHA shall not be held responsible for any necessary or unforeseen unavailability of sites.

C. The TO Contractor shall continue to properly ground all equipment racks and cabinets, and individual equipment. During the maintenance phase, the TO Contractor shall continue to take special note of the presence of high ground currents in the vicinity of energized rail tracks and similar ground operating conditions and take appropriate steps to avoid ground loops and consequent equipment damage.

D. The TO Contractor shall maintain connections to all main equipment racks to suitable breaker panels. All electrical wiring and connections shall be properly maintained, and properly terminated during any electrical replacements. Loose wiring or wiring not properly contained in a trough, conduit or raceway shall not be acceptable.

E. Replacement parts and repairs provided, pursuant to planned or unplanned maintenance work shall be subject to prior approval by SHA and shall be tendered and performed in the same manner and extent as items originally delivered in accordance with this TORFP.

1.1.4 Additional Maintenance Requirements

A. The TO Contractor shall communicate each VWS maintenance cycle, planned or unplanned, to SHA in advance, such that the minimum disruption of service shall occur to SHA operations.

B. Any deviations or changes to each site during a planned or unplanned maintenance cycle shall be coordinated with SHA and agreed to by SHA in writing.

C. The TO Contractor shall coordinate, obtain and verify that all permits are in place (lane and shoulder closure, maintenance of traffic and any related permits) and existing utilities have been properly located and marked if required.

D. Maintenance of traffic, notification of maintenance, and soil disturbance as well as soil and surface rehabilitation work shall be done in accordance with the Maryland Book of Standards (http://apps.roads.maryland.gov/businesswithsha/bizstdsspecs/desmanualstdpub/publicationsonline/ohd/bookstd/index.asp), the 2019 Standard Specifications for Construction and Materials (https://www.roads.maryland.gov/pages/sscm.aspx?PageId=853&lid=SSP) and in accordance with all Maryland environmental laws. Lightning protection shall be maintained at all outdoor locations, and all system components and equipment, per Maryland standards. All outdoor locations, system components and equipment shall be properly grounded. The TO Contractor shall be responsible for repairing and/or replacing any existing utilities that may be damaged or disrupted during any significant maintenance, if required, outside the WIM cabinet and associated connected components.

E. The TO Contractor shall continue to mark all underground cable ducts with marking flags. All existing under road surface (bored) conduits shall continue to remain marked with marking tape over the road surface for future identification.

F. In the event the TO Contractor is unable, or fails within the time prescribed to commence and diligently pursue and complete the planned or unplanned maintenance work, at the option of SHA and upon written notice to the TO Contractor, SHA shall contract with another company or use its own personnel and facilities for the performance of the maintenance work. The cost shall be incurred by the TO Contractor.

1.1.5 TO Contractor-Supplied Hardware, Software, and Materials

A. All equipment, materials, labor, test plans, inventory lists, sensor and system calibration that are required during the maintenance period for the contract duration are the responsibility of the selected TO Contractor. The only exception for procurement is the monthly cellular subscription service cost, which is borne separately by the SHA through Verizon, the designated SHA cell service provider. All hardware and software procurements for ongoing maintenance shall comply with CATS+ Master Contract Section 2.2.1 Hardware (Equipment), Software and Data.

B. By responding to this TORFP and accepting a Task Order award, an Offeror specifically agrees that for any software that it proposes for use by the State in response to this TORFP, the State will have the right to purchase from another source, instead of from the selected

C. All upgrades and regulatory updates shall be provided at no additional cost.

1.1.6 Site Maintenance Support

A. "Site Maintenance Support" means TO Contractor-provided assistance for the services or solution furnished under this Task Order, after initial end-user support confirms a technical issue that requires additional troubleshooting capabilities; sometimes referenced as Tier II – IV support.

