Impaired Driving - Problem Identification:

According to Maryland's Highway Safety Plan (MHSP), Every 47 hours, someone in Maryland dies in an impaired driving crash. Over the past five years, an average of 8,035 impaired driving crashes occurred annually on Maryland's roadways. On average, 175 people lost their lives and 4,192 were injured each year. One out of three people, and 14 people each month, are killed in crashes involving an impaired driver.

The Maryland State Police (MSP) is committed to the goals of the MHSP and “Towards Zero Deaths” In support of this goal the MSP strives to prevent collisions where impaired driving is a contributing factor. The MSP is committed to preventing injuries and saving lives through the enforcement of Maryland’s impaired driving laws, while educating the public of the importance of safe driving speeds. However, there is an identified problem resulting from impaired drivers on Maryland’s roadways. The recent legislation reducing and eliminating penalties for the use and possession of marijuana has only further exacerbated the problem. Impaired driving as a contributing factor in a crash occurs 9.29% of the time in MSP investigated crashes. This includes 44 of the 140 fatal collisions that MSP investigated in 2014. Impaired drivers are dying and killing people on Maryland’s roadways.

In 2013, the Maryland Highway Safety Office (MHSO) completed a statewide survey to assess the opinions of Marylanders across the state in issues related to traffic safety. The results of the survey indicated that 20% of respondents indicated that they have gotten into a vehicle driven by someone who had been drinking. Nearly 16% of these same respondents indicated that they have driven a vehicle within 2 hours of drinking an alcoholic beverage.

Because of impaired drivers and the threat they impose to public safety of the citizens of Maryland, the MSP has again taken a primary role in the removal of these drivers and the continued drive “Toward Zero Deaths” The MSP has identified in their 2014 strategic plan that goal #3 of the department is to “prevent fatalities and injuries from traffic crashes” The MSP will maximize its efforts through a multitude of strategies in order to reduce injuries and deaths on Maryland roadways.

Impaired Driving - Policy:

The MSP has identified in their 2014 Strategic Plan, that they will support the MHSP and the goal of reducing and eventually eliminating fatalities from impaired driving crashes on Maryland roadways. The MSP has identified the following strategies in order to reach this goal.
Please refer to the policy attachment for more information regarding Impaired Driving Policy.

**Impaired Driving - Planning:**

In 2013 the MSP entered into an agreement with the Maryland Highway Safety Office (MHSO) to fund a pilot project with grant monies. The new team was called the State Police Impaired Driving Reduction Effort or SPIDRE. The team consists of a Sergeant a Corporal and 6 troopers. The purpose of this team is to travel around the state in designated “hot spots” where unusually high numbers of impaired driving crashes have occurred and target impaired drivers to reduce crashes. They are charged with identifying, arresting and prosecuting as many impaired drivers as possible. In the areas where these troopers are working, there is a local media blitz paid for with grant monies from the MHSO. The blitz consists of a media campaign including billboards, VMS boards, radio, TV and gas pump signs at local gas stations. The SPIDRE team troopers also operate specially marked Chevrolet Tahoe vehicles that have the SPIDRE Team logo affixed so they can be easily identified.

According to the Maryland Highway Safety Office, The highest concentration of impaired driving crashes occurs in the Baltimore and Washington, D.C. metropolitan areas of Maryland. Prince George’s, Baltimore, Montgomery, and Anne Arundel Counties account for more than 60% of all impaired driving crashes statewide. These jurisdictions were selected for the implementation of the SPIDRE Team. To further narrow the areas of focus for the team in these jurisdictions, GIS arrest and crash data was analyzed to determine specific roadways for enforcement activities. Also, according to the MHSO "Twice as many impaired driving crashes occurred on Saturday or Sunday as did on Mondays. Crashes resulting in death or injury were
highest on Saturdays and Sundays. Crashes begin to increase from 5 PM and through the early morning hours. A disproportionately high number of impaired driving crashes happen during the nighttime hours of 12 AM–4 AM. In light of this data, the SPIDRE team is scheduled to work Thursday through Sunday from 1800-0400 hrs in order to have maximum impact during the most critical times.

The MSP also entered into an agreement for additional grant funding in the area of impaired driving enforcement in the acquisition of two grants. The first grant received was to be specifically used to fund DUI Checkpoint activities within each area of patrol responsibility for the MSP. The second grant was to be used solely to fund impaired driving saturation patrols. These checkpoints and saturation patrols were located on roadways where GIS arrest data courtesy of the MSP Etix system GPS capability and crash data generated from the state’s Automated Crash Reporting System (ACRS), showed an above average number of impaired drivers. These checkpoints were also conducted during NHTSA enforcement waves pursuant to Checkpoint Strikeforce and national impaired driving campaigns. The MSP capitalized off of the increased national media attention, as well as local media attention supported by the MHSO, to promote education and enforcement of Maryland’s impaired driving laws.

Another plan was put in place to combat impaired driving through the MSP Reducing Crimes and Crashes initiative (RCAC). This initiative requires patrol troopers to focus on areas where there is an identified increased number of DUI arrests coupled with increased impaired driving related crashes. The patrol troopers are responsible for spending at least 1 hour per shift focusing in these areas. Since crash data has determined that a disproportionately high number of impaired driving crashes occur between the hours of 12AM and 4AM in Maryland, the RCAC focus during these times is on DUI related crash reduction.

Each week both the MSP and MHSO review the SPIDRE Team efforts and their results in order to determine the level of impact. Adjustments can be made in their deployment at that time. On a quarterly basis each year the SPIDRE team statistics are reviewed and an analysis is done by the MSP and MHSO to determine whether to continue deployment in a particular county or to move the deployment to a new location. Quarterly analysis is also done for deployments of sobriety checkpoints and saturation patrols to ensure the locations where they are being conducted are following the MSP plan. Barrack commanders are reviewing RCAC initiatives weekly and are reporting their efforts at a command level during Field Operations Bureau Stat (FOB Stat).
Impaired Driving - Training:

During the MSP Academy all Troopers are trained in the detection of impaired driving through NHTSA Standardized Field Sobriety Testing (SFST). These skills are honed during the MSP’s 8 week field training program with a seasoned MSP trooper. Training for MSP personnel related to impaired driving does not stop there. The MSP Chemical Test for Alcohol Unit (CTAU) is charged with training all police officers in the state in field sobriety testing, chemical testing and the state’s ARIDE/DRE program. Currently the personnel assigned to MSP CTAU train nearly 300 officers a year in SFST’s.

Because of the increase in drug impaired drivers the MSP has taken the lead role in Maryland and is responsible for the administration of the state’s Drug Recognition Expert program. A joint effort between the MSP and the MHSO has secured grant funding to re-employ the state’s most seasoned DRE, who retired. He has returned contractually under grant funding to oversee the state’s DRE program and is responsible for training new troopers as DRE’s. Currently there are 155 certified DRE’s in Maryland with 52 DRE instructors and there are 28 students currently enrolled in the MSP sponsored DRE training school.

### MSP Impaired Driving Training 2014

<table>
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<tr>
<th>Type of Training</th>
<th># of Hours</th>
<th># of Troopers Trained 2014</th>
<th># of Troopers currently trained</th>
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<td>1488</td>
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<tr>
<td>Advanced Roadside Impaired Driver Enforcement (ARIDE)</td>
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<td>15</td>
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<td>Drug Recognition Expert (DRE)</td>
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<td>MD DUI Institute</td>
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<td>66</td>
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<tr>
<td>Breath Test Operator Certification</td>
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<td>180</td>
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<tr>
<td>Preliminary Breath Test Operators Course</td>
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<td>71</td>
<td>~1400</td>
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<tr>
<td>Breath Test Operator Annual Retraining</td>
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<td>180</td>
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</table>

This Chart reflects the number of Troopers trained in 2014.

MSP has also sponsored additional training for troopers in a NHTSA sanctioned program called the Advanced Roadside Impaired Driving Enforcement (ARIDE). This 2 day training course bridges that gap between SFST and DRE and allows patrol troopers to have advanced training in recognizing impaired drivers of both drugs and alcohol.

During 2014 the MSP realized they had a special training tool in the form of the SPIDRE team. Since SPIDRE troopers are extensively trained beyond that of a road patrol trooper, a program was created to allow patrol troopers that were struggling in the area of DUI enforcement to ride
with a SPIDRE team member to observe and learn their techniques. This training program has led to an astounding 40% increase in the impaired driving arrest rates of all troopers trained by SPIDRE.

Another training tool that has been used through a grant funded partnership between the MSP and MHSO is the Maryland DUI Institute. The MD DUI Institute is a week long course that is held annually. “The Institute features a challenging university level curriculum, incorporating a comprehensive instructional approach by examining all pertinent issues in DUI enforcement. These issues include social concerns and management perspectives, emerging enforcement strategies, effective court- room presentations, and advanced SFST training.” Currently, the MSP sends 1 trooper from each of their 6 troops and any new member of the SPIDRE team. Upon returning to the field, these DUI Institute graduates are then used to mentor less experienced troopers utilizing their advanced level of training.

Impaired Driving - PI&E:

The MSP uses a wide range of media products to provide public information and educational resources for traffic safety topics. One of the most important educational pieces in the area of impaired driving, comes from the MSP Chemical Test for Alcohol Unit. CTAU is responsible for traveling around the state and conducting training with prosecutors and educational talks with community groups and students of MD schools. In 2014, the MSP CTAU conducted 1 statewide prosecutors training, which was attended by prosecutors from every county in the state. Here the CTAU could brief the prosecutors on the latest trends in impaired driving and demonstrate what programs law enforcement was currently using. MSP CTAU also conducted 5 alcohol safety talks in schools and community programs throughout the state where they educated students on how alcohol affects their bodies and the negative consequences of drinking. Above Sgt Tim Aronhalt, Commander of CTAU, conducts a safety talk at a local military base prior to the holiday season.

In order to adequately cover public information for everyone in the state the MSP uses local media outlets, social media, partnerships with the Maryland Highway Safety Office and a partnership with the Maryland State Highway Administration. These partnerships provide funding for billboards, print media, and provide access to the vast network of overhead stationary VMS boards located around the state. Additionally, the MHSO is responsible for funding a media campaign directly related to the SPIDRE team focusing in the areas they are working. This includes toppers for area gas pumps with the SPIDRE team logo. The next page highlights some of the circulating media productions.
1. VMS message boards deployed in the area of SPIDRE deployment
2. SPIDRE team banner distributed via billboard, internet, social media, and gas pumps.
3. SPIDRE flyer produced and distributed at DMV’s and state owned buildings.
4. ENDUI phone APP developed by MHSO and promoted by MSP.
5. Television news shorts from ride-a-longs with the SPIDRE Team.
7. MSP Facebook page featuring SPIDRE banner.
8. Impaired driving video by SPIDRE Commander on MSP Youtube channel.
9. Multi agency DUI Checkpoint led by MSP.

Impaired Driving - Enforcement:

On duty enforcement of impaired driving laws in MD was maximized through the use of the MSP’s RCAC enforcement initiative. The below chart highlights the enforcement efforts of troopers on the RCAC enforcement initiative.
Troopers used the RCAC initiative to target specific areas where DUI crashes were higher. Statewide in 2014 troopers arrested 6,620 impaired drivers which ended the potential for fatalities and injury crashes occurring at the hands of these motorists.

In order to push the MHSP goal of “Toward Zero Deaths” on Maryland roadways the MSP sought Federal Funding from the MHSO and deployed additional troopers to areas of the state that had higher numbers of impaired driving related crashes. The below chart highlights the enforcement statistics for all barracks throughout the state on grant funding for DUI Saturation patrols. Troopers arrested 310 drivers for DUI statewide working this grant alone. They also conducted 74 DRE evaluations of impaired drivers under the influence of drugs other than alcohol. The below chart reflects the funding used and enforcement statistics under the DUI Saturation Patrol grant.

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<th>DUI Saturation Patrols FY 2014</th>
<th>Number of Initiatives</th>
<th>Hours Worked</th>
<th>Number of Troopers</th>
<th>Traffic Stops</th>
<th>Speed Citations</th>
<th>Seat Belt/Child Restraint Citations</th>
<th>Other Citations</th>
<th>Warnings</th>
<th>Repair Orders</th>
<th>DUI Arrests</th>
<th>Criminal Arrests</th>
<th>Funds Used</th>
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</table>

Extra troopers were also placed on patrol through the use of grant funding related to sobriety checkpoints conducted around the state in areas where a large number of DUI related crashes had occurred in specific counties. In all troopers made contact with 11,526 motorists during DUI checkpoints. Checkpoints are a great opportunity to educate motorists about the consequences of impaired driving. Even with the high visibility and promotion of the checkpoints troopers still managed to arrest 40 drivers that entered a checkpoint while driving impaired. The chart on the next page highlights the enforcement statistics of troopers under the DUI sobriety checkpoint grant.
The SPIDRE team is largely responsible for a reduction of impaired drivers and impaired driving related crashes and was funded by a $1.2 million dollar grant from the MHSO. The below chart highlights the enforcement performance of the SPIDRE team in 2014. The team made 589 DUI arrests while targeting the 3 counties that are responsible for the largest number of impaired drivers and impaired driving related crashes in Maryland.

<table>
<thead>
<tr>
<th>Sobriety Checkpoints</th>
<th>Number of Initiatives</th>
<th>Number of Troopers</th>
<th>Vehicle Contacts</th>
<th>Speed Citations</th>
<th>Seat Belt/Child Restraint Citations</th>
<th>Other Citations</th>
<th>Warnings</th>
<th>Repair Orders</th>
<th>DUI Arrests</th>
<th>Criminal Arrests</th>
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<td>196</td>
<td>61</td>
<td>40</td>
<td>23</td>
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</table>

Impaired Driving - Outcomes:

The MSP continually follows up to ensure that their impaired driving reduction plan is effective. Each month, each barrack commander is responsible for reporting to MSP command the results of their efforts in the area of impaired driving reduction through FOB Stat. During this review, if it is determined the local efforts are not effective then an adjustment can be made and an alternate plan implemented. Further, the SPIDRE team forwards their weekly statistical data to the MHSO, the local police, and MSP command staff. The MSP impaired
driving plan is routinely found to be effective during these different reviews. The most significant outcome of the MSP impaired driving efforts is the reduction of DUI crashes where the SPIDRE team has been deployed. These crashes were reduced by 15% alone in the areas they patrolled. Highlighted below are the reductions seen statewide in impaired driving related fatalities and serious injury crashes. As you can see there has been a steady decline in impaired driving related fatalities and a sharp decline in impaired driving serious injury crashes. This reduction highlights the effectiveness of the MSP impaired driving reduction efforts. This is in line with the MHSP goal of reducing impaired driving fatalities to fewer than 153 by the year 2020. The below chart shows the success of the MSP impaired driving reduction efforts with a sharp decline in both impaired driving related fatalities and impaired driving related serious injuries. (Note: 2014 serious injuries are approximate)

Maryland Impaired Driving Related Crashes

The results of impaired driving reduction for the MSP did not go unnoticed. The SPIDRE team received the “Outstanding Innovative Award” from the Washington Regional Alcohol Program. To the left is a member of the SPIDRE team receiving the award amongst his peers of other MD law enforcement agencies.

The MSP received this particular award for its outstanding efforts in impaired driving reduction. However, the MSP utilizes an internal award program to reward its troopers that show above average efforts in the area of impaired driving enforcement. The MSP also nominates troopers for awards from partner agencies outside of...
MSP like the Maryland Highway Safety Office. Below are troopers receiving the DUI medal, DUI Certificate, and ACE Award at an awards ceremony hosted by the Washington Regional Alcohol Program and the MSHO in September 2014.

The matrix below demonstrates the uniform award ribbons for each impaired driving award given by MSP and the MHSO to troopers in 2014. It also reflects the number of awards given.

<table>
<thead>
<tr>
<th>Award</th>
<th>Description</th>
<th>No. Awarded</th>
</tr>
</thead>
<tbody>
<tr>
<td>Department Trooper of the Year</td>
<td>Awarded to the top performing trooper in the agency.</td>
<td>1</td>
</tr>
<tr>
<td>Barrack Trooper of the Year</td>
<td>Awarded to the top performing trooper at each barrack/installation.</td>
<td>22</td>
</tr>
<tr>
<td>Commander’s Award</td>
<td>Awarded to individual troopers that have identified outstanding enforcement activities.</td>
<td>~50</td>
</tr>
<tr>
<td>ACE Award (Given by MHSO)</td>
<td>Troopers who make at least 100 DUI arrests annually.</td>
<td>~5</td>
</tr>
<tr>
<td>DUI Medal (Given by MHSO)</td>
<td>Troopers who make at least 30 DUI arrests annually.</td>
<td>1 per barrack</td>
</tr>
<tr>
<td>DUI Certificate (Given by MHSO)</td>
<td>Troopers who make at least 25 DUI arrests annually.</td>
<td>1 per barrack</td>
</tr>
</tbody>
</table>
Impaired Driving - Policy:

The Maryland State Police 2014 Strategic Plan laid the groundwork for the MSP policy related to impaired driving reduction, and how the MSP would accomplish this goal. A copy of Goal 3 of the MSP Strategic Plan is shown below.

