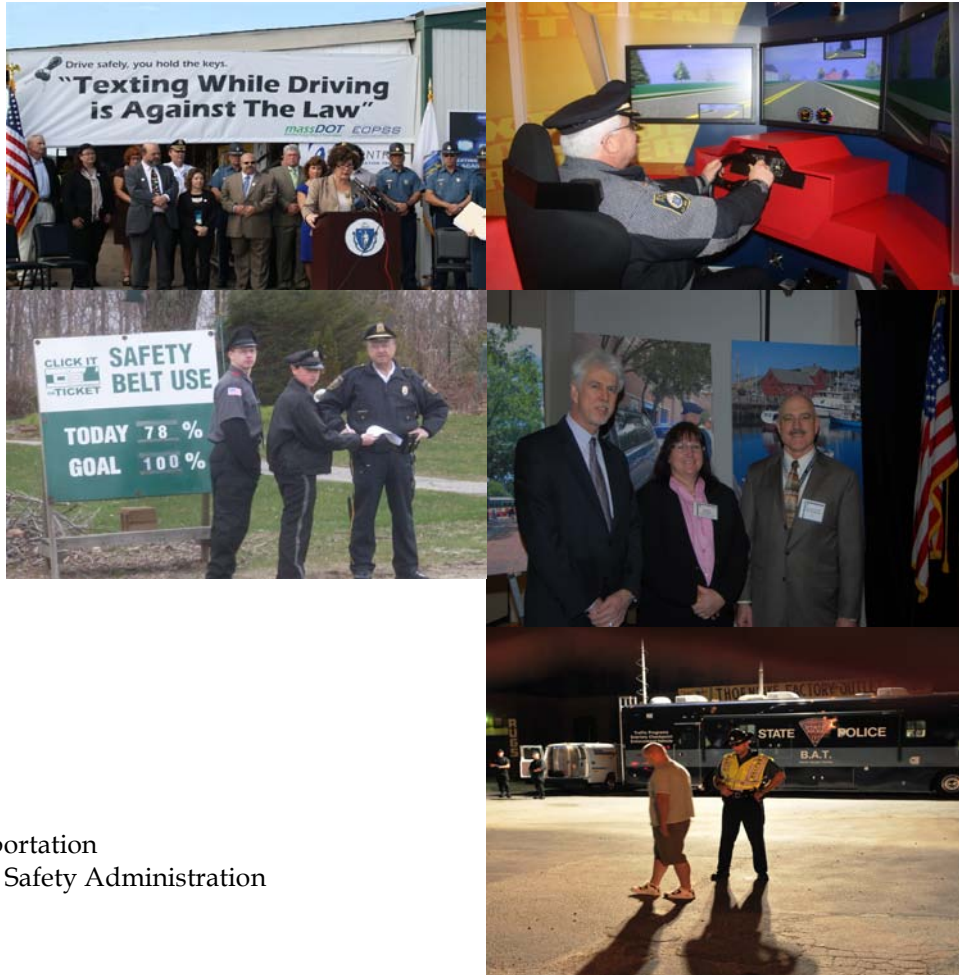


Commonwealth of Massachusetts Highway Safety Performance Plan

Federal Fiscal Year 2012



Prepared for:

U.S Department of Transportation
National Highway Traffic Safety Administration

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August 2011

Acknowledgments

The Federal Fiscal Year (FFY) 2012 Massachusetts Highway Safety Performance Plan (HSPP) recognizes that traffic crashes are preventable and that Massachusetts is committed to continuously reducing the number of fatalities, injuries, and economic losses resulting from these crashes.

I acknowledge the contributions and thank the staff of the Executive Office of Public Safety and Security (EOPSS), Office of Grants and Research (OGR), Highway Safety Division (HSD) for their efforts in the development and implementation of this HSPP:

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The hard work and dedication of EOPSS/HSD staff to the issues of highway safety have contributed significantly to safer roadways in Massachusetts, including a 22 percentage point increase in the safety belt usage rate between 2002 and 2011 and a 20 percent decrease in the number of fatalities involving a driver or motorcyclist operating with a Blood Alcohol Concentration (BAC) of at least .08 from 2007 (155) to 2008 (124). I look forward to working with HSD staff and the many others involved in highway safety to improve upon these accomplishments.

Mary Elizabeth Heffernan

Secretary

Executive Office of Public Safety and Security

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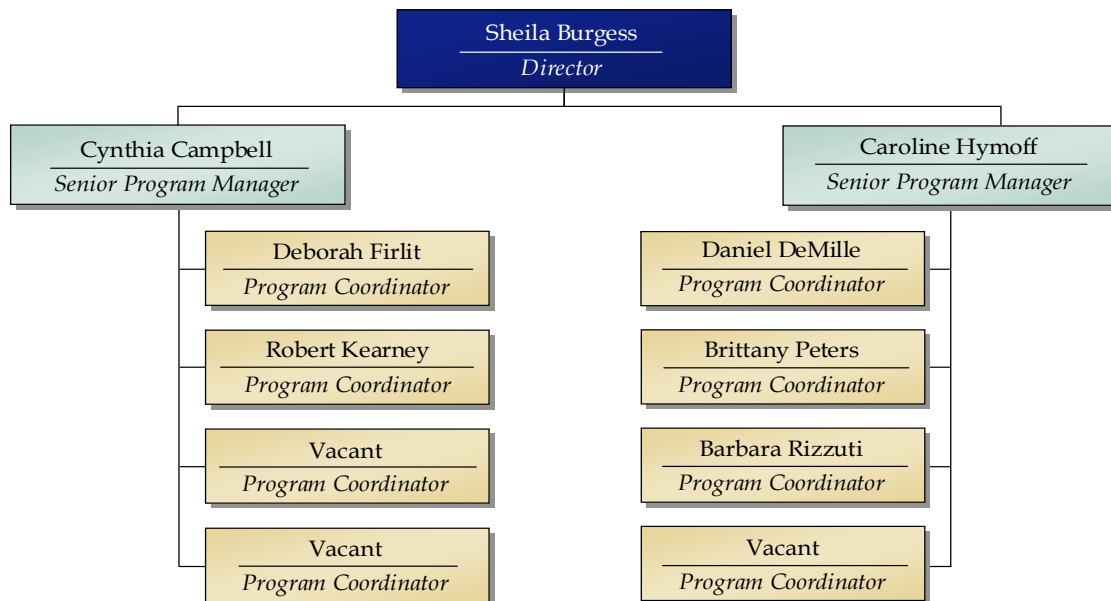
1.0 Introduction

■ 1.1 HSPP Calendar

January to March	HSD reviews progress of FFY 2011 programs with senior staff at EOPSS; Analyzes Federal, state, and local data to identify FFY 2012 key program areas; reviews National Highway Traffic Safety Administration (NHTSA) Region I response to the FFY 2011 HSPP and FFY 2010 Annual Report and recent NHTSA assessments; reviews spending patterns and revenue estimates.
January to May	Senior staff at EOPSS/HSD conducts strategic planning/listening sessions with key stakeholders to present recent data analyses and discuss the issues facing their communities. EOPSS/HSD reviews proposals for funding consideration resulting from the website posting at www.mass.gov/highwaysafety . EOPSS/HSD also generates its own project proposals for senior staff review and acceptance.
May to August	HSD drafts the FFY 2012 HSPP for review and approval by senior staff at EOPSS and HSD conducts pre-submission meeting with NHTSA Region I. HSD obtains any updates to previously reviewed Federal, state, and local data and analyses. With approval of senior staff at EOPSS, HSD submits the final plan to NHTSA and the Federal Highway Administration (FHA).
September	EOPSS/HSD begins to issue Requests for Responses/Quotes (RFR/RFQ) and Availability of Grant Funding (AGF) applications in anticipation of NHTSA's approval of plan.
October	EOPSS/HSD begins to implement and award grants and contracts and then begins work on the FFY 2011 Annual Report.
November to December	EOPSS/HSD oversees grants and projects in the HSPP, finalizes the FFY 2011 Annual Report, and submits it to NHTSA.

■ 1.2 Executive Office of Public Safety and Security, Office of Grants and Research, Highway Safety Division Organization

Figure 1.1 Highway Safety Division Organizational Chart



■ 1.3 Mission Statement

The mission of EOPSS/HSD is to reduce fatalities, injuries, and economic losses resulting from motor vehicle crashes on the roadways of the Commonwealth of Massachusetts. HSD administers the Federally and non-Federally funded highway grant programs of EOPSS.

■ 1.4 Highway Safety Program Overview

Within the Commonwealth of Massachusetts, HSD is responsible for planning, implementing, and evaluating highway safety projects with Federal funds. HSD also

works to coordinate the efforts of Federal, state, and local organizations involved with highway safety in Massachusetts.

This HSPP for FFY 2012 serves as the Commonwealth of Massachusetts' application to NHTSA for Federal funds available under Section 402 of the Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). The HSPP also reflects programs that will be conducted with grant funds previously received but unspent under SAFETEA-LU or from the proceeding Federal funding legislation. Other sources of funds include cooperative agreements with NHTSA for the Fatality Analysis Reporting System (FARS) project, the Grant to Increase the Number of Properly Endorsed Motorcyclists, the Grant to Increase BAC Reporting, private funds donated to the Highway Safety Trust Fund, and Office of Juvenile Justice Delinquency Prevention (OJJDP) grants to enforce underage drinking laws.

To identify the issues to be addressed in the FFY 2012 highway safety program, EOPSS/HSD relied primarily on 2005 to 2009 trend data, and, whenever possible, also 2010 data. Note that some 2009 and most 2010 data provided in this report are preliminary and subject to change.

Due to Federal fiscal constraints, we are anticipating that funding for FFY 2012 will be reduced by 20 percent. Depending on whether SAFETEA-LU continues to be extended by continuing resolutions or if a new transportation bill is passed, the budget numbers below may change drastically. The program planning throughout this HSPP may be altered depending on this outcome. EOPSS/HSD will submit any changes to the approved HSPP to Region One for review and approval.

Over the past four years, EOPSS/HSD has spent down significant rollover funds that had not been used in past years. We are projecting that this will leave EOPSS/HSD with a significantly smaller budget, requiring continued analysis of priorities and strategic decisions about budgets and program areas. Staff must continue to prioritize program areas based on the limited availability of Federal funds without the benefit of significant carry-forward and a reduced budget from past years.

EOPSS/HSD has conducted program evaluations and assessments for entire program areas. This work has been very enlightening because it has not only highlighted EOPSS/HSD strengths, but made traffic safety stakeholders aware of areas that need improvement. EOPSS/HSD is required to use a data-driven strategic planning approach to accomplish its mission. Reliable data sources are vital to identifying and prioritizing problem areas as well as evaluating programs. EOPSS/HSD has continued to improve traffic records based on the serious deficiencies that were uncovered during the assessment.

EOPSS/HSD has been making strides to improve the collection of crash data for the Commonwealth. EOPSS/HSD will continue to invest in the critical electronic data capture and exchange system. Additionally, EOPSS/HSD will implement practices that link law enforcement and health care data, thus providing a complete view from crash scene

through hospitalization. Consensus was reached with agency heads from EOPSS, the Massachusetts Department of Transportation (MassDOT), Registry of Motor Vehicles (RMV), Department of Public Health (MDPH), state and local police representatives, and the Merit Rating Board (MRB) that the electronic data capture and exchange system is a top priority. EOPSS is committed to obtaining other available funds to support the program.

EOPSS/HSD has been providing training to law enforcement and other stakeholders on the Massachusetts Traffic Records Analysis Center (MassTRAC), a portal which will allow users to obtain aggregate data on a variety of traffic-related statistics, using many reporting, graphing, and mapping components. MassTRAC is giving law enforcement access to the valuable information that they have provided to the Commonwealth in order to improve their enforcement and planning.

The homework has been done to identify deficiencies, and while improving the electronic data capture system will require other resources, it is important that highway safety funds are used to advance this project at this time. Accurate data must be available to make targeted and educated decisions in order to continue making the Commonwealth's roadways safer while optimizing the reduced funding.

FFY 2011 Highlights

- According to preliminary statistics from the RMV, Massachusetts fatalities dropped 8 percent from 340 in 2009 to 314 in 2010.
- EOPSS/HSD's June 2011 statewide safety belt observation survey showed that Massachusetts decreased one percentage point to 73 percent from the 74 percent rate achieved in 2009 and 2010.
- EOPSS/HSD, in partnership with state and local law enforcement and a media contractor, implemented its public outreach and enforcement of *Click It or Ticket* (CIOT). Due to staff shortages across the Commonwealth, participation by local and campus police departments decreased from 254 in 2010 to 189 in 2011.
- During spring 2011 EOPSS/HSD, along with government and corporate partners, conducted a safe prom and graduation video contest, *Dance. Don't Chance*. The centerpiece of the initiative was a contest for high school students to submit 60-second videos with messages about safe driving, seat belt use, and avoidance of alcohol and other drugs. The 35 video submissions were available for viewing on-line and the winning video from Durfee High School from Fall River was highlighted at a public event. EOPSS/HSD secured prizes for contest winners valued at approximately \$3,000.
- EOPSS/HSD conducted two Motorcycle Safety Conferences in April. One was directed towards law enforcement and the other towards motorcycle riders. Topics included crash data, licensing, motorcycle laws, operating under the influence, distinguishing

between types of vehicles (mopeds, limited use vehicles, motorized scooters, etc.) and insurance. Attendees were excited to participate in this first-of-its-kind event in Massachusetts.