B. Site Maintenance Support shall be available during Normal State Business Hours.

C. The Department shall be able to contact a site maintenance support technician during Normal State Business Hours.

D. The Department shall be able to enter a maintenance support ticket 24 hours per day, 7 days per week, 365 days per year.

    a. TO Contractor shall furnish trouble service ticket and associated maintenance services for SHA.

    b. Maintenance services are available during Normal State Business Hours. The maintenance ticketing system is available for user and customer entry for maintenance service implementation 24 x 7.

    c. TO Contractor shall utilize a maintenance service ticketing system to record and track all maintenance calls and trouble tickets entered by the customer (SHA). The ticketing system shall record with a date and timestamp when the ticket was opened and when the ticket was closed.

Total: $102,236 Monthly X 12 $1,226,832

Federal Share $1,226,832

State Share $0

SUB RECIPIENTS:

<u>Washington College</u>

CMV Crash Data Analysis & Application Development

The Washington College Geographic Information Systems Program (WCGP) at Washington College in Chestertown, Maryland has been enlisted, 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 current year of a 4 year project (FFY2021 - 2024). See Part 2, Section 2 (CMV Crash Reduction) for more detailed information on the project

Project cost $140.400

Work Zone crash study

The WCGP will work with SHA to create and understand crashes as they relate to CMV's in work zones. WCGP is going to develop stakeholder contacts to understand and define temporal and geometric characteristics of work zones. Study data will be used to develop GIS dashboards and reports that will be used to identify trends and areas of concern related to CMV's in work zones throughout Maryland.

- Gather and create a database that has three to five years' worth of CMV crashes in work zones
- Understanding the total amount of all crashes in the work zone to be provide percentages related to the impact of CMV's in these work zones
- Develop contact list of state & jurisdictions that can provide details on work zones
- Create GIS dashboards that visualize the crashes in each of these work zones
  - Prior to the work zone
    - Crashes prior to the start of the work zone
  - Inside the work zone
    - Crashes inside of the work zone
  - After the work zone
    - Crashes exiting the work zone
- Study the impact of the roadways while the work zone is present
- Study what is causing the crash within the work zone (before/in/after)
  - Understanding what is happening when the work zone is active or not
- Study the impact of the warning/messaging from signage in each of the work zones
- Create definitions of work zone crashes & who is responsible for the work zone crashes
- Generate a report the goes through each of these work zone crashes (regions)
- Provide trend analysis that relates to CMV's throughout Maryland
- Provide feedback on the data that is being used for this analysis and future improvements that could be made in future development of the analysis and GIS dashboards
- Provide feedback for future countermeasures based on the relation of the crashes in these work zones

The Washington College will identify various sources of information pertaining to the deployment of work zones, time operational, roadway characteristics and signage, and commercial vehicle crashes happening in work zones, prior to and after.

Project cost $138,470

Total cost $278,870

Federal Share $278,870
State Share $0

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 a mixture of state and federal funds.

$8,000	Anne Arundel County Police Department
$35,000	Baltimore County Police Department
$5,000	Calvert County Sheriff's Office
$20,000	Carroll County Sheriff's Office
$5,000	Centreville Police Department
$15,000	Charles County Sheriff's Office
$25,000	Frederick County Sheriff's Office
$10,000	Harford County Sheriff's Office
$12,133	Howard County Police Department
$5,000	Kent County Sheriff's Office
$35,000	Montgomery County Police Department
$5,000	Queen Anne's County Sheriff's Office
$15,000	Rockville City Police Department
$5,000	Ocean City Police Dept.

$5,000	Washington County Sheriff's Office
$30,000	Prince George's County Police Dept

TOTAL Funding: $235,000

Federal Share: $40,593

State Share: $194,407

The purposes for funding local enforcement agencies are:

A. To increase the number of NAS inspections performed by participating jurisdictions.
B. 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/CVSU.
C. 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.
D. Based on the size of the enforcement agency, their location, and number of inspections conducted in previous years, the MCD will provide overtime funding to the agencies appearing in the contractual budget. In return, the Participating Jurisdiction will provide the following:
  a. 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.

  b. 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/CVSU 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/CVSU 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)

Personnel Costs

Overtime costs for all positions: $75,000.