**Goal 3: Prevent Fatalities & Injuries from Traffic Crashes**

**Strategy 1: Selective Enforcement**

Conduct focused enforcement initiatives based on an analysis of fatal and personal injury traffic crashes. This analysis will include the use of modern data driven mapping systems. Enforcement efforts will be conducted to support [Maryland’s Strategic Highway Safety Plan](#) and the [Toward Zero Deaths](#) initiative.

**Strategy 2: Focused Media Initiatives**

Conduct public information and education campaigns, to address local and statewide highway safety issues, using websites and social media.

**Strategy 3: Specialized Unit Support**

Deploy specialized units to prevent injuries and deaths from crashes. These specialized units include Aviation Command, Commercial Vehicle Enforcement Division, Automotive Safety Enforcement Division, Motor Unit and Crash Team.
The below Maryland State Police policy directed to all troopers in the Field Operations Bureau spells out how MSP Grant funding from the Maryland Highway Safety Office will be used.

**MARYLAND STATE POLICE**

**SPECIAL ORDER**

**Impaired Driving Enforcement Grant**

<table>
<thead>
<tr>
<th>Distribution:</th>
<th>FOB Personnel</th>
<th>Index:</th>
<th>SO 08-14-003</th>
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<td>DLI Program:</td>
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</tbody>
</table>

**Issued:** 10/31/2014  **Reviewed:** N/A  **Reviewed:** N/A  **Next Review:** 10/01/2015

**.01 Purpose**

To establish procedures and reporting requirements for impaired driving enforcement grant funds.

**.02 Policy**

Using Maryland Highway Safety Office Funds (MHSO), the Field Operations Bureau (FOB) will conduct impaired driving saturation patrols and sobriety checkpoints targeting drivers who are operating motor vehicles under the influence of alcohol and/or controlled dangerous substances.

**.03 Definitions**

**SATURATION PATROL:** a DUI patrol that employs a minimum of two troopers or officers focusing on DUI enforcement in the same targeted area.

**SOBRIETY CHECKPOINT:** stopping vehicles, or a specific sequence of vehicles, at a predetermined, fixed location, to detect impaired drivers and raise the public’s awareness of DUI enforcement.

**.04 Procedures**

**A. Responsibilities**

1. The FOB Staff Grant Coordinator will oversee the Impaired Driving Enforcement Grant.

2. Barrack commanders will be responsible for scheduling saturation patrols and sobriety checkpoints in locations they identify as having the highest number of impaired driving related collisions.

**B. Strategy**

1. Strategies such as employing the use of Washington College’s mapping data, barrack crash data and knowledge of highly attended events will be used to determine when and where patrols will be scheduled.

2. Use of the media and road signs should be used during each saturation patrol to convey the message that troopers are conducting enforcement in a specific area.
MSP has a written directive to All Troopers and below is a highlight of the policy. As demonstrated in section .06 below, "The MSP has established an impaired driving enforcement program with the primary objective of reducing alcohol or drug related traffic offenses and crashes."

### MARYLAND STATE POLICE
### OPERATIONS DIRECTIVE

<table>
<thead>
<tr>
<th>Impaired Driving Enforcement Program</th>
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<tr>
<td><strong>Distribution:</strong> All Troopers</td>
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<td><strong>Responsible Unit:</strong> Chemical Test for Alcohol Unit</td>
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<tr>
<td><strong>DLI Program:</strong> N/A</td>
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<tr>
<td><strong>Issued:</strong> 06/15/2014</td>
</tr>
</tbody>
</table>

#### .01 Purpose
To provide troopers with an overview the impaired driving enforcement program and procedures when making arrests for impaired driving.

#### .02 Policy
Troopers will comply with the policies in this directive when enforcing impaired driving laws.

#### .03 Definitions
**DRIVING UNDER THE INFLUENCE (DUI):** driving, attempting to drive, operating, moving or being in actual physical control of a motor vehicle, on public property or private property used by the public in general, with a blood or breath alcohol concentration (BAC or BrAC) of 0.08 or higher.

**DRIVING WHILE IMPAIRED (DWI):** driving, attempting to drive, operating, moving or being in actual physical control of a motor vehicle, on public property or private property used by the public in general, with a BAC or BrAC of more than 0.05 but less than 0.08, or, while impaired by any drug, controlled dangerous substances (CDS) or a combination of drugs and alcohol.

**IMPAIRED DRIVING VIOLATION:** in this directive, the term includes DUI, DUI per se, DWI, DWI by CDS, DWI by drugs and alcohol and homicide or life-threatening injury by a motor vehicle or vessel while DUI/DWI.

**STANDARDIZED FIELD SOBRIETY TEST (SFST):** a battery of tests developed by the National Highway Transportation Safety Administration (NHTSA) used to determine impairment by alcohol or drugs.

#### .04 CALEA Standards

<table>
<thead>
<tr>
<th>LE:</th>
<th>61.1.2</th>
<th>61.1.5</th>
<th>61.1.10</th>
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### OPS 04.01
### Impaired Driving Enforcement Program

#### .06 Procedures
A. The MSP has established an impaired driving enforcement program with the primary objective of reducing alcohol or drug related traffic offenses and crashes.
MSP's general traffic enforcement policy delineates how troopers will enforce the traffic laws in Maryland.

MARYLAND STATE POLICE
OPERATIONS DIRECTIVE

Traffic Enforcement in General

<table>
<thead>
<tr>
<th>Distribution:</th>
<th>All Troopers</th>
<th>Index:</th>
<th>OPS 03.01</th>
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<td>Issued:</td>
<td>06/15/2014</td>
<td>Revised:</td>
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.01 Purpose

To provide troopers with guidance on conducting traffic enforcement.

.02 Policy

MSP will ensure the safe and efficient movement of traffic through effective traffic enforcement.

.03 Definitions

AREA PATROL: patrol within a defined patrol area.

DIRECTED PATROL: assigned patrol to a specific area based on analysis of information regarding traffic violations, crashes and related incidents.

LINE PATROL: patrol between two points on a specific roadway.

SATURATION PATROL: directed patrol assigned to multiple units.

SELECTIVE ENFORCEMENT: geographic/temporary assignment of personnel and equipment and the establishment of preventive patrols to deal with specific categories of unlawful driving behavior.

.04 CALEA Standards

<table>
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<th>61.1.6</th>
<th>61.1.2</th>
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<td></td>
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</table>

.05 Procedures

A. Patrol by troopers assigned to the Field Operations Bureau is the primary means of enforcing the motor vehicle laws of Maryland and achieving the patrol objectives in OPS 01.01.

B. The primary goals of traffic enforcement are to:

1. improve driver behavior that differs from the accepted or legal requirements;
2. identify and remove from the road drivers who exhibit behavior that indicates that they are an immediate danger to the public;
3. encourage voluntary compliance with traffic laws and ordinances; and
OPS 03.01
Traffic Enforcement in General

C. General Patrol Techniques
   1. Traffic patrol techniques include those listed in Section .03, Definitions.¹
   2. When not assigned to a specific area by a supervisor, troopers on patrol should focus enforcement efforts on areas and on violations types that will help to achieve the patrol objectives in OPS 01.01.
   3. Commanders and supervisors should determine the type of enforcement required for a specific location or situation and assign troopers accordingly.
   4. When stationary observation is necessary to maximize the effectiveness of enforcement, troopers will park in a location and manner to maximize safety and minimize the disruption of traffic flow.²
   5. Unmarked or Covert Vehicles ³
      a. Unmarked vehicles may be used routinely for traffic enforcement; however, a trooper operating an unmarked vehicle must remember that motorists may not initially recognize him as a law enforcement officer.
      b. Covert vehicles that are equipped with lights and sirens will not be used routinely for traffic enforcement.
   6. Troopers conducting Roadside safety checks will.⁴
      a. will ensure that their vehicles are parked so as not to create an undue hazard or impede the normal flow of traffic; and
      b. wear high visibility safety apparel in accordance with OPS 02.02.

D. Selective Enforcement
   1. The primary goal of selective enforcement activities is to reduce traffic crashes.
   2. Selective enforcement activities will be based upon the analysis ⁵ of:
      a. data compiled from motor vehicle crashes;⁶
      b. enforcement data;⁷
      c. traffic volume;
      d. traffic conditions; and
      e. citizen input and/or traffic complaints.
   3. Troopers will be assigned to the areas of greatest potential and actual need.
   4. Assignment to selective enforcement patrols are designed to complement and not replace normal patrol functions.
The policy also outlines how the MSP will gather data to assess where troopers are needed the most.

OPS 03.01
Traffic Enforcement in General

E. Data Collection & Interpretation

1. MSP maintains a collaborative relationship with Washington College. Washington College harvests electronic data through the Electronic Ticket Information Exchange (E-Tix) and Automated Crash Reporting System (ACRS) providing detailed collision and enforcement data available to commanders through interactive crash mapping.

2. Reports of hazardous roadway conditions and defects that are received by Communications will be recorded in the CAD or GCC Cards and dispatched to police and/or maintenance/highway services for appropriate action.

F. Responsibilities

1. Commanders and Assistant Commanders will:
   a. assign personnel and resources as necessary to promote a reduction in crashes and traffic violations using both routine patrol and selective enforcement.
   b. continuously monitor crash, enforcement and violation data to ensure effective deployment of resources. continually evaluate the effectiveness of both completed and ongoing selective enforcement initiatives; and
   c. maintain overall responsibility for the deployment of resources in response to the traffic needs of their specific geographical areas.

2. Duty officers will:
   a. be alert to developing traffic and crash patterns within patrol areas that may warrant selective enforcement initiatives; and
   b. forward any relevant data to the assistant commander for planning purposes.

3. Troopers will:
   a. conduct traffic enforcement while on patrol;
   b. monitor their patrol areas to identify specific crash and violation patterns that may be developing; and
   c. direct enforcement initiatives towards those areas identified for selective enforcement.

G. Uniform Enforcement Procedures

1. PHYSICAL ARREST: enforcement action where taking the offender into custody is warranted in order to best serve the safety of the community.

2. TRAFFIC SUMMONS: will be used for traffic offenses where the trooper believes that a written warning would not be effective to gain the violator’s future compliance.

3. WRITTEN WARNINGS: may be used for minor traffic offenses when the trooper is convinced that it is appropriate and future compliance with the law is likely.
MSP Policy directs troopers to pay special attention to traffic offenses like impaired driving that "expose a person or property to risk, loss or damage"

OPS 03.01

Traffic Enforcement in General

4. SAFETY EQUIPMENT REPAIR ORDERS: may be used when a Maryland-registered motor vehicle is stopped for defective equipment.

H. Discretion and Uniform Enforcement Policies

1. Troopers may exercise discretion when enforcing violations of the motor vehicle law while taking into account the totality of the circumstances regarding the violation.

2. While discretion may be exercised in all circumstances, certain categories of violations may require special procedures and mandatory issuance of citations and/or arrest.

3. MSP will not dictate how troopers will handle certain categories of violations in all instances.

4. Charging for violations involving operation of a vehicle while driving under the influence of alcohol and/or drugs is contained in OPS 04.01.16

5. Troopers will pay special attention to:

   a. operation of a vehicle after driving privileges have been suspended or revoked;17
   b. speed violations;18
   c. hazardous violations such as negligent, aggressive or reckless driving that expose a person or property to risk, loss or damage;19
   d. off-road vehicle violations governed by Maryland law pertaining to off-road vehicle operation and registration;20
   e. equipment violations;21
   f. commercial vehicle violations will be enforced in accordance with the Maryland Transportation Article; only certified Commercial Motor Vehicle Inspectors will take enforcement action for violations of Title 25 of the Transportation Article;22
   g. non-hazardous violations that are not likely to involve or expose persons or property to risk, loss or damage;23
   h. newly enacted laws and/or regulation will be enforced in accordance with any applicable grace period; warnings should be issued during grace periods unless the violation is serious, hazardous or contributes to a traffic crash;24
   i. violations resulting in traffic crashes requiring a report will be investigated and appropriate enforcement action should be taken against the at-fault operator when appropriate; certain fatal crashes will require consultation with the State’s Attorney prior to an individual being charged.26
The below policy reflects the MSP's Reducing Crimes and Crashes hot spots initiative. It explains how the initiative will be planned, what public information will be broadcast, how data will be collected, and how the initiative will be assessed for effectiveness.

**MARYLAND STATE POLICE SPECIAL ORDER**

Reducing Crime and Crash Initiative

<table>
<thead>
<tr>
<th>Distribution:</th>
<th>Field Operations Personnel</th>
<th>Index:</th>
<th>SO 08-13-003</th>
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<td>Responsible Unit:</td>
<td>Field Operations Bureau</td>
<td>Rescinds:</td>
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<tr>
<td>DLI Program:</td>
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<td>MD Code:</td>
<td>N/A</td>
</tr>
</tbody>
</table>

Issued: 05/06/2013  Revised: 07/01/2014  Reviewed: N/A  Next Review: 07/01/2015

.01 Purpose

To provide guidance for the implementation of the Reducing Crime and Crashes (RCAC) Initiative.

.02 Policy

It is the policy of the MSP to deploy highly visible patrol resources in areas identified as having a substantial number of criminal acts, collisions and traffic violations. The MSP RCAC initiative is modeled after the Data-Driven Approaches to Crime and Traffic Safety (DDACTS) Guidelines.

.03 CALEA Standards

| LE: | 45.1.1 | 61.1.1 | TA: | N/A | CM: | N/A |

.04 Definitions

**DATA-DRIVEN APPROACHES TO CRIME AND TRAFFIC SAFETY (DDACTS) GUIDELINES:** a law enforcement operational model supported by a partnership among the Department of Transportation’s National Highway Traffic Safety Administration, the Bureau of Justice Assistance and the National Institute of Justice. Drawing on the value of highly visible traffic enforcement and knowledge that crimes often involve the use of motor vehicles, the goal of DDACTS is to reduce crime, collisions and traffic violations.

**HIGHLY VISIBLE ENFORCEMENT:** the use of sustained and focused traffic enforcement strategies to fight crime, collisions and traffic violations.

**HOT SPOT:** locations where there is a significant concentration of crime, collisions and/or traffic safety problems based on data. “Hot Spots” may vary by the day of week and the time of day.

.05 References

NHTSA, “DDACTS GUIDELINES”
Special Order 08-13-003
Reducing Crime and Crashes Initiative

.06 Procedures

A. Barrack commanders will:
   1. utilize the “DDACTS GUIDELINES” when implementing RCAC at their respective barracks;
   2. collect and analyze crime and crash data to determine “Hot Spots.” Additional data may be collected from citizen complaints, field interviews and other nontraditional statistics such as the location of parolees, individuals with suspended or revoked licenses and wanted persons;
   3. develop strategic operations which focus enforcement activities in identified “Hot Spots”;
   4. partner with allied agencies and other stakeholders in developing enforcement plans;
   5. document accomplishments and provide updates to command staff at regularly scheduled MSP STAT meetings;
   6. share results with community members, local government administrators and elected officials;
   7. monitor and evaluate outcome measures to determine the effectiveness of operations relating to reductions in crime, collisions and traffic violations, cost savings and personnel deployment;
   8. adjust operations as needed; and
   9. review and make necessary updates to local RCAC special orders at their respective barracks no later than July 1st of each year.

B. Duty officers will:
   1. based on “Hot Spots” identified by the barrack commander, assign troopers to the locations and ensure that, if practical, each trooper works highly visible traffic enforcement for at least one continuous hour per shift in a problematic area; and
   2. if a call for service, court assignment or other matter interferes with a trooper’s assignment to a “Hot Spot”, if practical, the trooper will be re-assigned to work the “Hot Spot” until, at least, a total of one-hour of highly visible traffic enforcement has been completed.

Approved:

Lt. Colonel Woodrow Jones
Chief, FOB

07/01/2014
The MSP has formed a policy objective to reduce fatality collisions on MSP patrolled roadways by 3.1% each year. For 2014 the target was 152 fatalities. The actual # of fatalities on MSP patrolled roadways was 140 which are below the target of 152. The chart below highlights the MSP policy objectives, strategies, and targets for 2014.