- EOPSS-HSD conducted the first Traffic Safety Forum for 71 attendees representing 45 police departments. Presenters included Phil Weiser, NHTSA Region 1 Regional Administrator, Dan Zivkovich, Executive Director of the Municipal Police Training Committee (MPTC), media consultant Maria Farrah-Howell and keynote speaker Mike Geraci, NHTSA Director of Office of Safety Programs.
- Secretary Mary Heffernan selected the Executive Director of the MPTC to serve as the Law Enforcement Liaison (LEL) for the Commonwealth. The LEL will work closely with EOPSS/HSD and NHTSA to promote strategies and policies with state and local law enforcement to strengthen our mission. NHTSA will provide national training opportunities.
- EOPSS/HSD joined with MassDOT and the Massachusetts State Police (MSP) to kick-off a statewide Work Zone Enforcement Campaign with the goal of actively reducing motor vehicle violations within work zone areas. In addition to monitoring speed violations and impaired driving, the enforcement activity also focused on identifying and citing any violators. This is in direct response to the deaths and injuries of MSP in work zones.
- EOPSS/HSD coordinated the state participation in the NHTSA and Mothers Against Drunk Driving Region 1 Ignition Interlock Institute to bring together key partners to discuss strategies for improving, strengthening, and/or building effective and efficient state ignition Interlock programs. Representatives from the RMV and MSP were among the state attendees.
- In April 2011 EOPSS/HSD was awarded the Ford Driving Skills for Life Grant through the Governors Highway Safety Association. EOPSS/HSD will conduct a one-day event to improve the driving skills of young drivers in September.
- EOPSS/HSD continued its service on the Executive Leadership Committee of the MassDOT-led Massachusetts Strategic Highway Safety Plan (SHSP) effort.
- In September EOPSS/HSD and three District Attorneys will participate in an OJJDP webinar highlighting the District Attorneys Underage Drinking Prevention Conferences.
- EOPSS/HSD awarded overtime traffic enforcement grants to 199, or 57 percent of all local police departments in the Commonwealth to participate in *Drunk Driving. Over the Limit. Under Arrest.* (DDOLUA) Mobilizations. One campus police department was also funded.
- Between January and May 2011, EOPSS/HSD conducted stakeholder outreach and listening sessions around the Commonwealth. Approximately 250 people attended these sessions, including representatives from law enforcement agencies and the general

public. The purpose of these sessions, trainings and conferences was to present the most recent crash and trend data, discuss current issues, and obtain feedback from stakeholders and sub-grantees about their traffic safety needs and challenges. Many of the sessions also focused on addressing grant reporting issues and encouraging increased enforcement of the Commonwealth's safety belt law.

- EOPSS/HSD and its partners continued to implement key recommendations from the 2005 NHTSA Impaired Driving Assessment, the 2007 NHTSA Occupant Protection Assessment, the 2009 Traffic Records Assessment, the 2009 Occupant Protection Special Management Review, the 2010 Management Review, and the 2010 Motorcycle Safety Program Technical Assessment.
- With assistance from its traffic records contractor, the Massachusetts Traffic Records Coordinating Committee (TRCC), the Massachusetts Executive-Level Traffic Records Coordinating Committee (METRCC), and NHTSA Region I, HSD submitted an application for FFY 2011 Section 408 funding. Applications also were submitted for FFY 2011 Sections 403, 2010, 2011, 405, and 410 funding. Additional funding was requested from OJJDP for enforcement of underage drinking laws.
- To recognize traffic safety accomplishments of state and local police, EOPSS/HSD conducted the Massachusetts Law Enforcement Challenge (MLEC) in cooperation with the Massachusetts Chiefs of Police Association (MCOPA). The ceremony, based on 2010 data, was held in August and recognized 19 local police departments and the MSP. EOPSS/HSD secured prizes from vendors valued at nearly \$30,000.
- With the goal of promoting communication and better understanding between law enforcement and local communities, EOPSS/HSD developed and launched the Fair and Impartial Policing (FAIP) website at www.mass.gov/eops. FAIP is a web-based initiative designed to give Massachusetts law enforcement professionals and members of the community new insight into the issue related to what is commonly referred to as "racial profiling." The FAIP training modules, developed with Section 1906 funding, are accessible and free of charge. Translations are available in Spanish, Portuguese, French Creole, Cape Verdean, Arabic, Khmer, Vietnamese and Chinese. The initiative was highlighted in the Governors Highway Safety Association State Highway Safety Showcase and was submitted to the International Association of Chiefs of Police for national outreach.
- EOPSS/HSD completed a series of train-the-trainer workshops on FAIP for state and local law enforcement through the Municipal Police Institute, the training arm of the MCOPA. This is another phase of the series of initiatives on how law enforcement and communities can work to reduce or prevent the issue within their communities.
- In June 2011, EOPSS/HSD hosted a NHTSA-sponsored Speed Program Management Course conducted by the Traffic Safety Institute (TSI) held at the NHTSA Region I office in Cambridge. Attendees included highway safety engineers and state and local law enforcement from across New England who were the first to participate in this course

since its curriculum redesign by TSI earlier in the year. The two and a half day course covered the history of speed, problem identification, engineering interventions, media/communications, enforcement solutions, public policy and funding.

- EOPSS/HSD hosted two Data-Driven Approaches to Crime and Traffic Safety (DDACTS) Implementation Workshops for the State Police and approximately 20 municipal police departments. A third workshop will be held in September in Peabody. Massachusetts law enforcement will also attend a workshop in Rhode Island.

Partnerships

EOPSS/HSD is involved in many partnerships to enhance highway safety in Massachusetts including:

- EOPSS-led *Move Over Law* Committee
- EOPSS-led Distracted Driving Communications Advisory Committee
- EOPSS-led METRCC
- EOPSS-led TRCC
- MassDOT-led Safe Routes to School Advisory Committee
- MassDOT-led Massachusetts Bicycle and Pedestrian Advisory Board
- MassDOT -led SHSP's Executive Leadership Committee
- MassDOT -led Safety Tips Committee
- MDPH-led Massachusetts Prevent Injuries Now! Network (PINN)
- MDPH-led Partnership for Passenger Safety Committee
- Massachusetts Package Store-led Massachusetts Package Store Coalition
- RMV-led Impaired Driving Advisory Board
- RMV-led Junior Operator License Advisory Committee
- University of Massachusetts-led (UMASS) CODES Advisory Board

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2.0 Highway Safety Problem Identification

This HSPP for FFY 2012 has been developed in coordination with the following plans:

- Massachusetts' Strategic Highway Safety Plan (2006)
- NHTSA's Region I Action Plan (FFY 2010 and FFY 2011)
- NHTSA's Impaired Driving Assessment for Massachusetts (FFY 2005)
- NHTSA's Occupant Protection Assessment for Massachusetts (FFY 2007)
- NHTSA's Occupant Protection Special Management Review (FFY 2009)
- NHTSA's Motorcycle Safety Program Technical Assessment (FFY 2010)
- Massachusetts Statewide Electronic Data Capture System (formerly e-citation) and Traffic Records System Business Plan (FFY 2009)
- Massachusetts' Section 408 Application/Strategic Traffic Records Plan Update (2011)
- Commonwealth of Massachusetts Traffic Records Assessment Report (2009)
- NHTSA's Countermeasures That Work Volume Six
- Centers for Disease Control's Community Guide
- Pacific Institute for Research and Evaluation's Best Practice Guide

■ 2.1 Problem Identification Process

EOPSS/HSD used a variety of data sources presented in Table 2.1 to pinpoint areas of concern warranting attention from Massachusetts' highway safety professionals in FFY 2012. The process is outlined below.

- **General Problem Identification.** This step begins by identifying the data sources used to identify problems and the persons or organizations responsible for collecting, managing, and analyzing relevant data. These data sources are described in Table 2.1. Results of the data are then analyzed and weaknesses are identified. This step also uses ongoing exchanges and listening sessions with key Federal, state, and local partners to

identify major highway safety areas of concern. The information is also used for guiding subsequent analyses.

- **Selection of Program Areas.** This step uses analyses of available data sources to confirm the general decisions regarding major areas of concern made in the first step. EOPSS/HSD continues to collaborate with partners and safety stakeholders to gain input and agreement about the problem areas. Focus is not only on the size and severity of the problem but also where the greatest impact in terms of reducing crashes, injuries and fatalities can be made. Project selection criteria is established with the help of partners.
- **Determination of Goals, Performance Measures, and Tasks.** During this step, all of the above work is used to set reasonable goals, objectives, performance measures, and to develop tasks for the program areas in order to allocate EOPSS/HSD’s limited resources where they can be most effective. This step requires a deep knowledge of the demographics, laws, policies, and partnering opportunities and limitations that exist in the Commonwealth. Selected programs and projects are explicitly related to the accomplishment of performance goals.

Table 2.1 Data Used for FFY 2012 HSPP Problem Identification

Data Type	Data Set	Source/Owner	Year(s) Examined
Fatality	FARS	NHTSA	2005 to 2010
Crash Fatality and Injury	Massachusetts Crash Data System	RMV, MRB	2005 to 2010
Violation	Massachusetts Citation Data	RMV, MRB	2005 to 2010
Safety Belt Use	Massachusetts Safety Belt Use Observation Data	EOPSS/HSD	2006 to 2011
Licensed Drivers, Registrations and VMT	Highway Statistics	FHWA, U.S. Census Bureau, RMV	2005 to 2010
Driving Under the Influence	Crime Statistics	MRB, Federal Bureau of Investigation	2007 to 2009
Safety Belt Attitude	Intercept Survey	EOPSS/HSD	2009 to 2010

The crash data used in this HSPP may not be consistent with the data reported by NHTSA’s FARS due to variations in data availability and to data quality improvements.

■ 2.2 Massachusetts Characteristics

Massachusetts is the 44th largest state with a land area of approximately 10,555 square miles and 351 cities and towns. Despite its small geographic size, Massachusetts is the 14th most populated state. According to the U.S. Census, in 2010, the Commonwealth's estimated population was 6,547,629, resulting in a density of approximately 620 persons per square mile. Massachusetts is the most populous of the six New England states. The highest population concentrations are in the eastern third of the state. In addition to the high concentration around the state capital and most populous city in the east, Boston, smaller pockets of population density also exist around the second and third largest cities, Worcester in central Massachusetts and Springfield in western Massachusetts.

Based on the most recently available RMV information, approximately 71 percent of the Commonwealth's residents were licensed drivers in 2010, representing a total of 4,656,228 licensed drivers.

Other key demographic facts based on 2010 U.S. Census Bureau data include:

- Age distribution:
 - child (under 18 years old) 22 percent
 - adult (18 to 64 years old) 65 percent
 - older persons (65+) 14 percent
- Non-Caucasians account for 19.6 percent of the population compared with 27.6 percent nationally
- The three largest minority race populations in Massachusetts as of 2010 in order are Hispanic or Latino (9.6 percent), African Americans (6.6 percent), and Asians (4.7 percent)

The Massachusetts economy has become increasingly reliant on academic/research, tourism, technology, and financial services and less reliant on the manufacturing industry. Tourist destinations on Cape Cod and in the Berkshires as well as over 120 public and private colleges and universities create significant seasonal increases in the population both statewide and regionally. County government is virtually non-existent except as geographic definitions. In general, at the local level administrative and legislative powers rest with mayors and city councils, town managers, town administrators, and boards of selectmen. The counties detailed in Table 2.2 have been used in this HSPP for purposes of localizing the traffic safety statistics.

Table 2.2 Counties of Massachusetts

County	2010 County Population Estimates, per U.S. Census Bureau	County	2010 County Population Estimates, per U.S. Census Bureau
Barnstable	215,888	Hampshire	15,080
Berkshire	131,219	Middlesex	1,503,085
Bristol	548,285	Nantucket	10,172
Dukes	16,535	Norfolk	670,850
Essex	743,159	Plymouth	494,919
Franklin	71,372	Suffolk	722,023
Hampden	463,490	Worcester	798,552

To accommodate the travel demands of this population, Massachusetts has a roadway infrastructure consisting of over 36,000 miles of public roadway, including portions of 13 interstates with 573 miles. The major roadways include Interstates 90 (the Massachusetts Turnpike), 91, 93, 95, and 495. In 2008, motorists in Massachusetts traveled over 54.5 billion miles.