TRAVEL COSTS

Estimated cost for two employees to attend COHMED Conference: 2 @ $3,000 each = $6,000

Estimated cost for one employee to attend Spring CVSA Conference: 2 @ $3,000 each = $6,000

Estimated cost for one employee to attend Fall CVSA Conference: 2 @ $3,000 each = $6,000

Total TRAVEL Costs: $18,000

SUPPLY COSTS

None

EQUIPMENT COSTS

Laptop Computers   5 @ $3,000 each: $15,000

Total Equipment $15,000

CONTRACTUAL EMPLOYEE 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 sta¿ed full-time by specialized HAZMAT inspectors.

Cost to employ contractual HAZMAT inspector: 1 @ $60,000 = $60,000 Fully Loaded

OTHER COSTS

Training - Purchase of FMCSR Books: 550 @ $13.00 each = $7,150
Training - Purchase of HazMat Books: 350 @ $19.00 each = $6,650

Total OTHER Costs: $13,800

TOTAL MDE COSTS (Travel, Equipment, Supplies, Contractual & Other Costs): $181,800

Federal Share: $181,800

State Share: $ 0

Maryland Transportation Authority Police

PERSONNEL COSTS

Overtime Costs for all positions (sworn and civilian) - $250,000

TRAVEL COSTS

Estimated cost for two employees to attend Spring CVSA Workshop   2 @ $3,000 each = $6,000
Estimated cost for two employees to attend Falll CVSA Conference   2 @ $3,000 each = $6,000

Total Travel costs: $12,000

EQUIPMENT COSTS

Item	Qty	Per Unit Cost	Total Cost
Pro Laser 4	2	$2,530.00	$5,060.00
Handheld Thermal Units	5	$5,500.00	$27,500.00
Vehicle Scale Boxes	12	$5,800.00	$69,600.00
		Total	$102,160.00

Total Equipment $102,160.00

SUPPLIES

Item	Qty	Per Unit Cost	Total Cost
Density Meters	5	$37.43	$187.15
Digital Tire Pressure Gauges	5	$20.99	$104.95
Wheel Chocks	4	$200.00	$800.00
Digital Tire Tread Gauge	10	$19.96	$199.60
Tint Meters	2	$119.00	$238.00
Laminated Spiral Out of Service Books	5	$77.00	$385.00
CVSA Brake Soapstone Sticks/Holders	10	$10.79	$107.90
CVSA Brake Soapstone Refills	1	$32.28	$32.28
Chamber Tools	32	$85.39	$2,732.48
Creepers	5	$200.00	$1,000.00
Brown Work Gloves	4	$24.99	$99.96
Total Supply Costs			$5,887.32

TOTAL MDTAP COSTS (Overtime, Travel, Equipment, Supplies): $ 3 7 0 , 0 4 7

Federal Share: $ 3 7 0 , 0 4 7
State Share: $ 0

Maryland State Police (MSP)

PERSONNEL COSTS

Salary Costs for all positions excluding O.T.(sworn and civilian) $1,187,271

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 the first 3 quarters of FFY2023 CVED personnel reported 68.4% of their hours as performing MCSAP duties 59636 MCSAP hours out of 87157 total hours). SHA/MDOT will fund the large majority of MSP salary & fringe well beyond the amount granted to Maryland.