<table>
<thead>
<tr>
<th>MSP Goal #3 - Prevent Fatalities and Injuries from Traffic Crashes</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Objectives</strong></td>
</tr>
<tr>
<td>----------------</td>
</tr>
<tr>
<td>Decrease fatality collisions on MSP patrolled roadways by 3.1% (Maryland Strategic Highway Safety Plan objective)</td>
</tr>
</tbody>
</table>
Occupant Protection - Problem Identification:

During a random survey conducted by the Maryland Highway Safety Office (MHSO) in 2013, respondents were asked about their occupant protection use habits. The results of the survey revealed some staggering results in the area of occupant protection in Maryland.

Only 87% of those surveyed stated they wear a safety belt while in the front seat of a moving vehicle. Sadly, only 77% of the same people surveyed wear their safety belt while in the rear of the vehicle. Of these same people surveyed only 66% of them believe they are likely to get a ticket for not wearing their safety belt. Sadly, too many occupants in motor vehicles are not utilizing their occupant restraints while operating on Maryland’s roadways.

Because so many occupants are not restrained in Maryland, there are a significant number of people killed in motor vehicle collisions as a result. As the chart to the left highlights in red, crashes involving unrestrained occupants are taking the lives of 112 people on average a year for the last 4 years. The Maryland State Police (MSP) believes that this number is unacceptable, and the department is committed to reducing these numbers and heading “Towards Zero Deaths”.

Further problems were identified from the observations of crash data and seatbelt surveys showing that night time occupant restraint use is lower than daytime throughout the state. Crash reporting showed that approximately 25% of unrestrained fatalities occur in a small 4 hour window between 12am and 4am. This period of time presents a problem for the identification of unrestrained operators by troopers on patrol because of low visibility. The MSP has also recognized that most unrestrained fatalities in Maryland occur on Sunday and Monday. Tailored enforcement activities specific to those days of the week would be important in the reduction of unrestrained fatalities.
Occupant Protection - Policy:

The MSP has identified in their 2014 Strategic Plan, that they will support the Maryland Highway Safety Plan (MHSP) and the goal of reducing and eventually eliminating fatalities from crashes involving unrestrained occupants on Maryland roadways. The MSP has identified the following strategies in order to reach this goal.

Please refer to the policy attachment for more information regarding occupant restraint policy.

Occupant Protection - Planning:

The MSP has implemented a multi-faceted plan to reduce crashes and injuries on Maryland’s roadways due to unrestrained occupants.

The first way that the MSP planned to accomplish its goal of reducing fatality and injury crashes related to unrestrained occupants is through the identification of areas with the greatest need. Those areas had the highest number of crashes related to unrestrained occupants. The MSP struck an agreement with Washington College through funding from the MHSO to provide GIS data maps of each county showing “hot spot” areas. These are areas where a seatbelt survey data is coupled with unrestrained occupant crash data to target areas where both coincide. Once MSP could assess the areas of greatest need they could provide...
additional planning for both unrestrained occupant education and enforcement.

Part of the occupant protection plan implemented by the MSP provides additional enforcement techniques during the hours of darkness. In 2014, the MSP began to implement a night time enforcement strategy called “channelization”. This technique couples high visibility enforcement strategies with increased lighting and traffic calming. By slowing traffic and lighting an area troopers are able to more easily identify unrestrained occupants.

In an effort to reduce the number of unrestrained occupant fatalities and injuries, the MSP submitted a request to the MHSO for additional grant monies to support the training and retraining of child safety seat technicians. The MSP was awarded with $2,500 dollars of grant funding in order to add additional technicians throughout the state. The MSP also recognized that it was important to have these technicians spread out throughout the state, however barracks that showed a greater number of unrestrained crashes received additional technicians.

Another plan that MSP put into place in 2014 was the continuation of the statewide Reducing Crimes and Crashes (RCAC) initiative which has been utilized since 2013. This program requires each patrol trooper to target an identified “hot spot” of crashes for at least 1 hour each shift. During this time period the troopers are evaluated on the number of traffic stops they make and the number of collisions that have occurred in that area. The goal of the program is to reduce crashes in hotspots while having patrol troopers realize the impacts of their enforcement efforts. These RCAC statistics are then later evaluated and compared statewide to evaluate the MSP’s contribution to the MHSP.

To supplement the MSP patrol force in order to further reduce unrestrained occupant crashes the MSP sought grant funding. The MSP has partnered with the MHSO in order to fund the training and retraining of child safety seat technicians. Grant funding was also secured to provide training for seat belt convincer technicians as well as maintaining the MSP’s two seatbelt convincers. The MSP also added a plan to provide education and public information to the public through a vast array of targeted media campaigns as well as various public safety days located throughout the state.
Occupant Protection - Training:

In 2014, the MSP followed its plan to train both uniformed and non-uniformed personnel on the proper use and installation of child passenger restraint devices. Every child safety seat technician (CSS) for MSP attends the NHTSA sponsored Safe Kids Worldwide, 40 hour course. In 2014, MSP set a goal of having at least 2 child safety seat technicians at each MSP barrack. This included the training and retraining of all child safety seat personnel. In 2014, the MSP trained 11 new child safety seat technicians and recertified 20 technicians. Currently the department has over 40 child safety seat trained technicians located throughout Maryland.

The MSP also recognizes that proper documentation of crashes involving unrestrained occupants through the state’s Automated Crash Reporting System (ACRS) is an important element of dealing with an unrestrained crash problem. The MSP through its 32 hours of crash investigation training at the academy provides each trooper candidate with techniques to identify whether an occupant was unrestrained. This training in turn provides accurate crash reporting which can be used for planning. Troopers are also provided opportunities for additional training in an 80 hour Advanced Collision Investigation course and then an additional 80 hour course certifying them as a Crash Reconstruction Specialist. In 2014, the MSP hosted two ACI classes and one CRS class to train new personnel. These personnel have an advanced knowledge in determining if an occupant was unrestrained at the time of a collision.

Additional training is provided to personnel in the deployment of the MSP’s two seatbelt convincers which are deployed around the state at various events. The seatbelt convercer technicians provide a safe environment for the use of the seatbelt convercer while subjecting riders to a simulated crash while restrained by a seat belt.

Occupant Protection - PI&E:

The MSP uses a wide range of media products to provide public information and educational resources for traffic safety topics. For occupant protection related issues the MSP uses local media outlets, social media, partnerships with the Maryland Highway Safety Office, and a partnership with the Maryland State Highway Administration. These partnerships provide funding for billboards and print media and provide access to the vast network of overhead stationary VMS boards located around.
the state. To increase public information and aid in the deployment of high visibility enforcement of occupant protection laws throughout the state, the MSP deployed troopers to various public safety days. These included troopers installing safety seats at local retail stores, events at local stadiums during sporting events, and various local fairs around the state.

Large scale static overhead variable message boards and smaller portable message boards are located throughout the state and controlled by the Maryland State Highway administrations State Operations Center. The center is staffed by the MSP and the SHA and during specific targeted times can be used to display messages to motorists. During seatbelt campaigns the signs would display “Click it or Ticket, Seatbelt Enforcement Underway”. During night time hours this would be changed to “Click it or Ticket nighttime seatbelt enforcement underway”. Extra troopers would be on patrol in the area of these VMS boards conducting high visibility enforcement efforts.

**Occupant Protection - Enforcement:**

The MSP participated in the national *Click it or Ticket* campaign during May 2014. This campaign which ran from May 19 to June 1 aimed directed enforcement of occupant protection violations in designated low use areas. During the campaign troopers had the following results:

<table>
<thead>
<tr>
<th>Passenger Restraint Enforcement Activity</th>
<th>1845</th>
<th>89</th>
</tr>
</thead>
<tbody>
<tr>
<td>Seat Belt Citations</td>
<td>Seat Belt Warnings</td>
<td>€91</td>
</tr>
<tr>
<td>Child Restraint Citations</td>
<td>Child Restraint Warnings</td>
<td>21</td>
</tr>
</tbody>
</table>

Troopers also participate in enforcement campaigns during designated high travel periods such as Memorial Day, Easter, and Thanksgiving. Troopers were to focus on primary collision factor violations to prevent crashes and allow motorists to arrive at their destinations safely for the holidays. For Memorial Day weekend alone, which is the kick-off of the summer season in the states resort town of Ocean City, MSP troopers issued 595 occupant restraint violation citations and 201 warnings.

On duty enforcement of occupant protection laws in MD was maximized through the use of the MSP’s RCAC enforcement initiative. In 2014, between the RCAC initiative and troopers on
patrol the MSP conducted 540,974 traffic stops. Of these traffic stops 5% of them (30,288) were for violations of Maryland’s occupant restraint statutes. The chart below highlights the enforcement efforts of troopers targeting “hot spots” on the RCAC initiatives.

<table>
<thead>
<tr>
<th>RCAC 2014</th>
<th>Number of Initiatives</th>
<th>Hours Worked</th>
<th>Number of Troopers</th>
<th>Traffic Stops</th>
<th>Citations</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bk A - Howard</td>
<td>328</td>
<td>526.5</td>
<td>357</td>
<td>1838</td>
<td>1066</td>
</tr>
<tr>
<td>Bk B - Frederick</td>
<td>213</td>
<td>2630</td>
<td>1886</td>
<td>9708</td>
<td>5784</td>
</tr>
<tr>
<td>Bk C - Allegany</td>
<td>674</td>
<td>667.61</td>
<td>670</td>
<td>1135</td>
<td>325</td>
</tr>
<tr>
<td>Bk D - Harford</td>
<td>975</td>
<td>1245</td>
<td>1018</td>
<td>4503</td>
<td>2022</td>
</tr>
<tr>
<td>Bk E - Wicomico</td>
<td>211</td>
<td>357.75</td>
<td>368</td>
<td>2643</td>
<td>1681</td>
</tr>
<tr>
<td>Bk F - Cecil</td>
<td>315</td>
<td>217</td>
<td>230</td>
<td>454</td>
<td>272</td>
</tr>
<tr>
<td>Bk G - Carroll</td>
<td>1317</td>
<td>1700.15</td>
<td>1335</td>
<td>4163</td>
<td>1582</td>
</tr>
<tr>
<td>Bk H - Charles</td>
<td>2634</td>
<td>2704.7</td>
<td>2622</td>
<td>8157</td>
<td>4380</td>
</tr>
<tr>
<td>Bk I - Caroline, Dorchester, Talbot</td>
<td>2077</td>
<td>2635.25</td>
<td>2543</td>
<td>19979</td>
<td>10271</td>
</tr>
<tr>
<td>Bk L - Prince George’s (Southern)</td>
<td>109</td>
<td>134</td>
<td>108</td>
<td>1058</td>
<td>766</td>
</tr>
<tr>
<td>Bk M - Cecil, Harford, Baltimore</td>
<td>447</td>
<td>484</td>
<td>528</td>
<td>3485</td>
<td>2464</td>
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<tr>
<td>Bk N - Montgomery</td>
<td>858</td>
<td>981.75</td>
<td>795</td>
<td>5467</td>
<td>3736</td>
</tr>
<tr>
<td>Bk O - Washington</td>
<td>512</td>
<td>493.5</td>
<td>519</td>
<td>1820</td>
<td>1022</td>
</tr>
<tr>
<td>Bk P - Anne Arundel</td>
<td>466</td>
<td>662.5</td>
<td>523</td>
<td>3327</td>
<td>2810</td>
</tr>
<tr>
<td>Bk Q - Prince George’s (Northern)</td>
<td>966</td>
<td>967.75</td>
<td>1100</td>
<td>4123</td>
<td>3173</td>
</tr>
<tr>
<td>Bk R - Baltimore</td>
<td>1304</td>
<td>1558</td>
<td>1382</td>
<td>6430</td>
<td>4481</td>
</tr>
<tr>
<td>Bk S - Kent, Queen Anne’s</td>
<td>403</td>
<td>634.25</td>
<td>504</td>
<td>2506</td>
<td>1956</td>
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<tr>
<td>Bk T - St. Mary’s</td>
<td>2699</td>
<td>3102</td>
<td>2711</td>
<td>10050</td>
<td>5370</td>
</tr>
<tr>
<td>Bk U - Calvert</td>
<td>1080</td>
<td>1246.5</td>
<td>1142</td>
<td>5924</td>
<td>3389</td>
</tr>
<tr>
<td>Bk V - Worcester</td>
<td>109</td>
<td>247</td>
<td>233</td>
<td>1878</td>
<td>1368</td>
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<tr>
<td>Bk W - Garrett</td>
<td>1342</td>
<td>1806.8</td>
<td>1329</td>
<td>7674</td>
<td>3620</td>
</tr>
<tr>
<td>Bk X - Somerset</td>
<td>104</td>
<td>140</td>
<td>146.5</td>
<td>879</td>
<td>359</td>
</tr>
<tr>
<td><strong>YTD - Total Statewide</strong></td>
<td><strong>21065</strong></td>
<td><strong>25152.01</strong></td>
<td><strong>22135.5</strong></td>
<td><strong>103211</strong></td>
<td><strong>61907</strong></td>
</tr>
</tbody>
</table>

Troopers continued to focus on occupant restraint violations throughout the year especially those involving unrestrained children. As the snapshot below highlights, in 2014 Troopers issued 1131 citations for child restraint violations and 264 warnings.

<table>
<thead>
<tr>
<th>Passenger Restraint Enforcement Activity</th>
</tr>
</thead>
<tbody>
<tr>
<td>Seat Belt Citations</td>
</tr>
<tr>
<td>Child Restraint Citations</td>
</tr>
</tbody>
</table>

Occupant Protection - Outcomes:

Unrestrained occupant fatal collisions decreased by an astounding -33.4% in Maryland from 2009 through 2014. Unrestrained occupant fatal collisions saw a slight increase between 2013 and 2014 which shows despite the larger scale reduction there is still work to do to save lives on Maryland’s roadways. Still, Maryland continues to show profound results in reducing fatal crashes related to unrestrained occupants as the state continues to drive “Toward Zero Deaths”
The MSP continually follows up to ensure that their occupant protection plan is effective. Each month barrack commander’s are responsible for reporting to MSP command the results of their efforts in the area of occupant protection through Field Operations Bureau Stat (FOB Stat). During this review, if it is determined the local efforts are not effective then an adjustment can be made and an alternate plan implemented. The positive results of the MSP’s enforcement efforts can be clearly seen by the declining trend of unrestrained occupant injuries and fatalities statewide.

Maryland’s 2014 observed seatbelt usage was 92.1% a 1.4% increase over 2013’s survey. This shows a significant increase in use after a decline from 2012 to 2013. The renewed focus on occupant protection in 2014 has moved Maryland closer to 100% compliance.

Troopers are continually recognized for their outstanding traffic safety efforts through various awards and recognition programs within the MSP.

MSP submits a report detailing their efforts in the area of occupant protection to the Maryland Highway Safety Office for review. The internal and external review allows the MSP to apply analysis of collision trends, and survey data from seatbelt surveys to refine strategies and performance measures.
Through the use of the department’s internal recognition programs, troopers can be recognized for their exemplary performance in the area of occupant protection activities. These include documented commendations from citizens that interact with troopers during safety days, a favorable MSP form 164A (Job Observation Report) issued by a supervisor, or a commander’s Letter of Commendation. All of these commendations are maintained in the employees personnel file and will later be used for performance reviews and benefits employees during promotional assessments.

.02 Policy

It is the policy of the MSP that outstanding performance by an employee or a group of employees be officially recognized and recorded.

The matrix below demonstrates the uniform award ribbons for each award given by the MSP including troopers who excelled in occupant protection in 2014. It also reflects the number of awards given.

<table>
<thead>
<tr>
<th>Award</th>
<th>Description</th>
<th>No. Awarded</th>
</tr>
</thead>
<tbody>
<tr>
<td>Department Trooper of the Year</td>
<td>Awarded to the top performing trooper in the agency.</td>
<td>1</td>
</tr>
<tr>
<td>Barrack Trooper of the Year</td>
<td>Awarded to the top performing trooper at each barrack/installation.</td>
<td>22</td>
</tr>
<tr>
<td>Commander’s Award</td>
<td>Awarded to individual troopers that have identified outstanding enforcement activities.</td>
<td>~50</td>
</tr>
</tbody>
</table>
Occupant Protection - Policy:

The Maryland State Police 2014 Strategic Plan laid the groundwork for the MSP policy related to promotion of occupant protection and the reduction of unrestrained traffic crashes. It also laid out how the MSP would accomplish this goal. A copy of Goal 3 of the MSP Strategic Plan is shown below.