■ 2.3 Normalizing Data and Major Statistics

The values identified in Table 2.3 are used in the remainder of the report to normalize Massachusetts and national safety data.

Table 2.3 Base Data for Massachusetts and United States

	2006		2007		2008		2009		2010	
	MA	U.S.	MA	U.S.	MA	U.S.	MA	U.S.	MA	U.S.
Population (100K)	64.37	2,994	64.50	3,016	64.98	3,041	65.93	3,055	65.47	3,087
VMT (100M)	551.36	30,140	550.17	30,323	545.05	29,735	54.812	29,765	N/A	N/A
Licensed Drivers (100K)	47.11	2,028	46.99	2,057	46.74	2,083	46.56	2,100	N/A	N/A
Total Fatalities	429	42,708	434	41,259	N/A	41,259	364	37,261	347	N/A

Source: MA Source: and U.S. Population obtained from U.S. Census, May 2011. Licensed Drivers obtained from RMV, May 2010 and FHWA, May 2011. VMT obtained from NHTSA Traffic Safety Facts 2004 to 2009, and FARS, May 2010

Key Massachusetts crash data and trends are provided in Table 2.4

Table 2.4 Massachusetts Crash Data Trends

Crash Data/Trends	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010
Fatalities (Actual)	433	477	459	462	476	441	429	434	364	340	314
Fatality Rate/ (100 Million VMT)	0.83	0.90	0.86	0.86	0.87	0.80	0.78	0.79	0.67	0.61	N/A
Number of Serious Injuries	4,286	-	5,279	5,370	5,033	5,052	4,579	4,182	3,983	3,384	3,048
Number of Fatalities Involving Driver or Motorcycle Operator w/ \geq .08 BAC	152	181	178	156	169	148	144	155	124	108	N/A
Number of Unrestrained Passenger Vehicle Occupant Fatalities	166	195	189	177	165	171	158	148	120	79	94
Number of Speeding-Related Fatalities	151	144	176	156	158	145	148	143	97	69	62

Table 2.4 Massachusetts Crash Data Trends (continued)

Crash Data/Trends	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010
Number of Motorcyclist Fatalities	33	53	58	35	60	56	50	62	42	52	54
Number of Unhelmeted Motorcyclist Fatalities	1	3	5	4	9	4	5	3	1	13	10
Number of Drivers Age 20 or Younger Involved in Fatal Crashes	-	-	-	-	90	88	69	76	62	48	42
Number of Pedestrian Fatalities	82	79	58	86	81	76	61	66	75	46	51
Percent Observed Belt Use for Passenger Vehicles - Front Seat Outboard Occupants	50%	56%	51%	62%	63%	65%	67%	69%	67%	74%	74%
Number of Seat Belt Citations Issued During Grant-Funded Enforcement Activities	-	-	-	-	-	-	10,613	22,463	12,216	16,159	9,277
Number of Impaired Driving Arrests Made During Grant-Funded Enforcement Activities	-	-	-	-	-	-	447	420	542	364	330
Number of Speeding Citations Issued During Grant-Funded Enforcement Activities	-	-	-	-	-	-	11,859	37,251	24,939	17,590	7,662

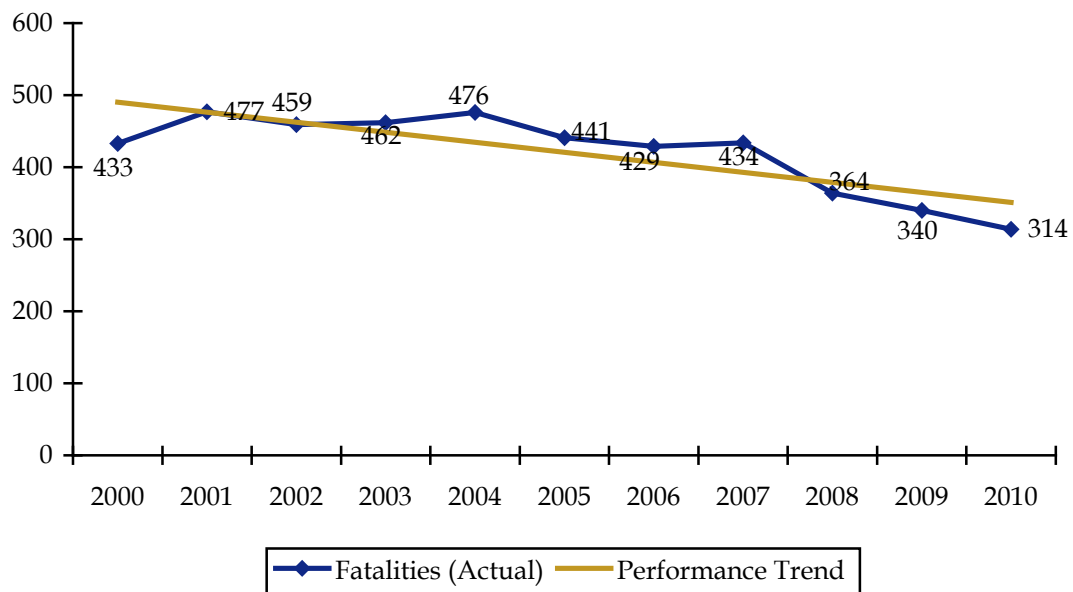
Source: MassTRAC, June 2011; RMV May, 2011; FARS, May 2011; 2002 to 2010 Massachusetts Safety Belt Use Observation Surveys; HSD grant data 2006-2010

Note: Some numbers reported in this FFY 2012 Highway Safety Performance Plan may differ slightly from the same numbers reported in previous reports due to changes in data availability and data quality improvements. 2010 data are preliminary.

Figures 2.1 through 2.11 illustrate select data shown in the table above in greater detail and include data points and an associated trend line.

Figure 2.1 presents the number of motor vehicle fatalities in Massachusetts from 2000 to 2010. The number of fatalities has fluctuated greatly during this time period, spiking in 2001 and 2004 then declining since 2007. Preliminary 2010 data show continued progress with a 28 percent decline in total fatalities from 2007. This decrease may be due partly to the development of more effective countermeasures related to motor vehicle safety, vehicle safety and technology, and economic factors.

Figure 2.1 Fatalities

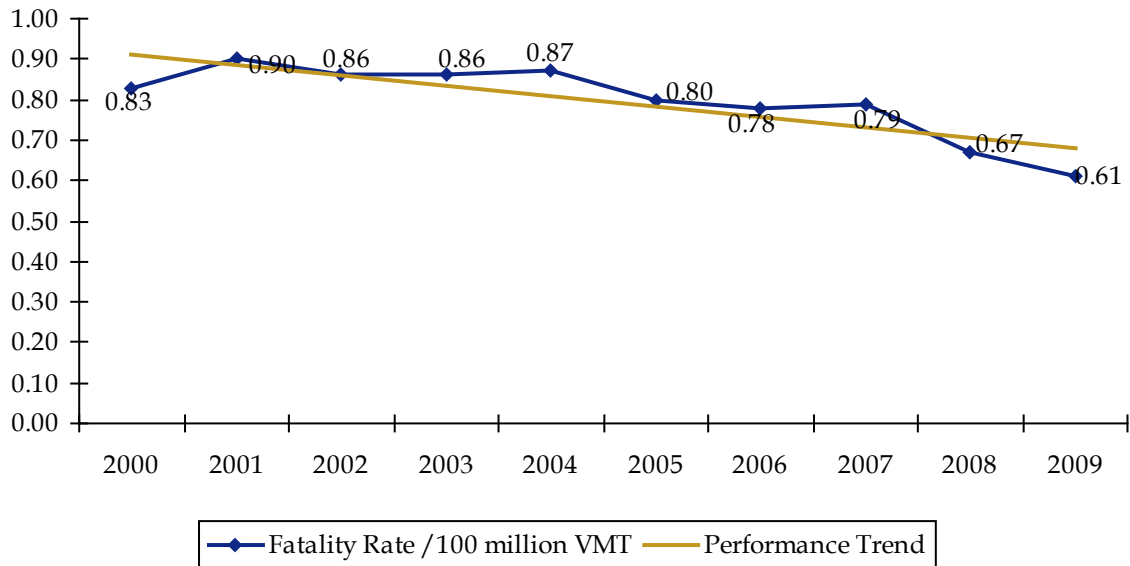


Note: 2010 data is preliminary

Source: FARS July 2009; RMV, June, 2011

Figure 2.2 presents the motor vehicle fatality rate in Massachusetts per 100 million VMT between 2000 and 2009. From 2004 to 2009, the fatality rate per 100 million VMT declined approximately 30 percent, from 0.87 to 0.61, which is the lowest of any state in the nation.

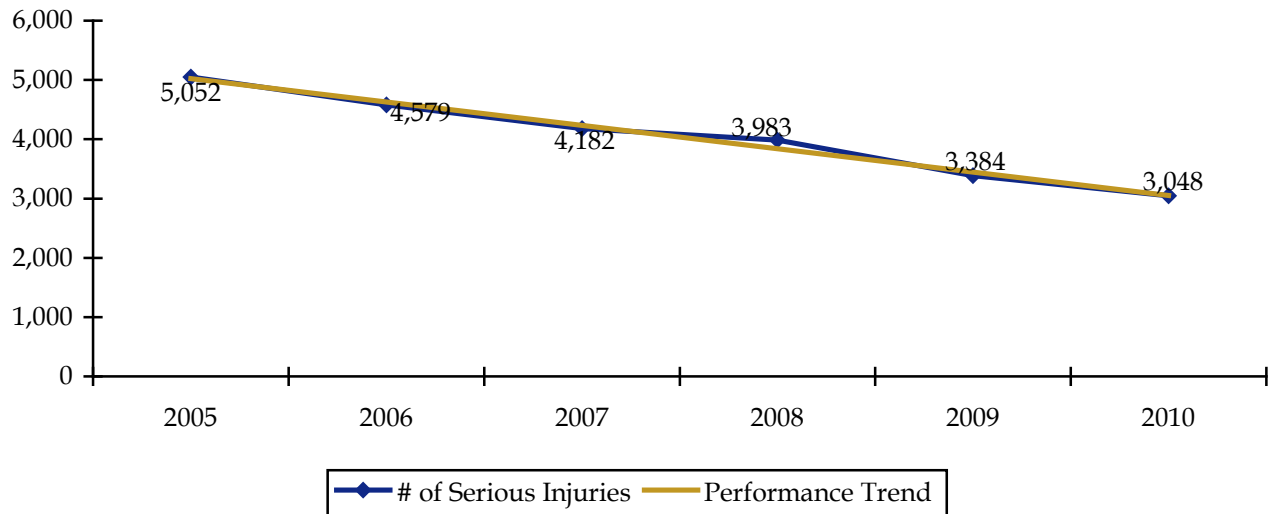
Figure 2.2 Fatality Rate



Source: NHTSA Traffic Safety Facts 2005-2009

Figure 2.3 presents the number of serious injuries in Massachusetts between 2005 and 2010. Since 2005, the number of serious injuries has been on a steady decline from 5,052 to 3,048 in 2010, a 40 percent decrease.

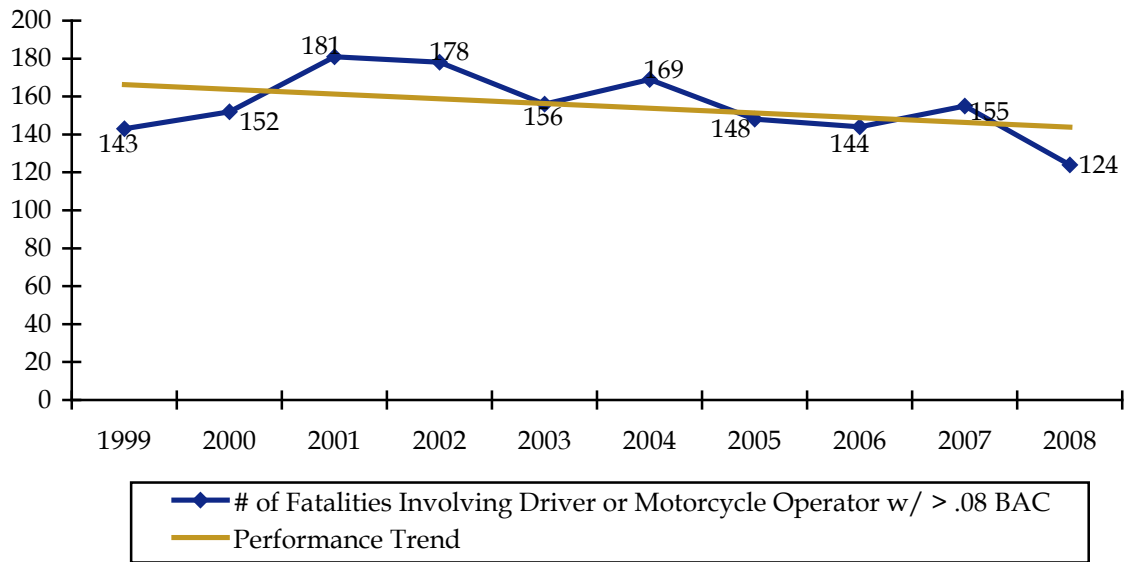
Figure 2.3 Serious Injuries



Note: 2010 data is preliminary
Source: FARS July 2009; RMV, June, 2011

Figure 2.4 presents the number of alcohol-impaired fatalities in Massachusetts involving a driver with a BAC of 0.08 or greater between 1999 and 2008. 2008 data shows a decline in alcohol-impaired driver fatalities, with a 20 percent decrease from 2007.