MSP INITITIATIVE	FUNDING
LEVEL 1 AIRBRAKE	$15,000
ACT	$42,966

AGGRESSIVE DRIVER	$110,000
BASH	$40,000
BRAKE CHECK	$15,000
CHASSIS	$50,000
CRAB	$30,000
ESTREET	$25,000
HARVESTER	$2,500
GIT	$20,000
HAZMAT	$30,000
INSPECTOR COMP	$8,000
LOBO	$25,000
MSP BARRACKS	$50,000
NEW ENTRANT	$200,000
OPERATION BUS	$10,000
OPERATION I-81	$60,000
ROADCHECK	$8,000
SAFE DRIVER	$10,000
SAND	$15,000
SMASH	$35,000
STORM/CLOG	$20,000
Work Zone	$30,000
VIRTUAL WEIGH STATIONS	$50,000
WEEKEND WARRIOR	$45,000
WOW	$20,000

BALTIMORE CITY	$20,000
DARLINGTON	$25,000
Total MSP/CVED Initiative Overtime	$1,117,628

Overtime Costs for all positions (sworn and civilian) - $1,117,628 (part of the20% allowable OT)

Each MSP overtime invoice includes charges for an Indirect Cost Rate of 33.39% and additional FICA and unemployment insurance costs to be captured separately from hourly overtime billed..

Total PERSONNEL Costs: Salary $1,187,271 + OT $1,117,628 = $2,304,899

TRAVEL COSTS

Maryland is budgeting the average cost of travel per employee of $3,000 for CVSA conferences as costs have increased over 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. All costs are estimates knowing that locations will vary.

Purpose of Travel / Training	Attendees	Cost Per Attendee	Total Cost
CVSA Fall Conference	4	$3,000	$12,000
CVSA Spring Workshop	4	$3,000	$12,000
NAIC	2	$3,000	$6,000
COHMED	1	$3,000	$3,000
Post crash course	1	$3,000	$3,000
Additional trainings as available			$14,000
		Total Travel Costs	$50,000

Estimated cost for additional enforcement relateted 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

EQUIPMENT COSTS

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

Type of Equipment	Quantity	Unit Cost	Total Cost
Dell Rugged Laptop Computers	5	$3,100	$15,500
In-Car Printers	20	$500	$10,000
Desktop Computers	5	$1,600	$8,000

Microsoft Office Suite Software	10	$500	$5,000
scale boxes	45	$5,800	$261,000
Chevy Tahoes	4	$51,785	$207,140
5 IPADs	5	$1,372	$6,860
Surface Pros	5	$1,851	$9,255
Pro lasers	6	$2,500	$10,000
Inspect Software license	1 yr	$51,750	$51,750
Adobe Pro SW	1 yr	$9,250	$9,250
Truck Crypt SW license	1 yr	$2,000	$2,000
Docutector drivers' License Guide	1 yr	$4,500	$4,500
Vehicle Maintenance (including uplifting new vehicles)	12 months	$75,000	$900,000
Yearly maintenance cost for covert tractor trailer	1 yr	$4,000	$4,000
Total:			$1,504,255

All 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.

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

SUPPLY COSTS

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

Supply Item	Quantity (if known)	Unit Cost (if known)	Total Cost
Truck creeper	20	$200	$4,000
Truck wheel chocks	20	$200	$4,000
Additional inspection related supplies (tire gauges, soapstones, etc.)			$5,000
Clothing/Uniforms (BDU pants, shirts, polo shirts, gloves)			$29,000
Work boots	150	$150	$22,500
External vest carriers	150	$140	$21,000
CVSA Decals			$5,200
Verizon monthly bill for CVED phones	12 mos	$1,305	$15,660
Total:			$106,360

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

Total Supplies Costs: $106,360

OTHER COSTS

CVED Office Lease - 12 Months @ $6,442 per month $77,304

MAINTENANCE AT TRUCK WEIGH AND INSPECTION
STATIONS:

CVED Facilities maintenance costs in accordance with 2 CFR 200 -
$100,00

CVED operates 14 truck weigh and inspection stations, owned by
the Maryland Department of Transportation. In the first 10 months
of CY2023 they experienced slightly more than $89,000 of facility
maintenance expenses to include: lighting, door and lock repair,
septic system pumping, pest control, trash removal, janitorial
services, plumbing repairs, HVAC maintenance and filter
replacement. Specific maintenance issues included:

Cecilton:

- Pump in inspection pit stopped working

- HVAC unit not working

- Trees, shrubs overgrown grass cutting

College Park:

- Exhaust fan not working

- Open Closed Sign (3 times)

- "Keep Moving Right" sign replacement

- Mold on AC vents

- Fluorescent light fixture not working

Delmar NB:

-Pumping of septic system

Delmar SB:

-Bathroom toilet clogged

-Wooden decking and steps repair needed

-Open Closed sign repair

Finzel:

-Outside central air heat/pump stopped working (3 times)

-Open Closed sign including post

-Rear door knob and lock of main scale house issues being stuck

-Guard rail damage

-Wall unit heater in garage office not working

-Garage spring door need replacement

-Roof leaking in office portion of the garage with ceiling tile damage - patch

Hyattstown NB:

-Repair concrete wall and seal holes to stop mice from entering building

-Ramp overhead lights are out

-AC air duct cleaning and balancing including repairs

Hyattstwon SB:

-Airconditioning not working

-Roof leaking - patch

-Lights and light switch not working inside restroom

-Tree branches and leave covering Open Closed sign

-Water leaking on ceiling

-Condensation pipe is clogged and water leaking from the pan over the HVAC unit

-Open Closed sign repair

-Request toilet upgrade

New Market:

-HVAC issues showing on thermostat

Parkton:

-VMS repair

-Lane control signal repair (2 times)

Upper Marlboro NB:

-Leaking toilet

-No running water

Upper Marlboro SB:

-Provide 20"x36" plywood cover for broken window opening

Vienna:

-Wooden Steps and wooden decking needs repair

West Friendship:

-Ramp CCTV camera not working (3 times)

-Wooden steps to the trailer collapsed

-Signage on the rear parking lot fell down and need to be re-installed

-Thermostat not reaching the desired temperature inside scale house

-Trailer AC not working

-Interior shade need replacement

-Front scale platform lights and outdoor lighting around scale house not working

-Generator not working

-Flooring and tiles inside scale house is cracked and broken

-Front door has glass window crack from opening and closing

INDIRECT COSTS:

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

On Salary

$ 1,187,271 X Indirect Cost Rate of 33.39% = $396,430 indirect costs on salary.

On Overtime

$1,117,628 X Indirect Cost Rate of 33.39% = **$373,176** in indirect costs on overtime funding

TOTAL INDIRECT COSTS: Salary Ind. $ 396,430 + OT Ind. $373,176 = $769,606

Total OTHER Costs: $946,910

Federal Share: $946,910

State Share: $ 0

TOTAL MSP COSTS (Personnel, Travel, Equipment, Supplies and Other Costs): $4,912,424

Federal Share: $4,912,424
State Share: $0

Comments

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 §200.1 Definitions) 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. For more information, please see 2 CFR § 200.414 Indirect (F&A) costs.

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

Your State will not claim reimbursement for Indirect Costs.

Other Costs Project Costs							
Item Name	# of Units/ Unit of Measurement	Cost per Unit	% of Time on MCSAP Grant	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
Printing Out-of-Service Criteria	1 Printing	$5,000.00	100.0000	$5,000.00	$5,000.00	$0.00	$0.00
CVSA Membership	1 Maryland Membership	$12,900.00	100.0000	$12,900.00	$12,900.00	$0.00	$0.00
CMV Safety Summit	1 conference	$20,000.00	100.0000	$20,000.00	$20,000.00	$0.00	$0.00
TOTAL: Other Costs				**$37,900.00**	**$37,900.00**	**$0.00**	**$0.00**

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

Printing of CVSA OOS Criteria for law enforcement   Cost: $5,000

CVSA annual membership and decals: One Government Membership at $12,900

                                                                    $12,900

<u>Outreach/Education</u>

We originally planned to reprint 7,000 Maryland Truckers Maps but will not reprint this year. Continuing to offer online.

We originally planned to reprint 6,000 Maryland Motor Carrier Handbooks but will not reprint this year. Offering online.

Title VI Brochures/outreach for Maryland's Title VI compliance program. Brochure has been developed and is offered online.