**Goal 3: Prevent Fatalities & Injuries from Traffic Crashes**

**Strategy 1: Selective Enforcement**

Conduct focused enforcement initiatives based on an analysis of fatal and personal injury traffic crashes. This analysis will include the use of modern data driven mapping systems. Enforcement efforts will be conducted to support Maryland’s Strategic Highway Safety Plan and the Toward Zero Deaths initiative.

**Strategy 2: Focused Media Initiatives**

Conduct public information and education campaigns, to address local and statewide highway safety issues, using websites and social media.

**Strategy 3: Specialized Unit Support**

Deploy specialized units to prevent injuries and deaths from crashes. These specialized units include Aviation Command, Commercial Vehicle Enforcement Division, Automotive Safety Enforcement Division, Motor Unit and Crash Team.
MSP’s general traffic enforcement policy delineates how troopers will enforce the traffic laws in Maryland.

**MARYLAND STATE POLICE**
**OPERATIONS DIRECTIVE**

**Traffic Enforcement in General**

<table>
<thead>
<tr>
<th>Distribution:</th>
<th>All Troopers</th>
<th>Index: OPS 03.01</th>
</tr>
</thead>
<tbody>
<tr>
<td>Responsible Unit:</td>
<td>Field Operations Bureau</td>
<td>Rescinds: Chapter 25, Sec. III &amp; VIII</td>
</tr>
<tr>
<td>DLI Program:</td>
<td>N/A</td>
<td>MD Code: N/A</td>
</tr>
</tbody>
</table>

**.01 Purpose**
To provide troopers with guidance on conducting traffic enforcement.

**.02 Policy**
MSP will ensure the safe and efficient movement of traffic through effective traffic enforcement.

**.03 Definitions**

- **AREA PATROL**: patrol within a defined patrol area.
- **DIRECTED PATROL**: assigned patrol to a specific area based on analysis of information regarding traffic violations, crashes and related incidents.
- **LINE PATROL**: patrol between two points on a specific roadway.
- **SATURATION PATROL**: directed patrol assigned to multiple units.
- **SELECTIVE ENFORCEMENT**: geographic/temporary assignment of personnel and equipment and the establishment of preventive patrols to deal with specific categories of unlawful driving behavior.

**.04 CALEA Standards**

<table>
<thead>
<tr>
<th>LE:</th>
<th>61.1.1</th>
<th>61.1.6</th>
<th>61.1.2</th>
<th>TA:</th>
<th>N/A</th>
<th>CM:</th>
<th>N/A</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>61.1.5</td>
<td>62.3.3</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**.05 Procedures**

A. Patrol by troopers assigned to the Field Operations Bureau is the primary means of enforcing the motor vehicle laws of Maryland and achieving the patrol objectives in OPS 01.01.

B. The primary goals of traffic enforcement are to:
   1. improve driver behavior that differs from the accepted or legal requirements;
   2. identify and remove from the road drivers who exhibit behavior that indicates that they are an immediate danger to the public;
   3. encourage voluntary compliance with traffic laws and ordinances; and
C. General Patrol Techniques

1. Traffic patrol techniques include those listed in Section .03, Definitions.¹

2. When not assigned to a specific area by a supervisor, troopers on patrol should focus enforcement efforts on areas and on violations types that will help to achieve the patrol objectives in OPS 01.01.

3. Commanders and supervisors should determine the type of enforcement required for a specific location or situation and assign troopers accordingly.

4. When stationary observation is necessary to maximize the effectiveness of enforcement, troopers will park in a location and manner to maximize safety and minimize the disruption of traffic flow.²

5. Unmarked or Covert Vehicles³
   
   a. Unmarked vehicles may be used routinely for traffic enforcement; however, a trooper operating an unmarked vehicle must remember that motorists may not initially recognize him as a law enforcement officer.

   b. Covert vehicles that are equipped with lights and sirens will not be used routinely for traffic enforcement.

6. Troopers conducting Roadside safety checks will.⁴

   a. will ensure that their vehicles are parked so as not to create an undue hazard or impede the normal flow of traffic; and

   b. wear high visibility safety apparel in accordance with OPS 02.02.

D. Selective Enforcement

1. The primary goal of selective enforcement activities is to reduce traffic crashes.

2. Selective enforcement activities will be based upon the analysis⁵ of:

   a. data compiled from motor vehicle crashes;⁶

   b. enforcement data;⁷

   c. traffic volume;

   d. traffic conditions; and

   e. citizen input and/or traffic complaints.

3. Troopers will be assigned to the areas of greatest potential and actual need.

4. Assignment to selective enforcement patrols are designed to complement and not replace normal patrol functions.
The policy also outlines how the MSP will gather data to assess where troopers are needed the most.

OPS 03.01
Traffic Enforcement in General

E. Data Collection & Interpretation

1. MSP maintains a collaborative relationship with Washington College. Washington College harvests electronic data through the Electronic Ticket Information Exchange (E-Tix) and Automated Crash Reporting System (ACRS) providing detailed collision and enforcement data available to commanders through interactive crash mapping.\(^\text{13}\)

2. Reports of hazardous roadway conditions and defects that are received by Communications will be recorded in the CAD or CC Cards and dispatched to police and/or maintenance/highway services for appropriate action.

F. Responsibilities

1. Commanders and Assistant Commanders will:
   a. assign personnel and resources as necessary to promote a reduction in crashes and traffic violations using both routine patrol and selective enforcement;\(^\text{19}\)
   b. continuously monitor crash, enforcement and violation data to ensure effective deployment of resources. continually evaluate the effectiveness of both completed and ongoing selective enforcement initiatives;\(^\text{11}\) and
   c. maintain overall responsibility for the deployment of resources in response to the traffic needs of their specific geographical areas.\(^\text{12}\)

2. Duty officers will:
   a. be alert to developing traffic and crash patterns within patrol areas that may warrant selective enforcement initiatives; and
   b. forward any relevant data to the assistant commander for planning purposes.

3. Troopers will:
   a. conduct traffic enforcement while on patrol;
   b. monitor their patrol areas to identify specific crash and violation patterns that may be developing; and
   c. direct enforcement initiatives towards those areas identified for selective enforcement.

G. Uniform Enforcement Procedures

1. PHYSICAL ARREST: enforcement action where taking the offender into custody is warranted in order to best serve the safety of the community.\(^\text{14}\)

2. TRAFFIC SUMMONS: will be used for traffic offenses where the trooper believes that a written warning would not be effective to gain the violator’s future compliance.\(^\text{14}\)

3. WRITTEN WARNINGS: may be used for minor traffic offenses when the trooper is convinced that it is appropriate and future compliance with the law is likely.\(^\text{16}\)
MSP Policy directs troopers to pay special attention to violations that “expose persons or property to risk, loss or damage” such as unrestrained motorists.

OPS 03.01
Traffic Enforcement in General

4. **SAFETY EQUIPMENT REPAIR ORDERS:** may be used when a Maryland-registered motor vehicle is stopped for defective equipment.

H. Discretion and Uniform Enforcement Policies

1. Troopers may exercise discretion when enforcing violations of the motor vehicle law while taking into account the totality of the circumstances regarding the violation.

2. While discretion may be exercised in all circumstances, certain categories of violations may require special procedures and mandatory issuance of citations and/or arrest.

3. MSP will not dictate how troopers will handle certain categories of violations in all instances.

4. Charging for violations involving operation of a vehicle while driving under the influence of alcohol and/or drugs is contained in OPS 04.01.16

5. Troopers will pay special attention to:
   a. operation of a vehicle after driving privileges have been suspended or revoked;17
   b. speed violations;18
   c. hazardous violations such as negligent, aggressive or reckless driving that expose a person or property to risk, loss or damage;20
   d. off-road vehicle violations governed by Maryland law pertaining to off-road vehicle operation and registration;26
   e. equipment violations;21
   f. commercial vehicle violations will be enforced in accordance with the Maryland Transportation Article; only certified Commercial Motor Vehicle Inspectors will take enforcement action for violations of Title 25 of the Transportation Article;22
   g. non-hazardous violations that are not likely to involve or expose persons or property to risk, loss or damage;23
   h. newly enacted laws and/or regulation will be enforced in accordance with any applicable grace period; warnings should be issued during grace periods unless the violation is serious, hazardous or contributes to a traffic crash;24
   i. violations resulting in traffic crashes requiring a report will be investigated and appropriate enforcement action should be taken against the at-fault operator when appropriate; certain fatal crashes will require consultation with the State's Attorney prior to an individual being charged;26 and
The below policy reflects the MSP's Reducing Crimes and Crashes hot spots initiative. It explains how the initiative will be planned, what public information will be broadcast, how data will be collected, and how the initiative will be assessed for effectiveness.

MARYLAND STATE POLICE
SPECIAL ORDER

Reducing Crime and Crash Initiative

<table>
<thead>
<tr>
<th>Distribution:</th>
<th>Field Operations Personnel</th>
<th>Index:</th>
<th>SO 08-13-003</th>
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<tr>
<td>Responsible Unit:</td>
<td>Field Operations Bureau</td>
<td>Rescinds:</td>
<td>N/A</td>
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<tr>
<td>DLI Program:</td>
<td>N/A</td>
<td>MD Code:</td>
<td>N/A</td>
</tr>
</tbody>
</table>

Issued: 05/06/2013  Revised: 07/01/2014  Reviewed: N/A  Next Review: 07/01/2015

.01 Purpose

To provide guidance for the implementation of the Reducing Crime and Crashes (RCAC) Initiative.

.02 Policy

It is the policy of the MSP to deploy highly visible patrol resources in areas identified as having a substantial number of criminal acts, collisions and traffic violations. The MSP RCAC initiative is modeled after the Data-Driven Approaches to Crime and Traffic Safety (DDACTS) Guidelines.

.03 CALEA Standards

| LE: 45.1.1 | 61.1.1 | TA: N/A | CM: N/A |

.04 Definitions

Data-Driven Approaches to Crime and Traffic Safety (DDACTS) Guidelines: a law enforcement operational model supported by a partnership among the Department of Transportation’s National Highway Traffic Safety Administration, the Bureau of Justice Assistance and the National Institute of Justice. Drawing on the value of highly visible traffic enforcement and knowledge that crimes often involve the use of motor vehicles, the goal of DDACTS is to reduce crime, collisions and traffic violations.

Highly Visible Enforcement: the use of sustained and focused traffic enforcement strategies to fight crime, collisions and traffic violations.

Hot Spot: locations where there is a significant concentration of crime, collisions and/or traffic safety problems based on data. “Hot Spots” may vary by the day of week and the time of day.

.05 References

NHTSA, "DDACTS Guidelines"
.06 Procedures

A. Barrack commanders will:

1. utilize the “DDACTS GUIDELINES” when implementing RCAC at their respective barracks;
2. collect and analyze crime and crash data to determine “Hot Spots.” Additional data may be collected from citizen complaints, field interviews and other nontraditional statistics such as the location of parolees, individuals with suspended or revoked licenses and wanted persons;
3. develop strategic operations which focus enforcement activities in identified “Hot Spots”;
4. partner with allied agencies and other stakeholders in developing enforcement plans;
5. document accomplishments and provide updates to command staff at regularly scheduled MSP STAT meetings;
6. share results with community members, local government administrators and elected officials;
7. monitor and evaluate outcome measures to determine the effectiveness of operations relating to reductions in crime, collisions and traffic violations, cost savings and personnel deployment;
8. adjust operations as needed; and
9. review and make necessary updates to local RCAC special orders at their respective barracks no later than July 1st of each year.

B. Duty officers will:

1. based on “Hot Spots” identified by the barrack commander, assign troopers to the locations and ensure that, if practical, each trooper works highly visible traffic enforcement for at least one continuous hour per shift in a problematic area; and
2. if a call for service, court assignment or other matter interferes with a trooper’s assignment to a “Hot Spot”, if practical, the trooper will be re-assigned to work the “Hot Spot” until, at least, a total of one-hour of highly visible traffic enforcement has been completed.

MSP written policy in the MSP Administrative Manual stipulates in section C(5) below that MSP has a passenger restraint device policy for all employees and all vehicles.
ADM 13.01
MSP Vehicles in General

C. Off-Duty Use of MSP Vehicles

1. Vehicles will be allocated according to availability on an equitable basis by unit commanders.

2. A trooper may only operate an MSP vehicle off-duty within 25 miles of his home or work location except when engaged in extra-duty secondary employment (see PER 13.02).

3. Off-duty vehicle use will not adversely impact the ability of a unit to perform its designated functions.

4. Off-duty travel will be permitted for troopers and members of his immediate family; other passengers may be permitted with the approval of the trooper’s commander.

5. Passenger Restraint Devices¹
   a. When operating or riding in an MSP vehicle, or when operating or riding in a non-MSP vehicle in official capacity, all employees will use seatbelts.
   b. When transporting passengers, the employee will ensure that the passengers use seatbelts or are secured in appropriate child safety or booster seats, as appropriate and in accordance with applicable statute.

6. Non-Official Passengers
   a. Troopers operating MSP vehicles may not respond Code 3 (see OPS 09.01), to an incident when the vehicle is occupied by a passenger who is not an MSP employee unless:
      (1) the passenger is officially authorized to be in the vehicle as part of a ride-along;
      (2) the trooper is required to respond immediately to preserve life or property; or
      (3) the response is being made to preserve the life of the passenger.
   b. Passengers who do not meet the criteria in subsection (a), above, must be dropped off at a safe location before the trooper responds Code 3.

7. Radio Use
   Troopers operating an MSP vehicle off-duty will monitor the primary operating frequencies of the barrack areas through which they travel.

8. Handling Incidents While Off-Duty
   a. Troopers will be prepared to respond to any incident requiring police assistance occurring in the vicinity of their route of travel.
   b. If immediate action is necessary, the off-duty trooper will take necessary action and notify the local barrack.
   b. Troopers may be placed on-duty if necessary.
   c. For routine cases encountered while off-duty, troopers may call for a barrack unit to handle the situation; the off-duty unit will stand by and assist until that unit arrives.

9. Attire and Equipment
   a. Troopers should be appropriately attired to effectively perform a police function while at the same time presenting a favorable image; exceptions will be granted to those troopers on special assignment or assigned to a covert investigative position.

The Maryland Strategic Highway Safety Plan provides additional policies that the MSP follows in order to further the objectives of “Toward Zero Deaths” in the area of unrestrained fatalities.
To accomplish these objectives, the Occupant Protection Emphasis Area Team identified four strategies:

- Expand and refine Click It or Ticket and Law Enforcement Challenge;
- Conduct a year round nighttime seatbelt enforcement and education program;
- Increase the awareness of child passenger safety best practice recommendations for infants, children, and pre-drivers (up to age 16); and
- Evaluate and recommend legislation and/or regulations that require the use of safety devices in all seating positions, with higher fines and points on the driver’s license for noncompliance.
Speed Awareness - Problem Identification:

According to Maryland’s Highway Safety Plan (MHSP), between the years 2008–2012, 42% of total crashes, 45% of injury crashes, and 44% of fatal crashes involving speed occurred on Maryland interstate and state routes. Comparatively, 32% of total crashes, 31% of injury crashes, and 32% of fatal crashes involving speed occurred on county and municipal roads. Interstates accounted for 17% of total driving crashes, 16% of injury crashes and 14% of fatal crashes where speed was a factor.

The Maryland State Police (MSP) is committed to the goals of the Maryland Highway Safety plan. In support of this goal the MSP strives to prevent collisions where speed is a contributing factor. The MSP is committed to preventing injuries and saving lives through enforcement of Maryland’s speed laws and educating the public of the importance of safe driving speeds. However, there is an identified problem resulting from excessive speed on Maryland’s roadways. Excessive speed as a causation of fatal and injury crashes occurs 18.94% of the time in MSP investigated crashes. In 2014 within the jurisdiction of the MSP, there were a total of 6,618 fatal and injury crashes. Of those 1,254 listed excessive speed as a contributing factor. A total of 29 of these crashes were fatal and 1,225 were injury.

In 2013, the Maryland Highway Safety Office (MHSO) completed a statewide survey to assess the opinions of people across the state on issues related to traffic safety. The results of the survey indicated that 54% of people surveyed indicated that they have exceeded the posted speed limit by more than 10 MPH in the last 30 days.