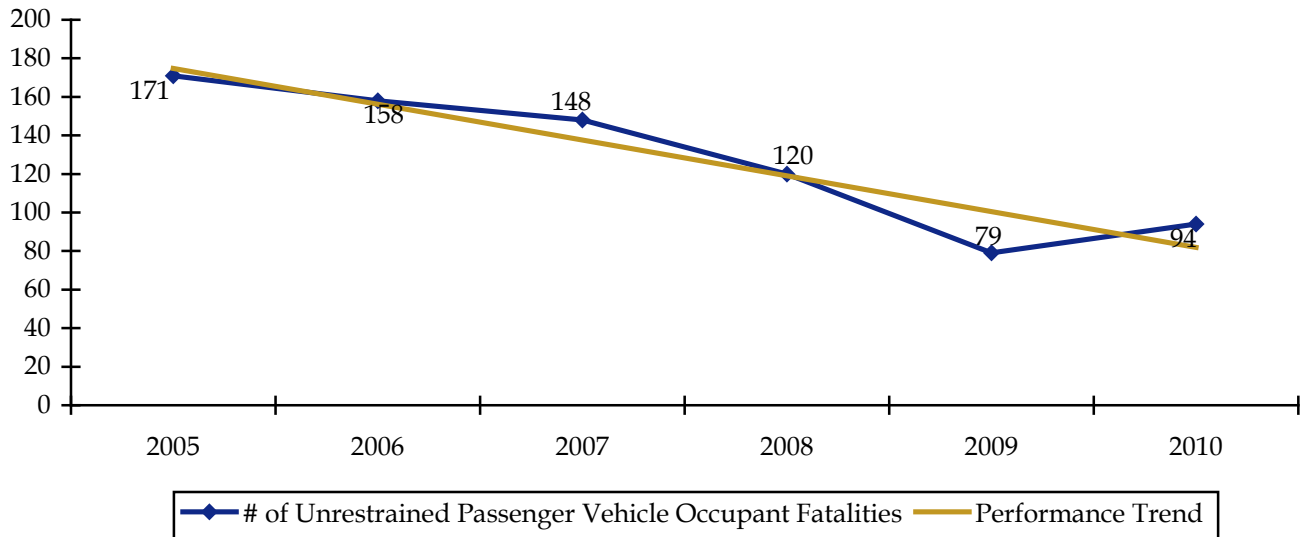
Figure 2.4 BAC 0.08+ Driver Fatalities



Source: FARS July 2009; RMV, May, 2010

Figure 2.5 presents the unrestrained passenger vehicle occupant fatalities in Massachusetts between 2005 and 2010. The number of fatalities declined every year since 2005 but increased in 2010.

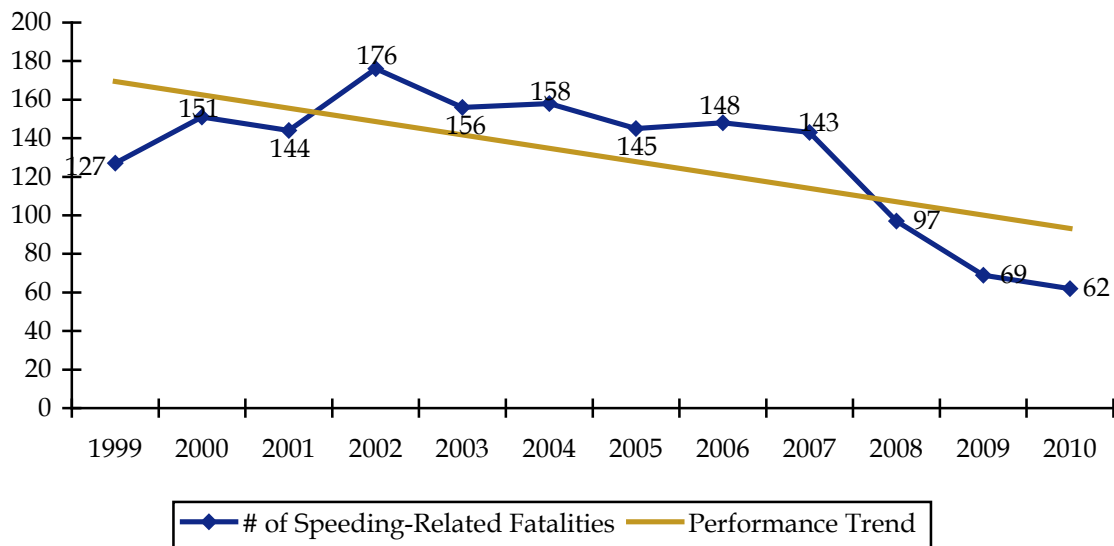
Figure 2.5 Unrestrained Passenger Vehicle Occupant Fatalities



Note: 2010 data is preliminary
Source: FARS July 2009; RMV, August, 2011

Figure 2.6 presents the number of speed-related fatalities in Massachusetts between 1999 and 2009. Between 2002 and 2010, the number of speed-related fatalities has dropped from 176 to 62, a 65 percent decrease.

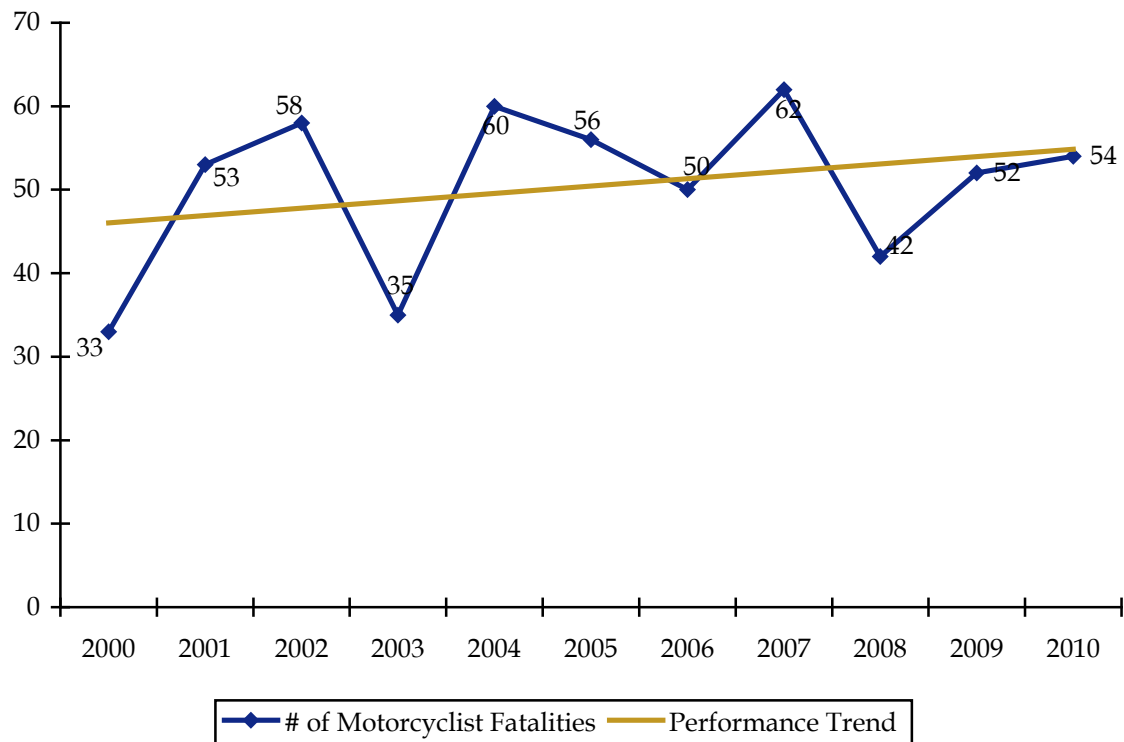
Figure 2.6 Speeding-Related Fatalities



Note: 2009 data is preliminary
Source: FARS July 2009; RMV, August, 2011

Figure 2.7 presents the number of motorcyclist fatalities in Massachusetts between 2000 and 2010, which has fluctuated greatly during this time period. The number of motorcycle fatalities nearly doubled from 2000 to 2007, reflecting the national trend during the same period. This rise in fatalities may be due in part to the increasing number of motorcyclists on the roads. Preliminary 2010 data show a 10 percent increase from 2009 with 54 motorcycle fatalities.

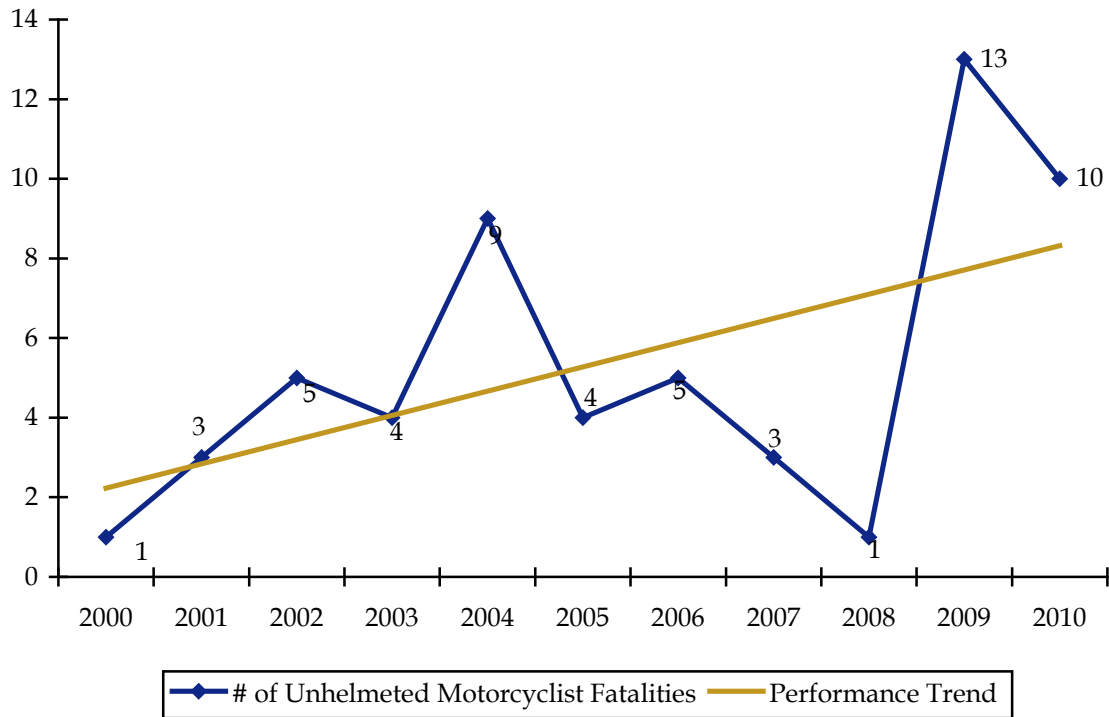
Figure 2.7 Motorcyclist Fatalities



Note: 2010 data is preliminary
 Source: FARS July 2009; RMV, June, 2011

Figure 2.8 presents the number of unhelmeted motorcycle fatalities from 2000 to 2010, which has fluctuated greatly from a range of one in 2000 to thirteen in 2009. However, preliminary data show a decrease to 10 unhelmeted fatalities in 2010.