We will be conducting the CMV Safety Summit in Septe,mber of FFY2024.   The most recent Safety Summit we conducted was held in FFY2019 (shortly before the COVID 19 Pandemic). We conducted that one-day Summit for $12,000. Since it has been such a long time since our last Safety Summit, we plan for it to be for a day and a half. Anticipating some higher bids due to inflation, we may not be able to afford the additional half day.

TOTAL OTHER Costs: **$37,900**

Comments

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

	95% Federal Share	5% State Share	Total Estimated Funding
Total	$7,968,726.00	$419,407.00	$8,388,133.00

Summary of MCSAP Funding Limitations

Allowable amount for Lead MCSAP Agency Overtime without prior approval (15% of MCSAP Award Amount):	$1,258,220.00
MOE Baseline:	$0.00

Estimated Expenditures

Personnel

	Federal Share	State Share	Total Project Costs (Federal + Share)	MOE
Grant Manager - MCD	$84,000.00	$0.00	$84,000.00	$0.00
Asst. Chief	$54,500.00	$0.00	$54,500.00	$0.00
Salary Subtotal	**$138,500.00**	**$0.00**	**$138,500.00**	**$0.00**
Overtime subtotal	**$0.00**	**$0.00**	**$0.00**	**$0.00**
Personnel total	**$138,500.00**	**$0.00**	**$138,500.00**	**$0.00**

Fringe Benefits

	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Asst. Chief, Motor Carrier Division	$44,908.00	$0.00	$44,908.00	$0.00
Grant Manager, MCD	$69,216.00	$0.00	$69,216.00	$0.00
Fringe Benefits total	**$114,124.00**	**$0.00**	**$114,124.00**	**$0.00**

Travel				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
SHA/MDOT CVSP Planning Meeting	$2,200.00	$0.00	$2,200.00	$0.00
SHA/MDOT Attend Spring CVSA	$3,000.00	$0.00	$3,000.00	$0.00
SHA/MDOT Attend Fall CVSA	$3,000.00	$0.00	$3,000.00	$0.00
Travel total	**$8,200.00**	**$0.00**	**$8,200.00**	**$0.00**

Equipment				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Security cameras	$150,000.00	$0.00	$150,000.00	$0.00
Equipment total	**$150,000.00**	**$0.00**	**$150,000.00**	**$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
Maryland Transportation Authority Police	$370,047.00	$0.00	$370,047.00	$0.00
Prince Georges County P.D	$0.00	$30,000.00	$30,000.00	$0.00
Harford County Sheriff's Office	$0.00	$10,000.00	$10,000.00	$0.00
Howard County Police Department	$0.00	$12,133.00	$12,133.00	$0.00
Kent County Sheriff's Office	$0.00	$5,000.00	$5,000.00	$0.00
Montgomery County Police Department	$593.00	$34,274.00	$34,867.00	$0.00
Queen Anne's County Sheriff's Office	$0.00	$5,000.00	$5,000.00	$0.00
Rockville City Police Department	$15,000.00	$0.00	$15,000.00	$0.00
Washington County Sheriff's Office	$0.00	$5,000.00	$5,000.00	$0.00
Maryland Department of Environment	$181,800.00	$0.00	$181,800.00	$0.00
Anne Arundel County Police Department	$0.00	$8,000.00	$8,000.00	$0.00
Baltimore County Police Department	$0.00	$35,000.00	$35,000.00	$0.00
University of Maryland	$0.00	$225,000.00	$225,000.00	$0.00
Carroll County Sheriff's Office	$0.00	$20,000.00	$20,000.00	$0.00
Charles County Sheriff's Office	$0.00	$15,000.00	$15,000.00	$0.00
Frederick County Sheriff's Office	$25,000.00	$0.00	$25,000.00	$0.00
Calvert County Sheriff's Office	$0.00	$5,000.00	$5,000.00	$0.00
Whitman, Requardt & Assoc.	$109,436.00	$0.00	$109,436.00	$0.00
Centreville Police Department	$0.00	$5,000.00	$5,000.00	$0.00
Maryland State Police	$4,912,424.00	$0.00	$4,912,424.00	$0.00
Ocean City Police Department	$0.00	$5,000.00	$5,000.00	$0.00
Washington College	$278,870.00	$0.00	$278,870.00	$0.00
Various Universities	$100,000.00	$0.00	$100,000.00	$0.00
Media Consultant TBD	$300,000.00	$0.00	$300,000.00	$0.00
Conduent State and Local Solutions	$1,226,832.00	$0.00	$1,226,832.00	$0.00
Contractual and Subaward total	**$7,520,002.00**	**$419,407.00**	**$7,939,409.00**	**$0.00**