Work Zone Crashes related to speed are another speed awareness issue the MSP has aimed to address. According the MD State Highway Administration (SHA), “since 2009, there have been more than 8,350 work zone related crashes in Maryland with about 4,060 injuries to drivers, passengers and workers. According to the SHA, most work zone crashes are rear-end collisions and about 80-percent of the injuries are actually to motorists.” Work zone crashes continue to be a threat to the public safety on MD roadways. In 2010 the MSP was charged with creating and managing Maryland’s Work Zone Automated Speed Enforcement program. The project is
called Maryland Safe Zones and its primary mission is to reduce traffic crashes and injuries in highway construction zones throughout Maryland. In 2014, the MSP continued working to reduce the number crashes and injuries that occur in Maryland’s work zones.

### Speed Awareness - Policy:

The MSP has identified in their 2014 Strategic Plan, that they will support the MHSP and the goal of reducing and eventually eliminating fatalities from crashes involving excessive speed on Maryland roadways. The MSP has identified the following strategies in order to reach this goal.

<table>
<thead>
<tr>
<th><strong>GOAL 3: PREVENT FATALITIES &amp; INJURIES FROM TRAFFIC CRASHES</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>STRATEGY 1: SELECTIVE ENFORCEMENT</strong></td>
</tr>
<tr>
<td>Conduct focused enforcement initiatives based on an analysis of fatal and personal injury traffic crashes. This analysis will include the use of modern data-driven mapping systems. Enforcement efforts will be conducted to support Maryland’s Strategic Highway Safety Plan and the Toward Zero Deaths initiative.</td>
</tr>
<tr>
<td><strong>STRATEGY 2: FOCUSED MEDIA INITIATIVES</strong></td>
</tr>
<tr>
<td>Conduct public information and education campaigns, to address local and statewide highway safety issues, using websites and social media.</td>
</tr>
<tr>
<td><strong>STRATEGY 3: SPECIALIZED UNIT SUPPORT</strong></td>
</tr>
<tr>
<td>Deploy specialized units to prevent injuries and deaths from crashes. These specialized units include Aviation Command, Commercial Vehicle Enforcement Division, Automotive Safety Enforcement Division, Motor Unit and Crash Team.</td>
</tr>
</tbody>
</table>

Please refer to the policy attachment for more information regarding Speed Awareness Policy.

### Speed Awareness - Planning:

The MSP has implemented a multi-faceted plan to reduce crashes and injuries on Maryland’s roadways at the hands of drivers operating a vehicle at excessive speed.

The first way that the MSP planned to accomplish its goal of reducing fatality and injury crashes related to excessive speed is through the identification of areas with the greatest need. These areas have the highest number of crashes related to excessive speed. The MSP struck an agreement with Washington College through funding from the MHSO to provide GIS data maps of each county showing “hot spot” areas.
Once the MSP could assess the areas of greatest need they could provide additional planning for aggressive patrol enforcement of speed laws.

<table>
<thead>
<tr>
<th>MSP Goal #2 - Prevent Fatalities and Injuries from Traffic Crashes</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Objectives</strong></td>
</tr>
<tr>
<td>----------------</td>
</tr>
</tbody>
</table>
| Decrease fatality collisions on MSP-patrolled roadways by 3.1% (Maryland Strategic Highway Safety Plan objective) | 1. Utilize Collision Data to identify “hot spots” in each barrack’s patrol.  
2. Target Saturation Patrols in “hot spot” collision areas.  
3. Target Saturation Patrols during peak collision periods.  
4. Utilize DUI Patrols and SPIDRE Team in identified “hot spots”  
5. Optimize education/media opportunities to deliver traffic safety message.  
6. Actively participate in all MHSO/MSHSP emphasis areas.  
7. Utilize RCAC initiative to target “hot spots”.  
8. Follow up with barrack commanders in FOB Stat monthly meetings. | Reduce fatality and injury collisions by 3.1%  
3 year avg = 157  
Target = 152  
2014 Final #: 140  
(MSP already achieved goal) |

**Equipment:** The first step in promoting aggressive patrol enforcement was to provide troopers the equipment needed to reach this goal. The MSP has taken the lead role in the research and development of the state’s first and now only electronic ticket system called E-Tix. The MSP has trained all of its patrol troopers and equipped all of its patrol vehicles with this proprietary system in order to maximize the trooper’s enforcement efficiency. It is the goal of the MSP to provide every patrol trooper with an assigned speed detection device. Currently, most of the MSP vehicles used for patrol are equipped with either a Kustom Golden Eagle bi-directional RADAR unit or a Kustom PRO 1000 radar set. Each field installation is also equipped with several Kustom Pro Laser 3 LIDAR sets. The MSP is currently utilizing general funds and grant funds to purchase additional LIDAR sets with the goal of assigning a LIDAR set to each trooper. Each RADAR set is required to be checked daily for proper operation and is calibrated either every 6 months or annually depending on the unit type.

**RCAC:** In 2014 the MSP continued the statewide Reducing Crimes and Crashes (RCAC) initiative which has been utilized since 2013. This program requires each patrol trooper to target an identified “hot spot” of crashes for at least 1 hour each shift. During this time period the troopers are evaluated on the number of traffic stops they make and the number of collisions that have occurred in that area. The goal of the program is to reduce crashes in hotspots while having patrol troopers realize the impacts of their enforcement efforts. These RCAC statistics are then later evaluated and compared statewide to evaluate the MSP’s contribution to the MHSP.

**Grant Funding:** To supplement the MSP patrol force in order to further reduce speed crashes the MSP sought grant funding. The MSP has partnered with the MHSO in order to fund several supplemental enforcement programs to tackle speeding and aggressive drivers. The MHSO has awarded the MSP two separate grants specifically to deal with these dangerous drivers. There is an aggressive driving grant and a grant for a special enforcement program called Smooth
Operator. The statewide aggressive driving grant specifically provides funding for overtime hours to supplement the MSP’s speed and aggressive driving enforcement efforts. The additional troopers that can be placed on patrol are directed to hot spot areas where a large number of speeding related crashes have occurred. These troopers saturate the area at the same time that High Visibility Enforcement (HVE) campaigns are being run. The MSP also has received funding for Smooth Operator and these funds are specifically allotted to statewide Smooth Operator campaign periods. This is a targeted statewide enforcement effort that typically runs on weeks throughout the year that include a large media campaign that advertises the enforcement of aggressive driving. Troopers will utilize this funding for additional HVE enforcement coupled with the media campaigns. The grant funding received from the MHSO for both of these enforcement campaigns has been divided up among the 22 barracks located in each county within the state. The amount of the grant awarded to each barrack was further broken down by providing the most funding to those barracks that show the greatest percentage of speed related traffic collisions.

Follow Up: The MSP also implemented the “FOB Stat” follow up format where commanders from all 22 barracks meet with members of the upper command to provide documentation of their participation in each objective of the MSP strategic plan. At these reviews a determination can be made whether each barrack is meeting the agency goals in the reduction of speed related crashes and whether their local programs are having community outreach impact.

Automated Speed Enforcement: The MSP Work Zone Automated Speed Enforcement Unit or (WZASE) continues to address the issues of speeding motorists in work zones. The current plan in place calls for the issuance of a citation to a motorist that is traveling greater than 12mph above the posted speed limit in the work zone. The goals of the program, also known as the Maryland SafeZones program, are to encourage a change in driver behavior and to increase driver awareness of the impacts of speed-related crashes in work zones. Driving too fast for conditions is one of the most prevalent factors contributing to traffic crashes. Nearly one-third of all fatal crashes are speeding-related. [NHTSA, 2007] Lane restrictions and other hazards in a work zone make it imperative for drivers to stay alert and obey the posted speed limit. Driving too fast for conditions reduces a driver’s ability to steer safely around curves or objects in the roadway, extends the distance necessary to stop a vehicle and increases the distance a vehicle travels while a driver reacts to a dangerous situation. To maximize the program’s flexibility and impact, the speed cameras used in work zones are deployed in sport-utility vehicles referred to as "mobile ASE units". A mobile ASE unit can be located within the limits of any work zone on expressways and controlled access highways where the speed limit is
45 mph or greater. In 2014, there were seven (7) mobile ASE units that rotated through a series of predetermined work zones throughout the state. The work zone locations were posted online on the Maryland SafeZones website. The MSP used a variety of factors to determine camera deployment locations. The determination was based on roadway and work zone characteristics such as facility type, speed limit, temporary traffic control activities and whether traditional in-person enforcement was viable.

**Speed Awareness - Training:**

In 2014, over 150 troopers received 40 hours of training in the proper operation of speed monitoring devices such as RADAR and LIDAR. All 1488 sworn personnel in the MSP have received training in vehicle pacing as a requirement of the MSP Academy. Each vehicle speedometer is required to be checked and calibrated by LIDAR at least annually. The goal of the Field Operations Bureau is to have all troopers in the field trained in RADAR and LIDAR. Currently, the number of trained troopers hover around 650 and approximately 80 new troopers were trained in RADAR and LIDAR in 2014. Troopers are required to complete 8 hours of retraining in the use of RADAR and LIDAR every 4 years in order to maintain certification.

The MSP also promotes additional training in the area of traffic safety including speed awareness techniques. The Traffic Safety Specialist (TSS) program is a statewide recognition of police officers who have attained distinctive levels of experience, training and proficiency in highway safety and traffic enforcement methods and procedures.

**Speed Awareness - PI&E:**

The MSP uses a wide range of media products to provide public information and educational resources for traffic safety topics. For speed related issues the MSP uses local media outlets, social media, partnerships with the Maryland Highway Safety Office and a partnership with the Maryland State Highway Administration. These partnerships provide funding for billboards, print media, and provide access to the vast network of overhead stationary VMS boards located...
around the state. To increase public information and aid in the deployment of high visibility enforcement of speed laws throughout the state, the MSP has deployed magnetic decals on the side of its vehicles. These decals feature a bee holding a radar and the line “Don’t get Stung” reminding motorists that speed laws are being enforced. These magnets are specifically deployed on vehicles that are working on aggressive driving and speed enforcement grant funding.

Speed Awareness - Enforcement:

On duty enforcement of impaired driving laws in MD was maximized through the use of MSP’s RCAC enforcement initiative. With RCAC and troopers on patrol combined in 2014, the MSP conducted 540,974 traffic stops. Of these traffic stops 43% of them (234,047) were for violations of Maryland’s maximum speed statutes. The chart below highlights the enforcement efforts of troopers targeting "hot spots" on the RCAC initiatives.

In order to push the MHSP goal of “Toward Zero Deaths” on Maryland roadways the MSP sought Federal Funding from the MHSO and deployed additional troopers to areas of the state that had higher numbers of excessive speed related crashes. Troopers issued 4,664 speed citations statewide on the aggressive driving grant alone. The $129,403 in grant funding that the MHSO
provided to the MSP was able to put 825 additional troopers on patrol for a total of 3,319 hours of patrol. The chart on the below reflects the funding used and enforcement statistics under the aggressive driving enforcement grant.

<table>
<thead>
<tr>
<th>FFY 2014 Year-to-Date (Barrack / County)</th>
<th>Number of Initiatives</th>
<th>Hours Worked</th>
<th>Number of Troopers</th>
<th>Traffic Stops</th>
<th>Speed Citations</th>
<th>Seat Belt/Child Restraint Citations</th>
<th>Other Citations</th>
<th>Warnings</th>
<th>Repair Orders</th>
<th>DUI Arrests</th>
<th>Criminal Arrests</th>
<th>Funds Used</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bk A - Howard</td>
<td>28</td>
<td>185</td>
<td>40</td>
<td>381</td>
<td>142</td>
<td>8</td>
<td>146</td>
<td>181</td>
<td>44</td>
<td>5</td>
<td>2</td>
<td>$6,904.63</td>
</tr>
<tr>
<td>Bk B - Frederick</td>
<td>41</td>
<td>229</td>
<td>68</td>
<td>796</td>
<td>519</td>
<td>32</td>
<td>120</td>
<td>297</td>
<td>24</td>
<td>1</td>
<td>3</td>
<td>$6,203.42</td>
</tr>
<tr>
<td>Bk C - Allegany</td>
<td>14</td>
<td>97</td>
<td>18</td>
<td>267</td>
<td>179</td>
<td>5</td>
<td>30</td>
<td>57</td>
<td>12</td>
<td>1</td>
<td>0</td>
<td>$3,055.73</td>
</tr>
<tr>
<td>Bk D - Hartford</td>
<td>22</td>
<td>107</td>
<td>32</td>
<td>235</td>
<td>36</td>
<td>16</td>
<td>61</td>
<td>151</td>
<td>15</td>
<td>1</td>
<td>2</td>
<td>$4,204.10</td>
</tr>
<tr>
<td>Bk E - Caroline</td>
<td>32</td>
<td>188</td>
<td>49</td>
<td>654</td>
<td>504</td>
<td>7</td>
<td>131</td>
<td>84</td>
<td>19</td>
<td>0</td>
<td>15</td>
<td>$1,539.37</td>
</tr>
<tr>
<td>Bk F - Cecil</td>
<td>8</td>
<td>73</td>
<td>15</td>
<td>151</td>
<td>19</td>
<td>12</td>
<td>23</td>
<td>125</td>
<td>0</td>
<td>0</td>
<td>4</td>
<td>$3,477.00</td>
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<tr>
<td>Bk G - Carroll</td>
<td>26</td>
<td>154</td>
<td>46</td>
<td>300</td>
<td>113</td>
<td>12</td>
<td>59</td>
<td>180</td>
<td>83</td>
<td>4</td>
<td>7</td>
<td>$6,404.26</td>
</tr>
<tr>
<td>Bk H - Charles</td>
<td>39</td>
<td>154</td>
<td>44</td>
<td>314</td>
<td>175</td>
<td>26</td>
<td>53</td>
<td>238</td>
<td>63</td>
<td>0</td>
<td>10</td>
<td>$6,426.44</td>
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<tr>
<td>Bk I - Caroline, Dorchester, Talbot</td>
<td>12</td>
<td>96</td>
<td>22</td>
<td>352</td>
<td>255</td>
<td>6</td>
<td>45</td>
<td>76</td>
<td>11</td>
<td>0</td>
<td>1</td>
<td>$3,786.85</td>
</tr>
<tr>
<td>Bk L - Prince George’s (Southern)</td>
<td>34</td>
<td>329</td>
<td>98</td>
<td>913</td>
<td>300</td>
<td>37</td>
<td>418</td>
<td>468</td>
<td>71</td>
<td>4</td>
<td>3</td>
<td>$12,045.37</td>
</tr>
<tr>
<td>Bk M - Cecil, Harford, Baltimore</td>
<td>35</td>
<td>251</td>
<td>48</td>
<td>596</td>
<td>306</td>
<td>45</td>
<td>144</td>
<td>155</td>
<td>13</td>
<td>0</td>
<td>6</td>
<td>$7,908.13</td>
</tr>
<tr>
<td>Bk N - Montgomery</td>
<td>33</td>
<td>302</td>
<td>69</td>
<td>311</td>
<td>225</td>
<td>21</td>
<td>571</td>
<td>208</td>
<td>42</td>
<td>9</td>
<td>4</td>
<td>$10,756.68</td>
</tr>
<tr>
<td>Bk O - Washington</td>
<td>32</td>
<td>157</td>
<td>99</td>
<td>131</td>
<td>115</td>
<td>42</td>
<td>72</td>
<td>216</td>
<td>11</td>
<td>0</td>
<td>4</td>
<td>$9,075.40</td>
</tr>
<tr>
<td>Bk P - Anne Arundel</td>
<td>49</td>
<td>263</td>
<td>48</td>
<td>819</td>
<td>647</td>
<td>12</td>
<td>197</td>
<td>155</td>
<td>19</td>
<td>1</td>
<td>5</td>
<td>$10,928.14</td>
</tr>
<tr>
<td>Bk Q - Prince George’s (Northern)</td>
<td>11</td>
<td>69</td>
<td>20</td>
<td>146</td>
<td>44</td>
<td>6</td>
<td>83</td>
<td>71</td>
<td>9</td>
<td>3</td>
<td>2</td>
<td>$2,443.31</td>
</tr>
<tr>
<td>Bk R - Baltimore</td>
<td>2</td>
<td>12</td>
<td>2</td>
<td>32</td>
<td>9</td>
<td>2</td>
<td>8</td>
<td>16</td>
<td>3</td>
<td>0</td>
<td>1</td>
<td>$450.00</td>
</tr>
<tr>
<td>Bk S - Kent, Queen Anne’s</td>
<td>9</td>
<td>132</td>
<td>32</td>
<td>334</td>
<td>150</td>
<td>19</td>
<td>120</td>
<td>71</td>
<td>26</td>
<td>0</td>
<td>8</td>
<td>$4,830.76</td>
</tr>
<tr>
<td>Bk T - St. Mary’s</td>
<td>33</td>
<td>144</td>
<td>36</td>
<td>511</td>
<td>259</td>
<td>21</td>
<td>62</td>
<td>269</td>
<td>26</td>
<td>2</td>
<td>3</td>
<td>$5,567.69</td>
</tr>
<tr>
<td>Bk U - Calvert</td>
<td>15</td>
<td>61</td>
<td>14</td>
<td>197</td>
<td>49</td>
<td>4</td>
<td>42</td>
<td>80</td>
<td>19</td>
<td>0</td>
<td>8</td>
<td>$1,778.72</td>
</tr>
<tr>
<td>Bk V - Worcester</td>
<td>30</td>
<td>313</td>
<td>68</td>
<td>817</td>
<td>468</td>
<td>48</td>
<td>56</td>
<td>275</td>
<td>36</td>
<td>1</td>
<td>3</td>
<td>$10,885.52</td>
</tr>
<tr>
<td>Bk W - Garrett</td>
<td>13</td>
<td>62</td>
<td>11</td>
<td>211</td>
<td>71</td>
<td>9</td>
<td>21</td>
<td>136</td>
<td>2</td>
<td>0</td>
<td>3</td>
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</tr>
<tr>
<td>Bk X - Somerset</td>
<td>7</td>
<td>32</td>
<td>8</td>
<td>141</td>
<td>99</td>
<td>8</td>
<td>3</td>
<td>53</td>
<td>1</td>
<td>0</td>
<td>8</td>
<td>$1,373.15</td>
</tr>
</tbody>
</table>