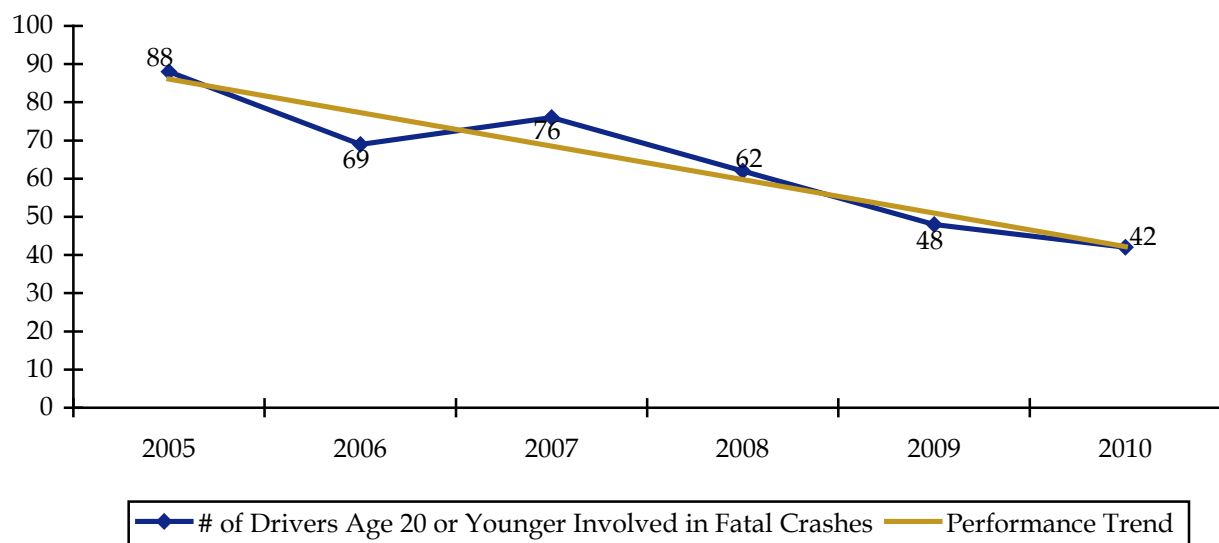
Figure 2.8 Unhelmeted Motorcyclist Fatalities



Note: 2010 data is preliminary
Source: FARS July 2009; RMV, June, 2011

Figure 2.9 presents the number of young drivers (ages 20 and younger) involved in fatal crashes in Massachusetts between 2005 and 2010. The number of young drivers involved in fatal crashes has decreased significantly from 88 in 2005 to 42 in 2010. This decline may be due in part to stricter enforcement of the Massachusetts Junior Operator License (JOL) Law in addition to more targeted public outreach efforts to young drivers and their parents to raise motor vehicle safety awareness.

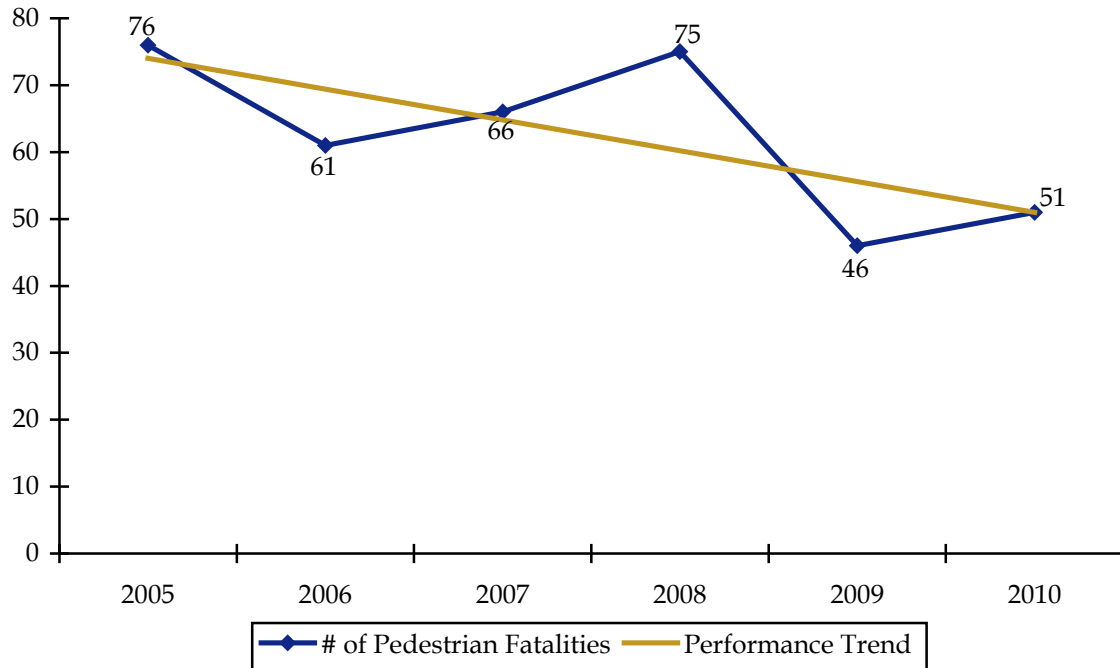
Figure 2.9 Young Drivers (Age 20 or Younger) Involved in Fatal Crashes



Note: 2010 data is preliminary
 Source: FARS July 2009; RMV, June, 2011

Figure 2.10 presents the number of pedestrian fatalities in Massachusetts between 2005 and 2010. From 2006 to 2008, pedestrian fatalities increased by 19 percent before a sharp reduction in 2009. Preliminary 2010 data show an increase of 10 percent from 2009 with 51 fatalities.

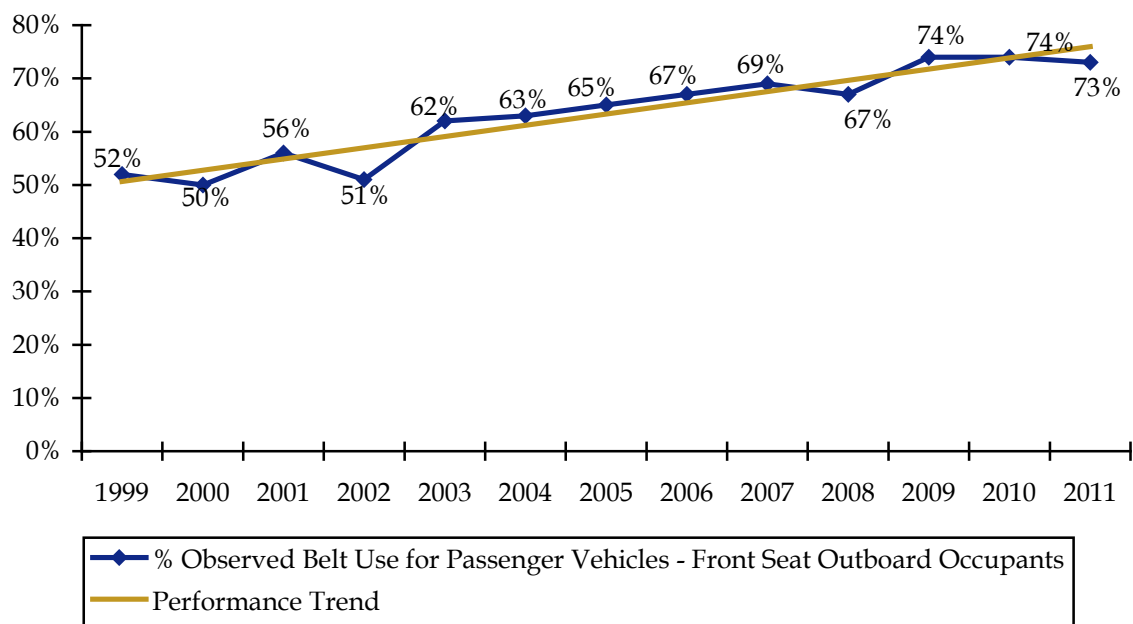
Figure 2.10 Pedestrian Fatalities



Note: 2010 data is preliminary
Source: FARS July 2009; RMV, June, 2011

Figure 2.11 presents the observed safety belt use rate in Massachusetts between 1999 and 2011. The rate gradually increased each year from 2003 to 2007, reaching 69 percent, then declined to 67 percent in 2008. However, the rate increased seven percentage points in 2009 and 2010 to 74 percent, the highest the Commonwealth has ever seen. In 2011 the belt use rate decreased one percentage point to 73 percent. Looking at safety belt use between 2002 and 2011, there has been an overall increase of 22 percentage points. The dramatic change may be due in part to stricter enforcement of safety belt laws done in conjunction with more effective public outreach efforts to promote safety belt use in Massachusetts.

Figure 2.11 Observed Safety Belt Use



Source: Massachusetts Safety Belt Use Observation Data 1999-2011

Table 2.5 provides additional details about recent highway safety trends in Massachusetts.

**Table 2.5 Additional Massachusetts Crash Data Trends
2002 to 2010**

Crash Data/Trends	2002	2003	2004	2005	2006	2007	2008	2009	2010
Number of Motor Vehicle Crashes of All Types	139,038	141,681	138,632	154,084	149,860	144,510	126,364	117,720	102,723
Fatalities - Male (Actual)	318	311	324	301	293	288	264	245	230
Fatalities - Female (Actual)	141	149	152	140	136	129	99	94	84
Fatal Crashes (Actual)	433	434	447	417	403	408	337	313	301
Number of Crash Injuries	56,562	57,455	55,500	57,833	54,921	43,628	43,822	42,266	25,927
Fatality and Serious/Incapacitating Injury Rate/(100 Million VMT)	10.77	10.86	10.06	9.90	9.08	8.38	7.98	6.46	N/A
Alcohol-Related Fatalities (Actual) BAC = 0.01+	210	194	189	170	172	191	151	130	106
Percent of All Fatalities that are Alcohol-Related	46%	42%	40%	39%	40%	44%	42%	37%	34%
Alcohol-Related Fatality Rate/ (100 Million VMT)	0.39	0.36	0.35	0.31	0.31	0.31	0.27	0.23	N/A
Percent of Vehicle Occupant Fatalities Unrestrained	57%	55%	53%	57%	53%	51%	51%	23%	30%
Percent of All Fatalities that are Speed-Related	38%	34%	33%	33%	34%	33%	27%	20%	20%
Speed-Related Fatality Rate/ (100 Million VMT)	0.33	0.29	0.29	0.26	0.27	0.26	0.17	0.13	N/A
Pedestrian Serious/Incapacitating Injuries (Actual)	287	246	268	241	221	234	233	257	271
Bicyclist Fatalities (Actual)	6	11	11	5	6	11	10	6	5
Bicyclist Serious/Incapacitating Injuries (Actual)	84	70	94	74	103	97	81	102	98
Motorcyclist Serious/Incapacitating Injuries (Actual)	328	291	355	374	314	316	329	306	273
Young Driver Fatalities (Actual) ^a	75	65	81	78	76	80	55	112	100
Young Driver Serious/Incapacitating Injuries (Actual) ^a	884	874	889	815	752	622	586	772	711
Older Drivers Involved in Fatal Crashes (Actual) ^b	72	93	63	70	59	70	53	58	50
Older Driver Serious/Incapacitating Injuries (Actual) ^b	629	644	590	700	338	271	265	304	296

Source: MassTRAC, May 2011; RMV, June and August 2011; FARS May, 2011

^a Young drivers are age 16 to 24

^b Older drivers are age 65+

Note: 1) Some numbers reported in this FFY 2012 Highway Safety Performance Plan may differ slightly from the same numbers reported in previous reports due to changes in data availability and data

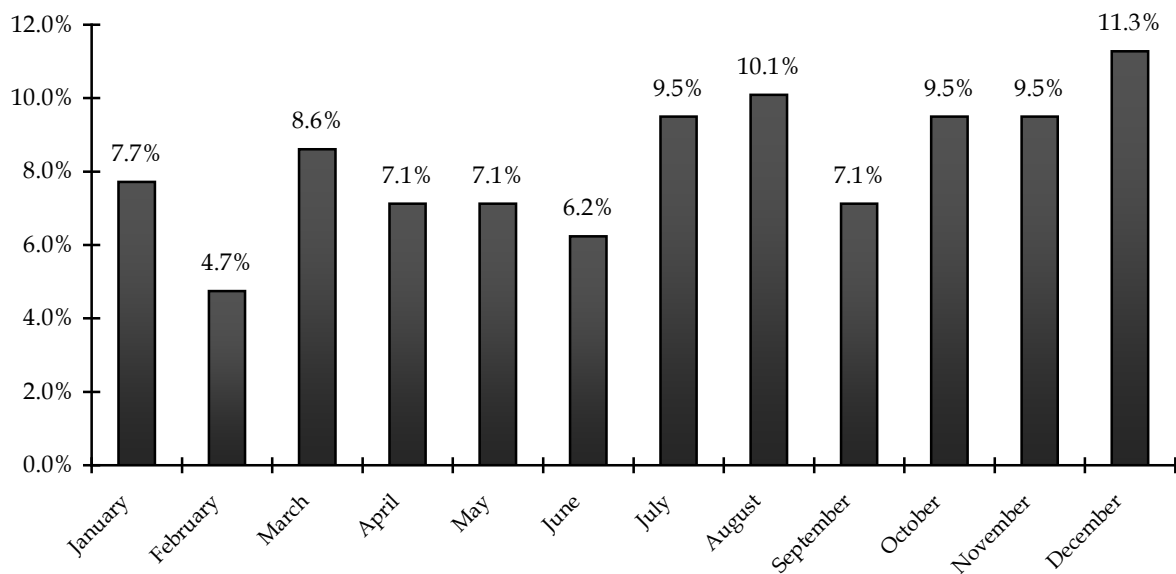
quality improvements. Some crash data are new to this report and trend data may not be available with consistent reporting procedures/methodology

2) Any inconsistencies between total of male/female fatalities and overall reported fatalities for given year are due to gender that was either not reported or was unknown on crash report

3) 2010 data is preliminary

As shown in Figures 2.12 and 2.13, the greatest percentage of fatal crashes occurred in December, the summer months, and on Saturdays. Fatal crashes occurred most frequently between the hours of 3:00 a.m. and 5:59 a.m., as shown in Figure 2.14.