Other Costs				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Printing Out-of-Service Criteria	$5,000.00	$0.00	$5,000.00	$0.00
CVSA Membership	$12,900.00	$0.00	$12,900.00	$0.00
CMV Safety Summit	$20,000.00	$0.00	$20,000.00	$0.00
Other Costs total	**$37,900.00**	**$0.00**	**$37,900.00**	**$0.00**

Total Costs				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Subtotal for Direct Costs	**$7,968,726.00**	**$419,407.00**	**$8,388,133.00**	**$0.00**
Total Costs Budgeted	**$7,968,726.00**	**$419,407.00**	**$8,388,133.00**	**$0.00**

Comments

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			
	95% Federal Share	5% State Share	Total Estimated Funding
Total	$7,968,726.00	$419,407.00	$8,388,133.00

Summary of MCSAP Funding Limitations	
Allowable amount for Lead MCSAP Agency Overtime without prior approval (15% of MCSAP Award Amount):	$1,258,220.00
MOE Baseline:	$0.00

Estimated Expenditures				
	Federal Share	State Share	Total Project Costs (Federal + State)	Planned MOE Costs
;;;Salary Subtotal	$138,500.00	$0.00	$138,500.00	$0.00
;;;Overtime Subtotal	$0.00	$0.00	$0.00	$0.00
Personnel Total	$138,500.00	$0.00	$138,500.00	$0.00
Fringe Benefits Total	$114,124.00	$0.00	$114,124.00	$0.00
Travel Total	$8,200.00	$0.00	$8,200.00	$0.00
Equipment Total	$150,000.00	$0.00	$150,000.00	$0.00
Supplies Total	$0.00	$0.00	$0.00	$0.00
Contractual and Subaward Total	$7,520,002.00	$419,407.00	$7,939,409.00	$0.00
Other Costs Total	$37,900.00	$0.00	$37,900.00	$0.00
	95% Federal Share	5% State Share	Total Project Costs (Federal + State)	Planned MOE Costs
Subtotal for Direct Costs	$7,968,726.00	$419,407.00	$8,388,133.00	$0.00
Indirect Costs	$0.00	$0.00	$0.00	NA
Total Costs Budgeted	**$7,968,726.00**	**$419,407.00**	**$8,388,133.00**	**$0.00**

Comments

Part 5 - Certifications and Documents
Part 5 Section 1 - Overview

Part 5 includes electronic versions of specific requirements, certifications and documents that a State must agree to and abide by 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.

These certifications must be completed and signed on an annual basis.

Comments

Part 5 Section 2 - 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? Duane Pearce
2. What is this person's title? Chief, State Hwy Admin Motor Carrier Division
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, Duane Pearce, Chief, State Hwy Admin Motor Carrier Division, 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.

Comments

Part 5 Section 3 - 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? Duane Pearce
2. What is the title of your certifying State official? Chief, State Hwy Admin Motor Carrier Division
3. What are the phone # and email address of your State official? 410-582-5719 dpearce@mdot.maryland.gov

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

◉ Yes

◯ Yes, uploaded certification document

◯ No

I, Duane Pearce, certify that MARYLAND 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.

Comments

Part 5 Section 4 - 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

Comments