YTD - Total Statewide                    | 526                   | 3319         | 825               | 9314         | 4664           | 380                               | 2512           | 3510     | 540          | 32          | 89             | $129,403.14|

In 2014 MSP’s Work Zone Automated Speed Enforcement Unit was responsible for the issuance of 453, 521 automated speed citations and warnings. The graph below shows a breakdown of citations issued by location per month.
Speed Awareness - Outcomes:

Speed-related fatal collisions decreased by an astounding -33.1% in Maryland from 2009 through 2014. Speed related fatal collisions saw a 6% reduction in 2012 and another 18% decline in 2013. Maryland continues to show profound results in reducing fatal crashes related to speed as the state continues to drive “Toward Zero Deaths”

The MSP continually follows up to ensure that their speed awareness plan is effective. Each month each barrack commanders are responsible for reporting to MSP command the results of their efforts in the area of speed awareness through FOB Stat. During this review if it is determined the local efforts are not effective then an adjustment can be made and an alternate plan implemented. The positive results of MSP’s enforcement efforts can be clearly seen by the declining trend of speed related injuries and fatalities statewide.
Work zone crash reduction through the MSP automated work-zone speed enforcement program has also shown a drastic reduction in the number of speed related crashes in work zones throughout the state. A press release from the MSP and the SHA cited an 80 percent reduction in speeding in work zones.

**Fact: SafeZones works.**

In the work zones where SafeZones is deployed, drivers are slowing down, evidenced by the drop in the percentage of citations issued at these work zones. In fact, there has been a more than 80 percent reduction in the violate rate of vehicles traveling above the 12 mph threshold. As a result, the majority of motorists are slowing down prior to entering the work zone.

**Fact: Maryland SafeZones program is used only in highway work zones and has no involvement with local school zone enforcement programs.**

While the same Maryland law authorizes automated speed enforcement in highway work zones and school zones, the SafeZones program, which operates only in highway work zones, is the only program administered by the State Highway Administration, Maryland Transportation Authority and Maryland State Police. Local counties and municipalities operate school zone automated speed enforcement along local and state roads. Neither the State Highway Administration, the Maryland State Police nor the Maryland Transportation Authority Police have any involvement in the management or operation of local school zone automated speed enforcement programs.

Troopers are continually recognized for their outstanding traffic safety efforts through various awards and recognition programs within the MSP.

**.02 Policy**

It is the policy of the MSP that outstanding performance by an employee or a group of employees be officially recognized and recorded.

The matrix on the next page demonstrates the uniform award ribbons for each speed awareness related award given by the MSP and the MHSO to troopers in 2014. It also reflects the number of awards given.
<table>
<thead>
<tr>
<th>Award</th>
<th>Description</th>
<th>No. Awarded</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Department Trooper of the Year</strong></td>
<td>Awarded to the top performing trooper in the agency.</td>
<td>1</td>
</tr>
<tr>
<td><strong>Barrack Trooper of the Year</strong></td>
<td>Awarded to the top performing trooper at each barrack/installation.</td>
<td>22</td>
</tr>
<tr>
<td><strong>Commander's Award</strong></td>
<td>Awarded to individual troopers that have identified outstanding enforcement activities.</td>
<td>~50</td>
</tr>
<tr>
<td><strong>Smooth Operator Award</strong></td>
<td>Top performing troopers in the area of speed/aggressive driving enforcement in each troop.</td>
<td>6</td>
</tr>
</tbody>
</table>

Troopers are routinely awarded Traffic Safety Specialist Designations presented through funding from the MHSO. These designations are awarded at three levels: TSS-I, TSS-II, and TSS-III. Each of the levels requires mandated experience and training as well as varying amounts of "elective points" which can be earned through documentation of successfully completed traffic safety-related courses, post-secondary education, military service and documentation of certain traffic safety awards. Achieving the higher designations requires additional training, job performance and the development of skills and proficiency as a traffic enforcement officer. Level II and III designations also require the submission of a traffic safety project paper that must be approved by the TSS Executive Committee. These troopers were honored at the Annual TSS Awards Luncheon on September 4, 2014, at the BWI Marriott Hotel in Linthicum, Maryland.

Figure 4 Troopers receive TSS Award at a ceremony attended by Lt Col. Jerry Jones Chief of Field Operations on Sept 4, 2014
Speed Awareness - Policy:

The Maryland State Police 2014 Strategic Plan laid the groundwork for the MSP policy related to promotion of speed awareness and the reduction of speed related traffic crashes. It also laid out how the MSP would accomplish this goal. A copy of Goal 3 of the MSP Strategic Plan is show below.

**GOAL 3: PREVENT FATALITIES & INJURIES FROM TRAFFIC CRASHES**

**STRATEGY 1: SELECTIVE ENFORCEMENT**

Conduct focused enforcement initiatives based on an analysis of fatal and personal injury traffic crashes. This analysis will include the use of modern data driven mapping systems. Enforcement efforts will be conducted to support Maryland’s Strategic Highway Safety Plan and the Toward Zero Deaths initiative.

**STRATEGY 2: FOCUSED MEDIA INITIATIVES**

Conduct public information and education campaigns, to address local and statewide highway safety issues, using websites and social media.

**STRATEGY 3: SPECIALIZED UNIT SUPPORT**

Deploy specialized units to prevent injuries and deaths from crashes. These specialized units include Aviation Command, Commercial Vehicle Enforcement Division, Automotive Safety Enforcement Division, Motor Unit and Crash Team.
Below are 2 pages of the 7 page MSP policy covering the strategies for use, care of speed measuring equipment, and training.

### MARYLAND STATE POLICE
#### OPERATIONS DIRECTIVE

<table>
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<th>Distribution:</th>
<th>All Troopers</th>
<th>Index:</th>
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<tbody>
<tr>
<td>Responsible Unit:</td>
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<td>Rescinds:</td>
<td>Chapter 25, Sec. IX</td>
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<td>Reviewed:</td>
<td>N/A</td>
<td>Next Review:</td>
<td>10/01/2015</td>
</tr>
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</table>

#### .01 Purpose
To provide troopers guidance when conducting traffic enforcement using speed measuring equipment.

#### .02 Policy
Troopers will operate speed-measuring devices in accordance with this directive.

#### .03 Definitions
- **LIDAR (LIGHT DETECTION AND RANGING):** a device used to measure the speed of a moving vehicle by transmitting a beam of infrared light at an object and calculating the amount of time it takes the reflected light to return to the unit.
- **RADAR (RADIO DETECTION AND RANGING):** a device used to measure the speed of a moving object by detecting a change in radio frequencies caused by the Doppler effect, whereby the frequency of the returned radio signal is increased in proportion to the object’s speed of approach if the object is approaching, and lowered if the object is receding.

#### .04 CALEA Standards

| LE | 61.1.9 | TA | N/A | CM | N/A |

#### .05 Procedures

A. **Speed Enforcement Strategies**

1. The role of the trooper is to enhance safety through the proper use of accurate speed measuring methods and devices.\(^1\)

2. Officer safety and the safety of the public will be the primary consideration at all times when speed enforcement operations are conducted.

3. Speed measuring devices should generally be used for enforcement in areas where:
   a. a high rate of traffic collisions are attributable to speed;
   b. speed limit violations and aggressive driving are prevalent; and/or
   c. a large number of citizen complaints concerning speed or aggressive driving are prevalent.
OPS 03.11
Speed Measuring Devices

3. Troopers whose certification has been inactive or expired for longer than one year will demonstrate hands-on proficiency to the unit RADAR/LIDAR Supervisor.

4. The RADAR/LIDAR Supervisor will complete a Form 19, and forward it to the unit commander who will then forward it to the SDS for reinstatement and issuance of a new card.

I. RADAR/LIDAR Equipment

1. Specifications
   a. The MSP authorizes the use of stationary and moving Doppler radar operating on the “X”, “K”, and “KA” bands as well as handheld LIDAR devices.
   b. All units must be equipped with software designed to perform a self-test including verification of crystal accuracy.
   c. Each unit must provide a minimum range of one mile on a straight, open, two-lane roadway with an average size vehicle and display the target speed on an LCD display.
   d. Each RADAR unit will have a minimum of two tuning forks, provided by the manufacturer, for field-testing the units by the operator.

2. Testing and Evaluation of RADAR Units
   a. Troopers will ensure the accuracy and integrity of both the speed measuring equipment and the method of operation of such equipment at all times.
   b. Equipment will be tested before and after operation using both internal calibration checks and, if equipped, tuning forks or other equipment provided for calibration.
   c. Should the device fail any test, it will be deemed inoperable and will not be used for enforcement function.
   d. Any devices provided to troopers by ESD for evaluation and testing purposes will not be used for any type of enforcement function.

3. Testing and Evaluation of LIDAR Equipment
   a. All LIDAR equipment will be tested before and after each operation by completing the following tests:
      (1) Self Test (built-in).
      (2) Display Test.
      (3) Scope Alignment Test.
   b. Calibration Test
      (1) The calibration test will be conducted on a certified, measured course located at an MSP unit.
      (2) The courses are measured by the State Highway Administration and witnessed by the unit RADAR/LIDAR Supervisor.
      (3) Certification documents are retained in OPS 40-1.
MSP's general traffic enforcement policy delineates how troopers will enforce the traffic laws in Maryland.

### MARYLAND STATE POLICE OPERATIONS DIRECTIVE

#### Traffic Enforcement in General

<table>
<thead>
<tr>
<th>Distribution:</th>
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<td>Rescue:</td>
<td>Chapter 25, Sec. III &amp; VIII</td>
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<td>DLI Program:</td>
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<td>MD Code:</td>
<td>N/A</td>
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<tr>
<td>Issued:</td>
<td>06/15/2014</td>
<td>Revised:</td>
<td>N/A</td>
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<tr>
<td>Reviewed:</td>
<td>N/A</td>
<td>Next Review:</td>
<td>10/01/2015</td>
</tr>
</tbody>
</table>

#### .01 Purpose

To provide troopers with guidance on conducting traffic enforcement.

#### .02 Policy

MSP will ensure the safe and efficient movement of traffic through effective traffic enforcement.

#### .03 Definitions

- **Area Patrol**: patrol within a defined patrol area.
- **Directed Patrol**: assigned patrol to a specific area based on analysis of information regarding traffic violations, crashes and related incidents.
- **Line Patrol**: patrol between two points on a specific roadway.
- **Saturation Patrol**: directed patrol assigned to multiple units.
- **Selective Enforcement**: geographic/temporary assignment of personnel and equipment and the establishment of preventive patrols to deal with specific categories of unlawful driving behavior.

#### .04 CALEA Standards

<table>
<thead>
<tr>
<th>LE:</th>
<th>61.1.1</th>
<th>61.1.6</th>
<th>61.1.2</th>
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<tr>
<td></td>
<td>61.1.5</td>
<td>62.3.3</td>
<td></td>
<td></td>
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</tr>
</tbody>
</table>

#### .05 Procedures

A. Patrol by troopers assigned to the Field Operations Bureau is the primary means of enforcing the motor vehicle laws of Maryland and achieving the patrol objectives in **OPS 01.01**.

B. The primary goals of traffic enforcement are to:
   1. improve driver behavior that differs from the accepted or legal requirements;
   2. identify and remove from the road drivers who exhibit behavior that indicates that they are an immediate danger to the public;
   3. encourage voluntary compliance with traffic laws and ordinances; and
C. General Patrol Techniques

1. Traffic patrol techniques include those listed in Section .03, Definitions.¹

2. When not assigned to a specific area by a supervisor, troopers on patrol should focus enforcement efforts on areas and on violations types that will help to achieve the patrol objectives in OPS 01.01.

3. Commanders and supervisors should determine the type of enforcement required for a specific location or situation and assign troopers accordingly.

4. When stationary observation is necessary to maximize the effectiveness of enforcement, troopers will park in a location and manner to maximize safety and minimize the disruption of traffic flow.²

5. Unmarked or Covert Vehicles ³
   a. Unmarked vehicles may be used routinely for traffic enforcement; however, a trooper operating an unmarked vehicle must remember that motorists may not initially recognize him as a law enforcement officer.
   b. Covert vehicles that are equipped with lights and sirens will not be used routinely for traffic enforcement.

6. Troopers conducting Roadside safety checks will.⁴
   a. will ensure that their vehicles are parked so as not to create an undue hazard or impede the normal flow of traffic; and
   b. wear high visibility safety apparel in accordance with OPS 02.02.

D. Selective Enforcement

1. The primary goal of selective enforcement activities is to reduce traffic crashes.

2. Selective enforcement activities will be based upon the analysis ⁶ of:
   a. data compiled from motor vehicle crashes;⁶
   b. enforcement data;⁷
   c. traffic volume;
   d. traffic conditions; and
   e. citizen input and/or traffic complaints.

3. Troopers will be assigned to the areas of greatest potential and actual need.

4. Assignment to selective enforcement patrols are designed to complement and not replace normal patrol functions.
The policy also outlines how the MSP will gather data to assess where troopers are needed the most.

OPS 03.01
Traffic Enforcement in General

E. Data Collection & Interpretation

   1. MSP maintains a collaborative relationship with Washington College. Washington College harvests electronic data through the Electronic Ticket Information Exchange (E-Tix) and Automated Crash Reporting System (ACRS) providing detailed collision and enforcement data available to commanders through interactive crash mapping.9,10

   2. Reports of hazardous roadway conditions and defects that are received by Communications will be recorded in the CAD or CC Cards and dispatched to police and/or maintenance/highway services for appropriate action.

F. Responsibilities

   1. Commanders and Assistant Commanders will:

      a. assign personnel and resources as necessary to promote a reduction in crashes and traffic violations using both routine patrol and selective enforcement;9

      b. continuously monitor crash, enforcement and violation data to ensure effective deployment of resources. continually evaluate the effectiveness of both completed and ongoing selective enforcement initiatives;11 and

      c. maintain overall responsibility for the deployment of resources in response to the traffic needs of their specific geographical areas.12

   2. Duty officers will:

      a. be alert to developing traffic and crash patterns within patrol areas that may warrant selective enforcement initiatives; and

      b. forward any relevant data to the assistant commander for planning purposes.

   3. Troopers will:

      a. conduct traffic enforcement while on patrol;

      b. monitor their patrol areas to identify specific crash and violation patterns that may be developing; and

      c. direct enforcement initiatives towards those areas identified for selective enforcement.

G. Uniform Enforcement Procedures

   1. Physical Arrest: Enforcement action where taking the offender into custody is warranted in order to best serve the safety of the community.13

   2. Traffic Summons: will be used for traffic offenses where the trooper believes that a written warning would not be effective to gain the violator’s future compliance.14

   3. Written Warnings: may be used for minor traffic offenses when the trooper is convinced that it is appropriate and future compliance with the law is likely.16
MSP Policy directs troopers to pay special attention to speed violations.

OPS 03.01

Traffic Enforcement in General

4. SAFETY EQUIPMENT REPAIR ORDERS: may be used when a Maryland-registered motor vehicle is stopped for defective equipment.