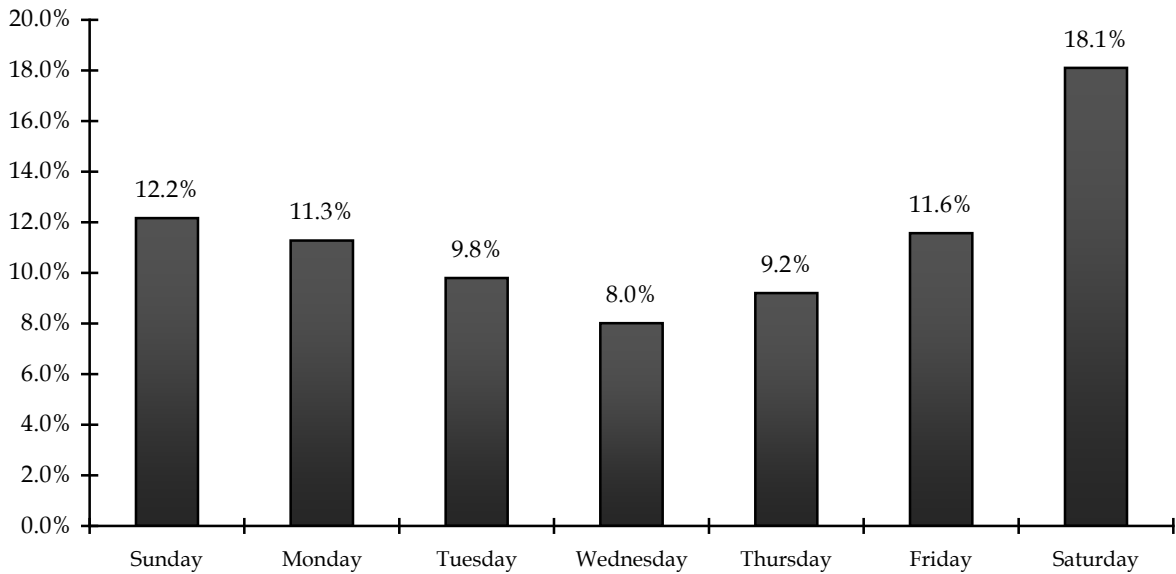
Figure 2.12 Percent of Massachusetts Fatal Crashes by Month-of-Year 2010



Note: 2010 data is preliminary

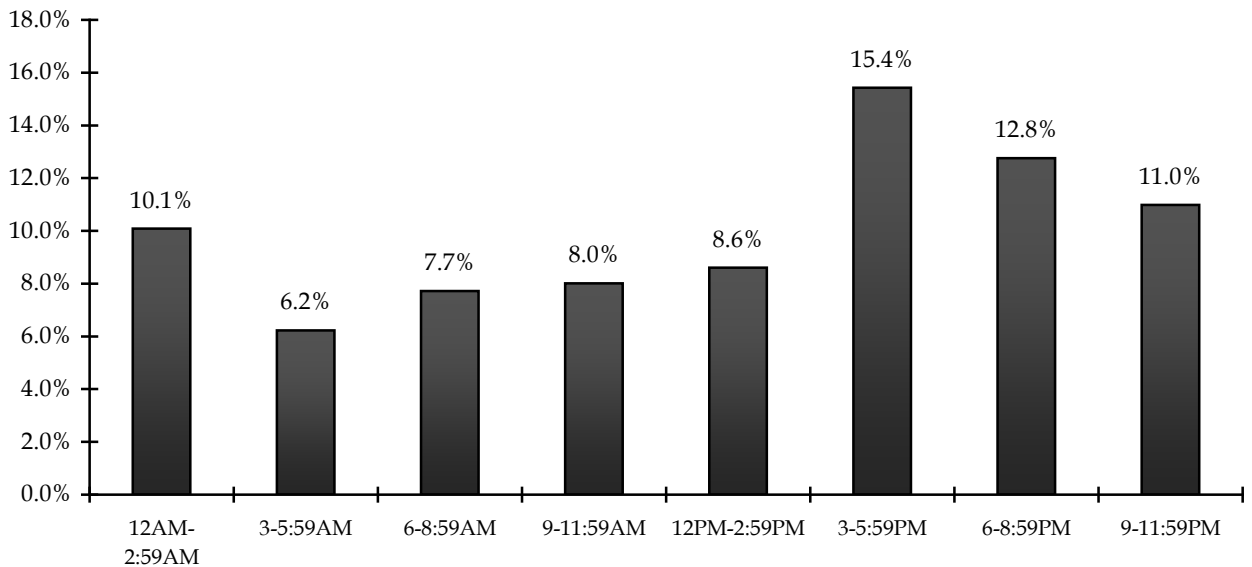
Source: RMV August 2011

Figure 2.13 Percent of Massachusetts Fatal Crashes by Day-of-Week 2010



Note: 2010 data is preliminary
Source: RMV June 2011

Figure 2.14 Percent of Massachusetts Fatal Crashes by Time-of-Day 2010



Note: 2010 data is preliminary
Source: RMV June 2011

■ 2.4 FFY 2012 Goals

Performance goals for each program are established by EOPSS/HSD staff, taking into consideration data sources that are reliable, readily available, and reasonable for representing outcomes of the program.

Table 2.6 FFY 2012 Highway Safety Goals

Program Area	Goal	Performance Measure
Overall	<ul style="list-style-type: none"> • To reduce the rolling five-year average (2006-2010) of motor vehicle-related fatalities from 374 by five percent to no more than 355 (2007-2011) • To reduce the rolling five-year average (2006-2010) of serious traffic injuries from 3,835 by five percent to no more than 3,643 (2007-2011) • To decrease fatalities per 100 M VMT by 1.5 percent from 0.61 in 2009 to 0.60 in 2012 	<ul style="list-style-type: none"> • Number of motor vehicle related crash fatalities • Number of serious traffic injuries • Fatality rate per 100 M VMT
Impaired Driving	<ul style="list-style-type: none"> • To reduce the rolling five-year average (2005-2009) of alcohol-impaired fatalities (with BAC of 0.08 or greater) from 136 by five percent to no more than 129 (2006-2010) • To increase the number of Operating Under the Influence (OUI) arrests at MSP Sobriety Checkpoints from 522 in 2010 by 10 percent to 574 in 2012 • To maintain the number of OUI arrests made during comparable grant-funded mobilizations <ul style="list-style-type: none"> ○ December 2010-January 2011 (43- local police only) ○ May-June 2011 (15- local police and MSP) ○ August-September 2010 (86 local police only) 	<ul style="list-style-type: none"> • Number of fatalities involving a driver or motorcycle operator with a BAC of 0.08 or greater • Number of OUI arrests at MSP Sobriety Checkpoints • Number of OUI arrests made during grant-funded mobilizations
Occupant Protection	<ul style="list-style-type: none"> • To increase by two percentage points the statewide observed safety belt use of front seat outboard occupants in passenger vehicles, from 73 percent in 2011 to 75 percent in 2012 	<ul style="list-style-type: none"> • Percent of front seat outboard vehicle occupants who are observed to be using seat belts

	<ul style="list-style-type: none"> • To reduce the rolling five-year average (2006-2010) of unrestrained passenger vehicle occupant fatalities, in all seat positions, from 115 by 10 percent to no more than 103 (2007-2011) • To maintain the number of seat belt citations during comparable grant-funded mobilizations <ul style="list-style-type: none"> ○ December 2010-January 2011 (1,176- local police only) ○ May-June 2011 (4,395- local police and MSP) ○ August-September 2010 (1,642- local police only) • Use SurveyMonkey to collect and report data regarding attitude and awareness of safety issues and programs 	<ul style="list-style-type: none"> • Number of unrestrained passenger vehicle occupant fatalities (all seat positions) • Number of seat belt citations during grant-funded mobilizations • Changes in attitudes and awareness of safety issues and programs
Speed and Distracted Driving	<ul style="list-style-type: none"> • To reduce the rolling five-year average (2006-2010) of speed-related fatalities from of 104 by five percent to no more than 99 (2007-2011) • To maintain the number of speeding citations during comparable grant-funded mobilizations <ul style="list-style-type: none"> ○ December 2010-January 2011 (1,777- local police only) ○ May-June 2011 (4,111- local police and MSP) ○ August-September 2010 (2,365- local police only) 	<ul style="list-style-type: none"> • Number of speed-related fatalities • Number of speeding citations issued during grant-funded mobilizations
Young and Older Drivers	<ul style="list-style-type: none"> • To reduce the rolling five-year average (2006 to 2010) of young drivers (age 20 or younger) involved in fatal crashes from 59 by five percent to no more than 56 (2007-2011) • To reduce the rolling five-year average (2006-2010) of older drivers (age 65 or older) involved in fatal crashes from 58 by five percent to no more than 55 (2007-2011) 	<ul style="list-style-type: none"> • Number of young drivers (age 20 or younger) involved in fatal crashes • Number of older drivers (age 65 or older) involved in fatal crashes

Pedestrians	<ul style="list-style-type: none"> To reduce the rolling five-year average (2006-2010) of pedestrian fatalities from 60 by five percent to no more than 57 (2007-2011) 	<ul style="list-style-type: none"> Number of pedestrian fatalities
Bicyclists	<ul style="list-style-type: none"> To maintain the rolling five-year average (2006-2010) of bicyclist fatalities at 7.6 (2007-2011) 	<ul style="list-style-type: none"> Number of bicyclist fatalities
Motorcyclists	<ul style="list-style-type: none"> To reduce the rolling five-year average (2006-2010) of motorcycle fatalities from 47 by five percent to no more than 45 (2007-2011) To maintain the rolling five-year average (2006-2010) of unhelmeted motorcyclist fatalities at the five-year average of 6.7 (2007 to 2011) To increase the number of motorcycle riders trained from 8,150 (2010) to 8,200 in 2012 	<ul style="list-style-type: none"> Number of motorcycle fatalities Number of unhelmeted motorcyclist fatalities Number of motorcycle riders trained

<p>Traffic Records</p>	<ul style="list-style-type: none">• Ensure key highway safety stakeholders have accessible, accurate, complete, consistent, integrated, and timely data and analyses from the local, state, and Federal systems involving citation/adjudication, crash, driver, injury surveillance, roadway, and vehicle data to conduct cost-effective and successful highway safety planning, programs, and evaluations.	<ul style="list-style-type: none">• Increase in the percentage of locatable crashes integrated with the road inventory file• Increase in the number of agencies able to access integrated fields via the web-based crash-mapping tool• Increase in the number of roadway inventory file and auxiliary fields that are integrated with the crash system• Decrease in the average number of days from crash incident to receipt of crash report by the RMV (for original pilot towns with electronic reporting capabilities and departments that have had electronic reporting capabilities for less than 12 months)
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		<ul style="list-style-type: none"> • Increase in the percentage of paper valid crash reports that match vehicle registration and driver history fields on the crash report against RMV's Automated License and Registration System (ALARS) database (i.e., reduce entry errors) • Increase in the percentage of electronic valid crash reports that match vehicle registration and driver history fields on the crash report against RMV's ALARS database
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■ 2.5 Program Areas

EOPSS/HSD monitors national traffic safety trends to ensure that its priorities are in line with NHTSA's, unless state or local data and analyses show the need for a different approach. Based on the problem identification information presented above, EOPSS/HSD has prioritized its FFY 2012 efforts based on the following program areas:

- Impaired Driving
- Occupant Protection
- Speed and Distracted Driving
- Higher Risk Transportation System Users
 - Young and Older Drivers
 - Pedestrians
 - Bicyclists
 - Motorcyclists
- Traffic Records

There are other program areas in this document that are neither noted above nor reflected in the following problem identification section, for example, Police Traffic Services, Traffic Engineering Services, and Planning and Administration. These program areas do, however, have tasks associated with them in the Program Area Projects sections of this document.

Also, young driver problem identification content in Section 6.1 has no corresponding part in the Programs and Projects sections. This is because specific tasks in this area are spread throughout the impaired driving and occupant protection program areas.

3.0 Impaired Driving Program Area

Problem Identification and Analysis

Massachusetts continues to make progress in its efforts to reduce impaired driving. In 2003, Massachusetts adopted a 0.08 BAC per se law. In 2005, Massachusetts further strengthened its drunk driving laws with the passage of “Melanie’s Law.” This legislation toughened the laws in particular against repeat offenders. Since December 2002, EOPSS/HSD has supported state and local police to conduct annually between two and three DDOLUA Mobilizations following a NHTSA model. Additionally, the MSP has continued to deploy two EOPSS-funded mobile Breath Alcohol Testing (BAT) units for Sobriety Checkpoints and saturation patrols.

These efforts have continued to pay off. Alcohol-related fatalities in Massachusetts as a percentage of all motor vehicle-related fatalities dropped between 2002 and 2009, from 46 percent to 32 percent. This matched the 2009 national rate of 32 percent. Alcohol-related fatalities in Massachusetts per 100 million VMT also declined between 2002 and 2009, from 0.39 to 0.23. The 2008 national rate was 0.36. These numbers warrant that EOPSS/HSD treat impaired driving as a major highway safety program area in FFY 2012. Efforts in this area also will address drowsy driving.

Alcohol-Related Driving Fatalities

Alcohol-related fatalities in Massachusetts increased between 2005 and 2007. However, between 2007 and 2010 fatalities decreased by 85. The alcohol-related fatality rate per 100 million VMT also decreased between 2007 and 2009 and the percentage of all motor vehicle-related fatalities decreased by ten percent from 2007 to 2010, as shown in Table 3.1.

Table 3.1 Massachusetts Persons Killed by Highest Driver BAC in Crash

	2005	2006	2007	2008	2009	2010
Total Alcohol-Related Fatalities (Actual) ^a	170	172	191	151	130	106
Percent of all Motor Vehicle-Related Fatalities	38%	40%	44%	42%	39%	34%
Alcohol-Related Fatality Rate per 100 million VMT	0.31	0.31	0.35	0.28	0.20	N/A

Source: NHTSA, Traffic Safety Facts 2009 Data State Alcohol-Impaired Driving Data, RMV August 2011

^a BAC = 0.01+

Table 3.2 presents persons killed by highest driver BAC in a crash in Massachusetts. A driver with a BAC of 0.08 or greater is considered alcohol-impaired in all states. The 0.00, 0.01 to 0.07, and 0.08+ BAC ranges in alcohol-related fatalities all remained relatively steady between 2006 and 2008.

Table 3.2 Massachusetts Persons Killed by Highest Driver BAC in Crash by Blood Alcohol Concentration

	2006		2007		2008		2009	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
BAC = 0.00	252	59%	243	210	58%	56%	201	60%
BAC = 0.01-0.07	28	7%	36	27	8%	8%	23	7%
BAC = 0.08+	144	33%	155	124	34%	36%	108	32%

Source: NHTSA, Traffic Safety Facts 2009 Data State Alcohol-Impaired Driving Data

Alcohol-Related Violations

Table 3.3 presents alcohol-related violations in Massachusetts between 2007 and 2010. There was a decrease in both underage drinking violations and over 21 impaired driving violations between 2009 and 2010.

Table 3.3 Massachusetts Alcohol-Related Violations

	2007	2008	2009	2010
Impaired Driving Violations ^a	14,955	22,285	21,082	19,584
Underage Drinking Violations ^b	2,286	2,282	1,867	1,564
Total Violations	16,795	24,567	22,949	21,148

Source: Merit Rating Board, May 2011

Note: 2010 data is preliminary

^a Comprising Operating with a suspended License/OUI (90 23 J), DWI Liquor (90 24 DI), DWI Alcohol Program (90 24 D), Motor Vehicle Homicide/OUI Liquor (90 24 GF), Drink Open Container (90 24 I), DWI Serious Injury (90 24 L), Operating without an Ignition Lock (90 24 S), OUI with Child Endanger (90 24 VA)

^b Comprising Minor Purchase/Attempt Liquor (138 34 A), Minor Attempt Procure Liquor (138 34 A AP), Minor Procure Liquor (138 34A PR), Liquor Purchase ID Card (138 34 B), Liquor Transported by Minor (138 34 C and 138 C LQ), Liquor Possession by Minor (138 34 C NS)

Table 3.4 presents alcohol-related arrests in Massachusetts between 2006 and 2009. There was a decrease in operating under the influence arrests for individuals under 18 years old and all others between 2008 and 2009. However, arrests for liquor laws and drunkenness increased for individuals under 18 years old and all others between 2008 and 2009.

Table 3.4 Massachusetts Alcohol-Related Arrests

	2006		2007		2008		2009	
	Under 18	All Others	Under 18	All Others	Under 18	All Others	Under 18	All Others
Driving Under the Influence	143	8,359	141	11,746	101	12,941	88	12,369
Liquor Laws	1,049	4,575	1,000	5,029	775	4,214	922	5,077
Drunkenness	293	6,287	322	7,378	204	6,021	276	7,144

Source: Federal Bureau of Investigation, Table 69: Arrests by state, May 2010. Available on-line at: http://www2.fbi.gov/ucr/cius2009/data/table_69.html

Drivers who operate motor vehicles while under the influence of alcohol have long been known to cause traffic crashes. However, the dangers and consequences of drugged driving is another problem. Table 3.5 presents select drug-related arrests in Massachusetts between 2006 and 2010. Arrests have steadily increased over this time frame. With funding from EOPSS/HSD, the MPTC is responsible for directing the Drug Recognition Expert (DRE) training program providing training to local and state law enforcement officers.

Table 3.5 Massachusetts Drug-Related Arrests

	2006	2007	2008	2009	2010
Total Violations^a	863	967	988	1,158	1,215

Source: Merit Rating Board, May 2011

Note: 2010 data is preliminary

^a Comprising MV Homicides/OUI Drug (90 24GC), MV Homicide/Drug & Negl (90 24GD), DWI Drug (90 24 DD), DWI Drug Program (90 24DP)

Goals

- To reduce the rolling five-year average (2005-2009) of alcohol-impaired fatalities (with BAC of 0.08 or greater) from 136 by five percent to no more than 129 (2006-2010)
- To increase the number of Operating Under the Influence (OUI) arrests at MSP Sobriety Checkpoints from 522 in 2010 by 10 percent to 574 in 2012
- To maintain the number of OUI arrests made during comparable grant-funded mobilizations
 - December 2010-January 2011 (43- local police only)
 - May-June 2011 (15- local police and MSP)
 - August-September 2010 (86 local police only)

Performance Measures

- Number of fatalities involving a driver or motorcycle operator with a BAC of 0.08 or greater
- Number of OUI arrests at MSP Sobriety Checkpoints
- Number of OUI arrests made during grant-funded enforcement activities

Strategies

1. Enhance and evaluate the impact of the *Drive Sober or Get Pulled Over* Mobilizations
2. Increase the number of and continue to evaluate the impact of Sobriety Checkpoints
3. Enlarge and evaluate the impact of efforts to reduce impaired driving by younger drivers and underage drinking
4. Support law enforcement with training and technical assistance aimed at increasing their effectiveness to combat impaired driving and underage drinking

Program Area Projects

Project Number - AL-12-01

Project Title - Paid and Earned Media in Support of Impaired Driving Programs

Project Description - Develop and implement with a contractor statewide paid and earned media to support anti-impaired driving programs including, but not limited to the following: *Drive Sober or Get Pulled Over* Mobilizations December 2011 to January 2012 and August to September 2012, Safe Prom and Graduation Program, and respond to new laws or events that affect this program area as needed. These efforts will educate the public about the dangers and costs of impaired driving as well as heightened enforcement by state and local police of the Commonwealth's impaired driving laws. Primary audience will be males ages 16 to 44. Produce and distribute materials in English, Spanish, Portuguese, Mandarin and other languages as need is identified. This task will meet the requirements within the Grant Funding Policy Part II E by ensuring that all television public service announcements include closed captioning. In addition, they will be evaluated based on the criteria set out in the 402 Advertising Space Guidance. EOPSS/HSD follows a system like the NHTSA Communications Pyramid. Strong internal policies are followed noting that all media and communications activities should be in support of our data-driven objectives and in coordination with our other activities and programs, in particular enforcement. Crash and citation data is used not only for targeting enforcement activities but also to determine the primary audience and location and types of media that we purchase. NHTSA's guidelines are followed for messaging, demographics, best practices and target groups for each media effort. This program does not require an in-kind match.

Project Staff - Cindy Campbell and Deb Firlit

Project Budget/Source - \$150,000 of Section 410

Project Number - AL-12-02

Project Title: - *Drive Sober or Get Pulled Over* Local Police Enforcement Campaign

Project Description - Provide funds for high-visibility overtime enforcement for approximately 120 local police departments for the December 2011 to January 2012 and August to September 2012 Mobilizations. Enforcement efforts will focus on apprehending impaired motorists and patrols will be conducted during high-risk times and locations based on the latest available state and local data. Conduct regional conferences, grant orientation, and administration meetings to ensure maximum participation, high-visibility goals, and compliance with grant requirements. Local in-kind match expected to exceed \$130,000.

Project Staff - Deb Firlit

Project Budget/Source - \$520,000 total- \$333,493 of Section 410, \$139,000 of Section 164 and \$47,507 of Section 154

Project Number - AL-12-03

Project Title - MSP Sobriety Checkpoint/BAT Mobile Partnership

Project Description - Provide funds for 66 Sobriety Checkpoints and saturation patrols for the MSP with support from the BAT mobile units whenever operationally possible. An evaluation of the project will be conducted. As part of an equipment upgrade, four Draeger Alcotest 9510 Breath Test Units will be purchased. EOPSS/HSD will receive prior authorization for all equipment for any single item to be purchased over \$5,000. EOPSS/HSD will track equipment inventory internally. Anticipated in-kind match will be \$5,000,000.

Project Staff -Deb Firlit

Project Budget/Source - \$1,005,000 total- Enforcement: \$781,000 of Section 410, \$85,566 of Section 402, \$98,434 of Section 164; Equipment: \$40,000 of Section 410

Project Number - AL-12-04

Project Title - Impaired Driving Law Enforcement Specialized Training Program

Project Description - Provide funds to MPTC to conduct up to 72 trainings for 1,200 local police officers. Trainings will include courses in Standardized Field Sobriety Testing (SFST) and SFST Update and Breath Test Operator training. In-kind match will exceed \$31,000.

Project Staff - Brittany Peters

Project Budget/Source - \$74,952.44 of Section 410

Project Number - AL-12-05

Project Title - Drug Evaluation and Classification Program (DEC)/Drug Impairment Training and Educational Professionals (DITEP)

Project Description - Provide funds to MPTC to conduct up to 10 trainings for 268 police departments. Training courses will include DEC, DITEP, and Advanced Roadside Impaired Driving Enforcement (ARIDE). Funding will also support the statewide DRE Coordinator and out-of-state travel for hands-on training and oversight of field evaluations for students seeking to become certified DREs. In-kind match will be \$23,000.

Project Staff - Brittany Peters

Project Budget/Source - \$69,510.73 of Section 402

Project Number - AL-12-06

Project Title - Underage Drinking Compliance Checks Program

Project Description - Provide funds to the Massachusetts Alcoholic Beverages Control Commission (ABCC) to conduct enhanced liquor enforcement compliance checks and Cops in Shops to reduce underage drinking and impaired driving. Compliance checks will be performed in approximately 150 communities with a focus on those that have not been targeted recently or that demonstrated a high-failure rate from 2010 to 2011. ABCC in-kind match will exceed \$18,750.

Project Staff - Dan DeMille

Project Budget/Source - \$120,000 of OJJDP

Project Number - AL-12-07

Project Title - Statewide Underage Drinking Enforcement Training Program

Project Description - Provide funds to ABCC to conduct trainings for up to 150 departments representing 900 officers for enforcement of the Massachusetts Liquor Control Act as well as false identification and fraudulent document detection. The main outcome of this program is to prevent underage drivers from driving while intoxicated. ABCC in-kind match will exceed \$6,250.

Project Staff - Dan DeMille

Project Budget/Source - \$25,000 of Section 410

Project Number - AL-12-08

Project Title - Underage Alcohol Enforcement Grant Program

Project Description - Provide funds for up to 30 municipal, college, and university law enforcement agencies for underage drinking enforcement in partnership with ABCC, community organizations, and youth groups. Consideration will be given to communities with higher underage drinking violation rates weighted by population. Grant award will range from \$5,000 to \$15,000 per department for enforcement. Local police department in-kind match will be a minimum of \$41,250.

Project Staff - Dan DeMille

Project Budget/Source - \$165,000 of OJJDP

Project Number - AL-12-09

Project Title - District Attorneys Underage Drinking Prevention Conferences

Project Description - Provide funds for up to four Offices of the District Attorney to conduct one-day underage drinking prevention conferences within their jurisdictions. Attendees would include prosecutors, parents, youth service providers, state and local law enforcement, court personnel, school officials, coaches/athletic providers, health care providers, media outlets, business and government leaders. Evaluations will be conducted. One of the main outcomes of this program is to prevent underage drivers from driving while intoxicated. In-kind match to be approximately \$5,000.