H. Discretion and Uniform Enforcement Policies

1. Troopers may exercise discretion when enforcing violations of the motor vehicle law while taking into account the totality of the circumstances regarding the violation.

2. While discretion may be exercised in all circumstances, certain categories of violations may require special procedures and mandatory issuance of citations and/or arrest.

3. MSP will not dictate how troopers will handle certain categories of violations in all instances.

4. Charging for violations involving operation of a vehicle while driving under the influence of alcohol and/or drugs is contained in OPS 04.01.16

5. Troopers will pay special attention to:

   a. operation of a vehicle after driving privileges have been suspended or revoked;17
   
   b. speed violations;18
   
   c. hazardous violations such as negligent, aggressive or reckless driving that expose a person or property to risk, loss or damage;19
   
   d. off-road vehicle violations governed by Maryland law pertaining to off-road vehicle operation and registration,20
   
   e. equipment violations,21
   
   f. commercial vehicle violations will be enforced in accordance with the Maryland Transportation Article; only certified Commercial Motor Vehicle Inspectors will take enforcement action for violations of Title 25 of the Transportation Article,22
   
   g. non-hazardous violations that are not likely to involve or expose persons or property to risk, loss or damage,23
   
   h. newly enacted laws and/or regulation will be enforced in accordance with any applicable grace period; warnings should be issued during grace periods unless the violation is serious, hazardous or contributes to a traffic crash,24
   
   i. violations resulting in traffic crashes requiring a report will be investigated and appropriate enforcement action should be taken against the at-fault operator when appropriate; certain fatal crashes will require consultation with the State’s Attorney prior to an individual being charged,25 and
The below policy reflects the MSP's Reducing Crimes and Crashes hot spots initiative. It explains how the initiative will be planned, what public information will be broadcast, how data will be collected, and how the initiative will be assessed for effectiveness.

<table>
<thead>
<tr>
<th>MARYLAND STATE POLICE SPECIAL ORDER</th>
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<tr>
<td><strong>Reducing Crime and Crash Initiative</strong></td>
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<tr>
<td>Distribution: Field Operations Personnel</td>
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<tr>
<td>Responsible Unit: Field Operations Bureau</td>
</tr>
<tr>
<td>DLI Program: N/A</td>
</tr>
<tr>
<td>Issued: 05/06/2013</td>
</tr>
</tbody>
</table>

.01 Purpose
To provide guidance for the implementation of the Reducing Crime and Crashes (RCAC) Initiative.

.02 Policy
It is the policy of the MSP to deploy highly visible patrol resources in areas identified as having a substantial number of criminal acts, collisions and traffic violations. The MSP RCAC initiative is modeled after the Data-Driven Approaches to Crime and Traffic Safety (DDACTS) Guidelines.

.03 CALEA Standards

| LE: 45.1.1 61.1.1 | TA: N/A | CM: N/A |

.04 Definitions
DATA-DRIVEN APPROACHES TO CRIME AND TRAFFIC SAFETY (DDACTS) GUIDELINES: a law enforcement operational model supported by a partnership among the Department of Transportation's National Highway Traffic Safety Administration, the Bureau of Justice Assistance and the National Institute of Justice. Drawing on the value of highly visible traffic enforcement and knowledge that crimes often involve the use of motor vehicles, the goal of DDACTS is to reduce crime, collisions and traffic violations.

HIGHLY VISIBLE ENFORCEMENT: the use of sustained and focused traffic enforcement strategies to fight crime, collisions and traffic violations.

HOT SPOT: locations where there is a significant concentration of crime, collisions and/or traffic safety problems based on data. “Hot Spots” may vary by the day of week and the time of day.

.05 References
NHTSA, "DDACTS GUIDELINES"
.06 Procedures

A. Barrack commanders will:

1. utilize the "DDACTS GUIDELINES" when implementing RCAC at their respective barracks;
2. collect and analyze crime and crash data to determine "Hot Spots." Additional data may be collected from citizen complaints, field interviews and other nontraditional statistics such as the location of parolees, individuals with suspended or revoked licenses and wanted persons;
3. develop strategic operations which focus enforcement activities in identified "Hot Spots";
4. partner with allied agencies and other stakeholders in developing enforcement plans;
5. document accomplishments and provide updates to command staff at regularly scheduled MSP STAT meetings;
6. share results with community members, local government administrators and elected officials;
7. monitor and evaluate outcome measures to determine the effectiveness of operations relating to reductions in crime, collisions and traffic violations, cost savings and personnel deployment;
8. adjust operations as needed; and
9. review and make necessary updates to local RCAC special orders at their respective barracks no later than July 1st of each year.

B. Duty officers will:

1. based on "Hot Spots" identified by the barrack commander, assign troopers to the locations and ensure that, if practical, each trooper works highly visible traffic enforcement for at least one continuous hour per shift in a problematic area; and
2. if a call for service, court assignment or other matter interferes with a trooper's assignment to a "Hot Spot", if practical, the trooper will be re-assigned to work the "Hot Spot" until, at least, a total of one-hour of highly visible traffic enforcement has been completed.

Approved:

LT Colonel Woodrow Jones
Chief, FOB 07/01/2014
MSP written Policy explains how MHSO grant funds for Aggressive Driving, which focuses on speed violations, will be used to supplement the regular patrol enforcement efforts.

![MD State Police Logo]

<table>
<thead>
<tr>
<th>MARYLAND STATE POLICE</th>
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<tbody>
<tr>
<td>SPECIAL ORDER</td>
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<table>
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<th>Aggressive Driving Enforcement Grant</th>
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<tr>
<td>Distribution: FOB Personnel</td>
</tr>
<tr>
<td>Index: SO 08.14.002</td>
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<td>Responsible Unit: Field Operations Bureau</td>
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<tr>
<td>Reviewed: N/A</td>
</tr>
<tr>
<td>Next Review: 10/01/2015</td>
</tr>
</tbody>
</table>

.01 Purpose

To establish procedures and reporting requirements for Aggressive Driving Enforcement Grant funds.

.02 Policy

Using Maryland Highway Safety Office (MHSO) funds, the Field Operations Bureau (FOB) will conduct aggressive driving patrols targeting drivers who are operating motor vehicles in an unsafe manner.

.03 Procedures

A. Responsibilities

   1. The FOB Staff Grant Coordinator will oversee the Aggressive Driving Enforcement Grant.

   2. Barrack commanders will be responsible for scheduling aggressive driving patrols in locations they identify as having the highest number of collisions.

B. Strategy

   1. Strategies such as employing the use of Washington College’s mapping data, barrack crash data and knowledge of highly attended events will be used to determine when and where patrols will be scheduled.

   2. Patrols will be conducted at the barrack commander’s discretion; however, commanders should be cognizant of the following holidays known for high traffic:

<table>
<thead>
<tr>
<th>Holiday</th>
<th>Date Range</th>
</tr>
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<tbody>
<tr>
<td>Super Bowl Sunday</td>
<td>February 1</td>
</tr>
<tr>
<td>St. Patrick’s Day</td>
<td>March 17</td>
</tr>
<tr>
<td>Memorial Day</td>
<td>May 22 - May 25</td>
</tr>
<tr>
<td>Fourth of July</td>
<td>July 3 - July 6</td>
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<td>National Crackdown</td>
<td>August 21 - September 7</td>
</tr>
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<td>Halloween</td>
<td>October 31 - November 1</td>
</tr>
<tr>
<td>Thanksgiving</td>
<td>November 26 - November 30</td>
</tr>
<tr>
<td>Christmas/New Years</td>
<td>December 14 - January 1</td>
</tr>
</tbody>
</table>
The Maryland State Police (MSP) and the Maryland State Highway Motor Carrier Division (MCD) have identified a profound statewide issue with fatal crashes involving commercial motor vehicles. During 2012, 70 lives were lost on Maryland highways in accidents involving heavy trucks and buses. This was the second year in a row Maryland experienced an increase in the number of fatalities from a low of 43 in 2010. Of the 70 fatalities in 2012, 27 (38.5%) of those fatalities resulted from crashes on highways in Baltimore County, Montgomery County and Prince George’s County. Increasing congestion in those areas means more trucks and cars on the road with less space between vehicles and more merging maneuvers. The climate is rife for more rear-end collisions with drivers that drive aggressively. The Capital Beltway around Washington, D.C. has a greater number of high crash sections than any other road or corridor in the state.

Speeding, aggressive driving and other serious violations of traffic law are common daily occurrences on Maryland highways. These violations, when committed by passenger car drivers in the vicinity of commercial vehicles, or by commercial vehicle drivers themselves, lead to extremely dangerous situations for any vehicles in the area. 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.

Figure 1 The Maryland State Police investigate a CMV crash that claimed the lives of 5 people on US 50
Commercial Vehicle Fatality Reduction - Policy:

The Maryland State Police Commercial Vehicle Enforcement Division has crafted official policy that “the Division will continue to fund special initiatives in those areas of greatest concern in an effort to reduce the number of fatalities involving commercial vehicles.” This policy is in line with the department’s strategic plan.

The MSP has identified in their 2014 Strategic Plan, that they will support the Maryland Highway Safety Plan (MHSP) and the goal of reducing and eventually eliminating fatalities from crashes involving commercial motor vehicles on Maryland roadways. The MSP has identified the following strategies in order to reach this goal.

Please refer to the policy attachment for more information regarding occupant restraint policy.

Commercial Vehicle Fatality Reduction - Planning:

Data Collection/ Directed Enforcement: The first way that the MSP planned to accomplish its goal of reducing fatality and injury crashes related to commercial motor vehicles is through the identification of areas with the greatest need. These areas have the highest number of crashes related to commercial motor vehicles. The MSP struck an agreement with Washington College through funding from the MHSO to provide GIS data maps of each county showing “hot spot” areas. Once MSP could assess the areas of greatest need they could provide additional
planning for aggressive patrol enforcement of statues relating to commercial motor vehicles.

**Increase of Public Information:** 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 the majority of the fatal CMV crashes in Maryland are the fault of the other driver, we should increase our effort to reach the general motoring public with the information that could save their lives. These efforts will include answering all outside inquiries to the best extent possible, conducting safety related talks at our own initiatives or as may be requested by others, attending meetings and conferences with motor carrier industry partners and a continuation of outreach through print, the MCD website and public service announcements.

**Grant Funded Focus Initiatives:** The MSP has developed specific focused initiatives that were funded as part of the overall crash reduction strategy. The MSP added to their commercial vehicle fatality reduction efforts the idea of targeted high visibility enforcement on the roadways that make up the highest need. These initiatives utilized grant funding to provide additional troopers and inspectors.

The following initiatives were planned:

**Operation I-81:** Located on Interstate 81 which is a 12 mile stretch of the most highly traveled road for commercial vehicles in the state, yet has no fixed inspection facility.

**SMASH:** (Southern Maryland Action for Safer Highways) is a special initiative designed to catch commercial vehicles that are bypassing the scales located on US 301 in Charles County MD which feeds truck traffic to Prince George’s County.

**Weekend Warrior:** A special enforcement campaign on the upper eastern shore of Maryland aimed at reducing commercial vehicle fatalities on heavily traveled US 301 and US 50.

**Operation Tailgate:** Directed all commercial vehicles off the heavily traveled Washington DC Capital Beltway to the Washington Redskins FEDEX field for inspections.

**Operation I-95:** An initiative directed at aggressive drivers operating around commercial vehicles on interstate 95.

**BASH:** (Baltimore Action for Safer Highways): Directed additional enforcement around the Baltimore Metropolitan area.
The chart below highlights MSP goals for the initiatives.

<table>
<thead>
<tr>
<th>Initiative</th>
<th>Grant Funding</th>
<th>Hours</th>
<th>Inspections</th>
<th>Citations</th>
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<td>1000</td>
</tr>
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<td>Operation SMASH</td>
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<td>500</td>
<td>600</td>
</tr>
<tr>
<td>Weekend Warrior</td>
<td>$30,000.00</td>
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<td>600</td>
<td>1100</td>
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<tr>
<td>CMV Without an Inspection</td>
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<td>0</td>
<td>1400</td>
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<tr>
<td>Operation Tailgate</td>
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<td>Operation I-95 (Aggressive Drivers)</td>
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<td>BASH</td>
<td>$20,000.00</td>
<td>500</td>
<td>350</td>
<td>None</td>
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<tr>
<td><strong>Totals</strong></td>
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<td><strong>6850</strong></td>
<td><strong>4650</strong></td>
<td><strong>4100</strong></td>
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</table>

**Traffic Enforcement without an Inspection:** Again, this specific focused initiative is funded as part of our overall crash reduction strategy. The number of enforcement personnel across the state (and the nation) interacting with commercial vehicles is largely limited to those personnel trained in the Federal Motor Carrier Safety Regulations (FMCSR) and certified to conduct Motor Carrier Safety Assistance Program (MCSAP) safety inspections. 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 times makes non-MCSAP troopers reluctant to enforce truck related violations. The additional incentive of a specially funded overtime initiative will help to increase contact between non-MCSAP troopers and commercial vehicles.

**Commercial Vehicle Fatality Reduction - Training:**

The Maryland State Police is the lead enforcement agency for commercial vehicle safety in Maryland and is responsible for training the majority of MCSAP certified inspectors. In 2014, the MSP offered for distribution a DVD video to troopers at all 22 barracks in the Field Operations Bureau. The video was a joint project between the MSP, the Baltimore County, MD Police Department and the Community College of Baltimore County. The video was intended to be used as an additional training tool for patrol officers. The award winning video, aimed at patrol officers, focused on how to safely and thoroughly conduct commercial
vehicle traffic stops. The video was designed to make non-certified patrol officers more confident and comfortable in conducting commercial vehicle stops for traffic violations and therefore increasing the likelihood that non-certified officers will conduct more commercial vehicle stops.

Commercial Vehicle Fatality Reduction - PI&E:

Statewide Outreach Program: The MSP continued their outreach program through print, an enhanced website, and public service announcements. MSP CVED continued to 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. MSP continued promotion of the No-Zone and Smooth Operator messages (to the extent possible) to all drivers and provided safety and regulatory information to the companies and drivers that needed them. In 2014, MSP continued their No-Zone presentations to young drivers at driving schools throughout Maryland. In 2014, the MCD allocated $200,000 in funding for radio ads, posters on buses, static billboards, and digital billboards targeting aggressive driving around trucks and buses. This media outreach will be provided in conjunction with Smooth Operator enforcement waves during the summer months and throughout the year. The media attention garnered and estimated audience of approximately 5.5 million impressions. It is estimated that the SHA, Motor Carrier Division and Maryland State Police CVED personnel received approximately 5,000 telephone inquiries regarding laws, regulations and the safe operation of commercial vehicles. MSP personnel routinely receive numerous requests throughout the year to address industry groups and motor carriers about the safe operation of commercial vehicles. There were 67 safety seminars conducted by compliance personnel (many of the presentations conducted locally by Truck Weight and Inspections Station (TWIS) personnel throughout the state are not adequately documented and remain uncounted). As part of the Safe Driver Initiative (“Teens and Trucks”), MSP personnel provided three safety talks at different locations in 2014 to teenage drivers. Personnel from the Motor Carrier Division also participated in safety seminars throughout the year. At least 20 presentations overall were made to various driving schools, companies, groups, farm bureaus and organizations across the state. MSP recognizes this as an important part of Maryland’s driver awareness program and a way to leverage additional funding off of the efforts of our Maryland Highway Safety Office (MHSO) and other neighboring States.
Maryland’s Outreach program is structured to provide information and assistance to a variety of other customer bases. The commercial vehicle drivers and companies have a need to know about laws and regulations that affect their business. Judges and prosecutors have a need to receive updates and explanations for technical portions of safety regulations. Maryland redesigned its MCD webpage to include more information, links, and references in a user friendly format. In 2014 the MCD republished the Maryland Motor Carrier Handbook and continued the distribution of the Maryland Truckers Map to provide regulatory information to the CMV industry, availability of truck parking and the safe Maryland National network of roads suitable for 53’ trailers. In 2014, 15,850 Maryland Trucker’s Maps were distributed and 4,086 Maryland Motor Carrier Handbooks were distributed.

Commercial Motor Vehicle Safety Summit: The MSP hosted a Commercial Motor Vehicle Safety Summit. The 2013 summit was held at the Maritime Institute in Linthicum, Maryland and was sponsored by the 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 hauling permits, CSA, EOBR’s and emerging technology in commercial vehicle enforcement. The summit was well received with over 2000 commercial companies, drivers and other citizens in attendance. Truck and bus companies alike offered very positive reviews on the efforts at the summit.

Commercial Vehicle Fatality Reduction - Enforcement:

Troopers assigned to CVED in 2014 conducted 52,851 total traffic stops on commercial motor vehicles. CVED personnel also conducted over 73,500 inspections of commercial motor vehicles. Troopers in the division issued 96,448 citations and 48,862 warnings and weighed approximately 1.8 million commercial motor vehicles.

During the numerous safety initiatives that were planned to be conducted in the hot spot areas the following enforcement results were realized.

<table>
<thead>
<tr>
<th>MSP Special Focus Initiatives Enforcement Results 2014</th>
</tr>
</thead>
<tbody>
<tr>
<td>Initiative</td>
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<tr>
<td>----------------------------</td>
</tr>
<tr>
<td>Operation I-81</td>
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<tr>
<td>Operation SMASH</td>
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<tr>
<td>Weekend Warrior</td>
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<tr>
<td>CMV Without an Inspection</td>
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<tr>
<td>Operation Tailgate</td>
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<tr>
<td>Operation I-95 (Aggressive Drivers)</td>
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<tr>
<td>BASH</td>
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<tr>
<td>Totals</td>
</tr>
</tbody>
</table>
Commercial Vehicle Fatality Reduction - Outcomes:

The MSP continually follows up to ensure that their commercial vehicle crash reduction plan is effective. Daily each trooper and inspector assigned to CVED are responsible for completing a form 24-1 which highlights their daily activity. This is reviewed by local and regional commanders before the daily activity is forwarded to CVED Headquarters where it is reviewed by upper level command. Each day CVED publishes what is called the “Road Dog Daily Briefing” where various notable enforcement activities are highlighted and initiatives conducted are explained. This report is forwarded throughout the MSP and MCD. The activity of CVED is also reviewed by the MCD which is responsible for the statewide implementation of all activities related to commercial vehicle safety in Maryland. A comparison is made between crash statistics and enforcement activities to evaluate impact in order to direct additional resources or modify initiatives. The MSP commercial vehicle crash reduction plan is routinely found to be effective during these different reviews. Highlighted above are the reductions seen statewide in commercial vehicle related fatalities. There has been a steady decline in commercial motor vehicle fatalities over the last three years. This reduction highlights the effectiveness of the MSP commercial vehicle fatality reduction efforts. This is in line with the MHSP goal of reducing overall motor vehicle fatalities in Maryland and in line with the “Towards Zero Deaths” plan. The chart above shows the success of the MSP commercial vehicle fatality reduction efforts with a sharp decline in commercial vehicle fatalities.

Furthermore, the MSP continues a policy supporting the outstanding work efforts by troopers in the area of commercial vehicle crash fatality reduction.

Policy

It is the policy of the MSP that outstanding performance by an employee or a group of employees be officially recognized and recorded.

Troopers are continually recognized for their outstanding traffic safety efforts through various awards and recognition programs within the MSP. Through the use of the department’s
internal recognition programs, troopers are recognized for their exemplary performance in the area of commercial vehicle enforcement activities. These may include documented commendations from citizens that interact with troopers during safety days, a favorable MSP form 164A (Job Observation Report) issued by a supervisor, or a commander’s Letter of Commendation. All of these commendations are maintained in the employee’s personnel file. They will later be used for Performance Reviews and benefits employees during promotional assessments.

MSP CVED through the “Road Dog Daily Brief” has found another avenue to highlight the efforts of those troopers who excel in areas of commercial vehicle safety activities and commend them for their efforts.

To highlight the top performing trooper in the area of commercial vehicle safety inspections, the MSP sends that inspector to the North American Inspectors Championship annually.

The matrix below demonstrates the uniform award ribbons for each award given by the MSP including troopers who excelled in commercial vehicle safety enforcement in 2014. It also reflects the number of awards given.

<table>
<thead>
<tr>
<th>Award</th>
<th>Description</th>
<th>No. Awarded</th>
</tr>
</thead>
<tbody>
<tr>
<td><img src="image1" alt="Award" /></td>
<td>Awarded to the top performing trooper in the agency.</td>
<td>1</td>
</tr>
<tr>
<td><img src="image2" alt="Award" /></td>
<td>Awarded to the top performing trooper at each barrack/installation.</td>
<td>1</td>
</tr>
<tr>
<td><img src="image3" alt="Award" /></td>
<td>Awarded to individual troopers that have identified outstanding enforcement activities.</td>
<td>~50</td>
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</table>
Commercial Vehicle Fatality Reduction - Policy:

The Maryland State Police 2014 Strategic Plan laid the groundwork for the MSP policy related to promotion of highway safety and the reduction of commercial motor vehicle involved traffic crashes. It also laid out how the MSP would accomplish this goal. A copy of Goal 3 of the MSP Strategic Plan is show below.

**GOAL 3: PREVENT FATALITIES & INJURIES FROM TRAFFIC CRASHES**

**STRATEGY 1: SELECTIVE ENFORCEMENT**

Conduct focused enforcement initiatives based on an analysis of fatal and personal injury traffic crashes. This analysis will include the use of modern data driven mapping systems. Enforcement efforts will be conducted to support Maryland's Strategic Highway Safety Plan and the Toward Zero Deaths initiative.

**STRATEGY 2: FOCUSED MEDIA INITIATIVES**

Conduct public information and education campaigns, to address local and statewide highway safety issues, using websites and social media.

**STRATEGY 3: SPECIALIZED UNIT SUPPORT**

Deploy specialized units to prevent injuries and deaths from crashes. These specialized units include Aviation Command, Commercial Vehicle Enforcement Division, Automotive Safety Enforcement Division, Motor Unit and Crash Team.
MSP's general traffic enforcement policy delineates how troopers will enforce the traffic laws in Maryland.

**MARYLAND STATE POLICE OPERATIONS DIRECTIVE**

**Traffic Enforcement in General**

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<thead>
<tr>
<th>Distribution:</th>
<th>All Troopers</th>
<th>Index:</th>
<th>OPS 03.01</th>
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<tr>
<td>Responsible Unit:</td>
<td>Field Operations Bureau</td>
<td>Rescinds:</td>
<td>Chapter 25, Sec. III &amp; VIII</td>
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<tr>
<td>DLI Program:</td>
<td>N/A</td>
<td>MD Code:</td>
<td>N/A</td>
</tr>
</tbody>
</table>

**Issued:** 06/15/2014 **Revised:** N/A **Reviewed:** N/A **Next Review:** 10/01/2015

.01 **Purpose**

To provide troopers with guidance on conducting traffic enforcement.

.02 **Policy**

MSP will ensure the safe and efficient movement of traffic through effective traffic enforcement.

.03 **Definitions**

**AREA PATROL:** patrol within a defined patrol area.

**DIRECTED PATROL:** assigned patrol to a specific area based on analysis of information regarding traffic violations, crashes and related incidents.

**LINE PATROL:** patrol between two points on a specific roadway.

**SATURATION PATROL:** directed patrol assigned to multiple units.

**SELECTIVE ENFORCEMENT:** geographic/temporary assignment of personnel and equipment and the establishment of preventive patrols to deal with specific categories of unlawful driving behavior.

.04 **CALEA Standards**

<table>
<thead>
<tr>
<th>LE:</th>
<th>61.1.1</th>
<th>61.1.6</th>
<th>61.1.2</th>
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<th>CM:</th>
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<tr>
<td></td>
<td>61.1.5</td>
<td>82.3.3</td>
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</tbody>
</table>

.05 **Procedures**

A. Patrol by troopers assigned to the Field Operations Bureau is the primary means of enforcing the motor vehicle laws of Maryland and achieving the patrol objectives in OPS 01.01.

B. The primary goals of traffic enforcement are to:

1. improve driver behavior that differs from the accepted or legal requirements;
2. identify and remove from the road drivers who exhibit behavior that indicates that they are an immediate danger to the public;
3. encourage voluntary compliance with traffic laws and ordinances; and
OPS 03.01
Traffic Enforcement in General

C. General Patrol Techniques

1. Traffic patrol techniques include those listed in Section .03, Definitions.¹

2. When not assigned to a specific area by a supervisor, troopers on patrol should focus enforcement efforts on areas and on violations types that will help to achieve the patrol objectives in OPS 01.01.

3. Commanders and supervisors should determine the type of enforcement required for a specific location or situation and assign troopers accordingly.

4. When stationary observation is necessary to maximize the effectiveness of enforcement, troopers will park in a location and manner to maximize safety and minimize the disruption of traffic flow.²

5. Unmarked or Covert Vehicles ³
   a. Unmarked vehicles may be used routinely for traffic enforcement; however, a trooper operating an unmarked vehicle must remember that motorists may not initially recognize him as a law enforcement officer.
   b. Covert vehicles that are equipped with lights and sirens will not be used routinely for traffic enforcement.

6. Troopers conducting Roadside safety checks will:⁴
   a. will ensure that their vehicles are parked so as not to create an undue hazard or impede the normal flow of traffic; and
   b. wear high visibility safety apparel in accordance with OPS 02.02.

D. Selective Enforcement

1. The primary goal of selective enforcement activities is to reduce traffic crashes.

2. Selective enforcement activities will be based upon the analysis ⁵ of:
   a. data compiled from motor vehicle crashes;⁶
   b. enforcement data;⁷
   c. traffic volume;
   d. traffic conditions; and
   e. citizen input and/or traffic complaints.

3. Troopers will be assigned to the areas of greatest potential and actual need.

4. Assignment to selective enforcement patrols are designed to complement and not replace normal patrol functions.
The policy also outlines how the MSP will gather data to assess where troopers are needed the most.

OPS 03.01
Traffic Enforcement in General

E. Data Collection & Interpretation

1. MSP maintains a collaborative relationship with Washington College. Washington College harvests electronic data through the Electronic Ticket Information Exchange (E-Tix) and Automated Crash Reporting System (ACRS) providing detailed collision and enforcement data available to commanders through interactive crash mapping.\textsuperscript{9,10}

2. Reports of hazardous roadway conditions and defects that are received by Communications will be recorded in the CAD or CC Cards and dispatched to police and/or maintenance/highway services for appropriate action.

F. Responsibilities

1. Commanders and Assistant Commanders will:
   a. assign personnel and resources as necessary to promote a reduction in crashes and traffic violations using both routine patrol and selective enforcement.\textsuperscript{11}
   b. continuously monitor crash, enforcement and violation data to ensure effective deployment of resources. continually evaluate the effectiveness of both completed and ongoing selective enforcement initiatives;\textsuperscript{11} and
   c. maintain overall responsibility for the deployment of resources in response to the traffic needs of their specific geographical areas.\textsuperscript{12}

2. Duty officers will:
   a. be alert to developing traffic and crash patterns within patrol areas that may warrant selective enforcement initiatives; and
   b. forward any relevant data to the assistant commander for planning purposes.

3. Troopers will:
   a. conduct traffic enforcement while on patrol;
   b. monitor their patrol areas to identify specific crash and violation patterns that may be developing; and
   c. direct enforcement initiatives towards those areas identified for selective enforcement.

G. Uniform Enforcement Procedures

1. **Physical Arrest**: enforcement action where taking the offender into custody is warranted in order to best serve the safety of the community.\textsuperscript{13}

2. **Traffic Summons**: will be used for traffic offenses where the trooper believes that a written warning would not be effective to gain the violator’s future compliance.\textsuperscript{14}

3. **Written Warnings**: may be used for minor traffic offenses when the trooper is convinced that it is appropriate and future compliance with the law is likely.\textsuperscript{15}
MSP Policy directs troopers to pay special attention to commercial vehicle violations. (5f below) “Troopers will pay special attention to...commercial vehicle violations will be enforced in accordance with the Maryland Transportation Article; only certified Commercial Motor Vehicle Inspectors will take enforcement action for violations of Title 25 of the transportation article”

OPS 03.01
Traffic Enforcement in General

4. SAFETY EQUIPMENT REPAIR ORDERS: may be used when a Maryland-registered motor vehicle is stopped for defective equipment.

H. Discretion and Uniform Enforcement Policies

1. Troopers may exercise discretion when enforcing violations of the motor vehicle law while taking into account the totality of the circumstances regarding the violation.

2. While discretion may be exercised in all circumstances, certain categories of violations may require special procedures and mandatory issuance of citations and/or arrest.

3. MSP will not dictate how troopers will handle certain categories of violations in all instances.

4. Charging for violations involving operation of a vehicle while driving under the influence of alcohol and/or drugs is contained in OPS 04.01.16

5. Troopers will pay special attention to:
   
   a. operation of a vehicle after driving privileges have been suspended or revoked;17
   
   b. speed violations;18
   
   c. hazardous violations such as negligent, aggressive or reckless driving that expose a person or property to risk, loss or damage;19
   
   d. off-road vehicle violations governed by Maryland law pertaining to off-road vehicle operation and registration;20
   
   e. equipment violations;21
   
   f. commercial vehicle violations will be enforced in accordance with the Maryland Transportation Article; only certified Commercial Motor Vehicle Inspectors will take enforcement action for violations of Title 25 of the Transportation Article;22
   
   g. non-hazardous violations that are not likely to involve or expose persons or property to risk, loss or damage;23
   
   h. newly enacted laws and/or regulation will be enforced in accordance with any applicable grace period; warnings should be issued during grace periods unless the violation is serious, hazardous or contributes to a traffic crash;24
   
   i. violations resulting in traffic crashes requiring a report will be investigated and appropriate enforcement action should be taken against the at-fault operator when appropriate; certain fatal crashes will require consultation with the State's Attorney prior to an individual being charged,25 and
The 2014 Maryland Commercial Vehicle Safety Plan, delineates policies specific to the Maryland State Police Commercial Vehicle Enforcement Division.

1.1 - Mission or Goal Statement of MCSAP Lead Agency

Instructions:
Describe the mission or goal of the State’s lead agency for administration of this Commercial Vehicle Safety Plan (CVSP). Do not include a discussion of any safety activities conducted under any other FMCSA grant programs such as New Entrant, Border Enforcement Grant and High Priority. If other agencies participate, briefly describe how those agencies support the lead agency’s mission or goal.

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. Four State enforcement agencies and 22 local enforcement agencies support the overall mission through daily contact with commercial vehicle drivers and motor carrier representatives during traffic enforcement stops, roadside safety inspections, terminal inspections, educational contacts and CSA interventions.

Guiding Principles:

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

**MARYLAND STATE POLICE OPERATIONS DIRECTIVE**

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<td>Responsible Unit: Special Operations Bureau</td>
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<td>Index: OPS 07.06</td>
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<td>Rescinds: Chapter 32, Sec. III</td>
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| Issued: 06/15/2014 | Revised: N/A | Reviewed: N/A | Next Review: 10/01/2015 |

.01 Purpose

To describe how the Commercial Vehicle Enforcement Division (CVED) can assist patrol troopers.

.02 Policy

CVED is available to assist troopers as described in this directive.

.03 CALEA Standards

| LE 61.2.1 61.2.2 | TA: N/A | CM: N/A |

.04 Procedures

A. Commercial Motor Vehicle Crash Investigations

1. CVED conducts investigations and post-crash inspections of commercial vehicles and those carrying hazardous materials when they are involved in crashes that resulted in multiple casualties, serious injury or death.

2. CVED will also assist in crash investigations if the investigator believes fatigue was a factor or there were commercial vehicle log book issues.

3. Request for CVED assistance during business hours should be made to CVED Headquarters at 410-694-6100.

4. Request for CVED assistance outside of normal business hours should be made through the Headquarters Duty Officer who maintains updated call-out rosters.

5. Once notified, a CVED supervisor will contact the trooper or barrack duty officer and assess the circumstances.
   a. The CVED supervisor will determine if personnel will respond immediately.
   b. If CVED does not respond, the trooper may be requested to store the commercial vehicle for follow-up investigation.

6. Troopers can contact CVED for any questions regarding motor carrier information or other commercial vehicle concerns.

Continued
B. Support of Criminal Investigations
   1. Using a commercial vehicle in the commission of a felony is a violation of federal regulations.
   2. In such cases, CVED should be notified and can assist with the investigation as well as take actions to recommend federal sanctions against a motor carrier or driver for such activity.

C. Highway Safety Complaints
   1. Troopers who encounter a serious traffic violation committed by a commercial vehicle operator may notify CVED via telephone or e-mail at msp.cved@maryland.gov.
   2. CVED will investigate the complaint, review the carrier’s safety profile and take action against the carrier if warranted.

Approved:

Colonel Marcus L. Brown
Superintendent 3/15/2014