Project Staff - Dan DeMille

Project Budget/Source - \$20,000 of Section 410

Project Number - AL-12-10

Project Title - Massachusetts District Attorneys Association (MDAA)/Traffic Safety Resource Prosecutor (TSRP)

Project Description - Conduct trainings and conferences, provide technical assistance, create and maintain vehicular crimes pages and resources for district attorneys, prosecutors, members of the judiciary and law enforcement on impaired driving issues through MDAA. Continue to update Massachusetts OUI Prosecutors Manual. Funding will support a full-time TSRP to implement EOPSS/HSD/MDAA projects. In-kind match will exceed \$23,573.

Project Staff - Dan DeMille

Project Budget/Source - \$94,294 total- \$16,787 of Section 402 and \$77,507 of Section 410

Project Number - AL-12-11

Project Title - SurveyMonkey Subscription

Project Description - Fund a subscription for an Internet-based surveying system for outreach to highway safety partners and sub-grantees. It will be used to enhance the programming decisions by directly asking potential partners and sub-grantees which topics have the greatest need and to evaluate existing programs. This service does not require an in-kind match.

Project Staff - Cindy Campbell

Project Budget/Source - \$120 of Section 410

Project Number - AL-12-12

Project Title - SFST Training Assessment

Project Description – Work in cooperation with NHTSA and MPTC to conduct a three-day assessment to determine strengths and gaps in the statewide SFST Program that will increase the effectiveness of efforts to train law enforcement about identifying and apprehending impaired drivers. This program does not require an in-kind match.

Project Staff – Brittany Peters

Project Budget/Source – \$20,000 of Section 410

Project Number – AL-12-13

Project Title – Student Athlete Underage Drinking Prevention Conferences

Project Description – Fund a contractor to conduct a series of conferences aimed at student athletes and others impacted by underage drinking. The main outcome of this program is to prevent underage drivers from driving while intoxicated. This program does not require an in-kind match.

Project Staff – Dan DeMille

Project Budget/Source – \$74,000 of Section 410

Project Number – AL-12-14A and AL-12-14B

Project Title – BAC Source Code Review and BAC Source Code Testimony

Project Description – The purpose of these projects is to fund the Middlesex District Attorney’s Office to provide source code review and expert consulting for motion hearing, trial preparation, and expert testimony. This stems from a series of legal challenges to the Draeger Alcotest 7110 MKIII-C breath test instrument, which is used by the MSP and local law enforcement for alcohol testing across the Commonwealth. In-kind match for this program is not required but will exceed \$9,000.

Project Staff – Barbara Rizzuti

Project Budget/Source –**Part A:** \$6,150 total- \$3,700 of 164 and \$2,450 of 154

Part B: \$38,700 of Section 154

Project Number – AL-12-15

Project Title – Enforcement Program to Prevent the Sale of Alcohol to Intoxicated Persons

Project Description – Provide overtime funds to the ABCC for investigators who will participate in undercover operations at licensed establishments to determine if the licensee serves obviously intoxicated individuals in approximately 40 communities. The objectives of the program are to prevent the sale of alcoholic beverages to intoxicated individuals,

ensure they do not drive, and to provide a deterrent to targeted establishments. ABCC in-kind match will exceed \$11,250.

Project Staff - Dan DeMille

Project Budget/Source - \$45,000 of Section 402 -Pending funding availability

Project Number - AL-12-16

Project Title - NHTSA Drug Court Training

Project Description - Negotiations are underway for the first-of-its-kind series of statewide Massachusetts-based NHTSA Drug Court Team trainings in cooperation with NHTSA, Washington and Region 1 and the National Drug Court Center. It is anticipated that NHTSA, Washington will fund \$60,000 for one training, and EOPSS/HSD will fund the second training. The initiative will be conducted in cooperation with the Administrative Office of the Trial Court. In-kind match will exceed \$15,000.

Project Staff - Caroline Hymoff and Brittany Peters

Project Budget/Source - \$60,000 of Section 402- pending funding availability

Project Number - AL-12-17

Project Title - New England Association of Drug Court Professionals Conference

Project Description - Co-sponsor registration fees for up to 175 Massachusetts judges, drug court teams, law enforcement and others to attend conference. In-kind match will exceed \$5,750.

Project Staff - Caroline Hymoff and Brittany Peters- pending funding availability

Project Budget/Source - \$30,000 of Section 402

Project Number - AL-12-18

Project Title - Program Management

Project Description - Provide sufficient staff to conduct alcohol-related programming described in the HSPP as well as cover travel and miscellaneous expenses.

Project Staff - Caroline Hymoff, Cindy Campbell, Dan DeMille, Barbara Rizzuti, Brittany Peters, Bob Kearney, Deb Firlit, and new staffer

Project Budget/Source - \$350,699 402, 410, OJJDP

Alcohol: Budget Summary

Project Number	Project Title	Budget	Budget Source
AL-12-01	Paid and Earned Media in Support of Impaired Driving Programs	\$150,000	410
AL-12-02	<i>Drive Sober or Get Pulled Over</i> Local Police Enforcement Campaign	\$520,000	\$333,493 of 410 \$139,000 of 164 \$47,507 of 154
AL-12-03	MSP Sobriety Checkpoint/BAT Mobile Partnership	\$1,005,000	\$781,000 of 410 \$85,566 of 402 \$98,434 of 164 \$40,000 of 410-equipment
AL-12-04	Impaired Driving Law Enforcement Specialized Training Program	\$74,952.44	410
AL-12-05	DEC/DITEP	\$69,510.72	402
AL-12-06	Underage Drinking Compliance Checks Program	\$120,000	OJJDP
AL-12-07	Statewide Underage Drinking Enforcement Training Program	\$25,000	410
AL-12-08	Underage Alcohol Enforcement Grant Program	\$165,000	OJJDP
AL-12-09	District Attorneys Underage Drinking	\$20,000	410

	Enforcement Conferences		
AL-12-10	MDAA/TSRP	\$94,294	\$16,787 of 402 \$77,507 of 410
AL-12-11	SurveyMonkey Subscription	\$120	410
AL-12-12	SFST Training Assessment	\$20,000	410
AL-12-13	Student Athlete Underage Drinking Prevention Conferences	\$74,000	410
AL-12-14A and AL-12-14B	BAC Source Code Review BAC Source Code Testimony	Part A: \$6,150 Part B: \$38,700	\$3,700 of 164 \$2,450 of 154 \$38,700 of 154
AL-12-15	Enforcement Program to Prevent the Sale of Alcohol to Intoxicated Persons	\$45,000	402
AL-12-16	NHTSA Drug Court Training	\$60,000	402
AL-12-17	New England Association of Drug Court Professionals Conference	\$30,000	402
AL-12-18	Program Management	\$350,699	402, 410, OJJDP
Total all Funds		\$2,771,426.16	

4.0 Occupant Protection Program Area

Problem Identification and Analysis

Occupant protection refers to the use of safety belts, motorcycle helmets, booster seats, and child passenger safety (CPS) seats by motor vehicle drivers and passengers. Massachusetts historically has had one of the lowest statewide safety belt use rates in the country, behind the national safety belt use rate by 9 to 16 percent as shown in Table 4.1. This may be due in part to the secondary safety belt law in the Commonwealth. This type of law limits law enforcement to issuing safety belt violations only after they have first stopped motorists for primary traffic violations, such as speeding. A primary safety belt law allows law enforcement to stop vehicles whenever unbelted drivers or passengers are observed.

The statewide safety belt rate increased by seven percentage points in 2009 to 74 percent, the highest safety belt rate the Commonwealth has ever recorded. However, it still lagged nine points behind the nationwide rate. The 74 percent use rate was maintained in 2010 but dropped one point in 2011 to 73 percent.

Due to the fact that safety belts remain the single most effective means of preventing death or injury as a result of a crash and that the Massachusetts belt use rate remains at an unacceptably low rate, EOPSS/HSD will continue to make occupant protection a major highway safety program area in FFY 2012.

Table 4.1 Massachusetts Safety Belt Use Rates
2006 to 2011

		2006	2007	2008	2009	2010	2011
Nationwide Belt Use		81%	82%	83%	84%	84%	NA
MA Statewide Belt Use		67%	69%	67%	74%	74%	73%
Gender	Male	60%	62%	61%	68%	67%	68%
	Female	74%	76%	74%	79%	82%	80%
Age Group	Teen	59%	69%	59%	67%	72%	69%
	Adult	67%	68%	66%	73%	72%	73%
	Elder Adult	76%	78%	76%	82%	84%	79%
Occupant Role	Driver Alone	67%	67%	66%	72%	73%	73%
	Front Seat Passenger	67%	72%	68%	75%	74%	74%
Vehicle Type	Passenger Car	69%	71%	69%	76%	77%	76%

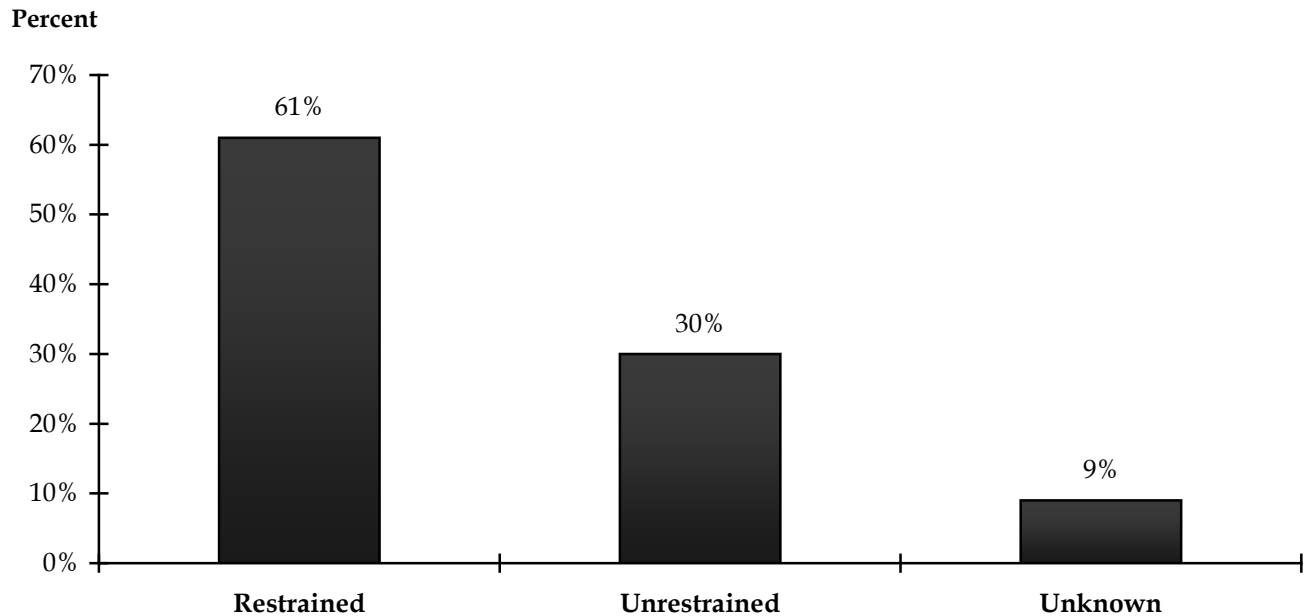
		2006	2007	2008	2009	2010	2011
	SUV	72%	71%	72%	77%	79%	78%
	Van	71%	74%	70%	80%	80%	79%
	Pick-Up Truck	49%	56%	49%	61%	58%	59%
	Commercial Vehicle	51%	45%	43%	50%	51%	47%
Functional Classification	Freeway	75%	77%	74%	80%	79%	80%
	Arterial	70%	66%	66%	73%	75%	72%
	Collector	64%	64%	60%	69%	67%	70%
	Local		65%	72%	73%	74%	68%
State of Vehicle Registration	Massachusetts	67%	67%	66%	73%	73%	72%
	New Hampshire	67%	75%	69%	72%	72%	73%
	Other State	76%	82%	78%	85%	82%	84%
Region	Berkshire	77%	72%	71%	78%	74%	76%
	Northeast	66%	67%	68%	73%	75%	76%
	Western	69%	71%	69%	73%	73%	71%
	Southeast	67%	65%	61%	72%	73%	69%
	Central	68%	68%	65%	72%	74%	74%

Source: EOPSS/HSD's 2006 to 2011 Massachusetts Safety Belt Use Observations Surveys

Several observations resulted from the 2011 data. Overall safety belt usage dropped to 73 percent. Males again had a significantly lower belt usage than females. Additionally, female belt usage decreased from 2010 to 2011 while male belt usage slightly increased. Teen and elder adult belt use is significantly lower than in 2010. However, elder adults again had the highest observed safety belt usage rate. Regionally, the observed belt usage dropped in the Berkshires, Western and Southeast Massachusetts, while rising in the Northeast and remaining steady in Central Massachusetts.

The effects of increased belt use in Massachusetts are revealed in fatal crashes. Figure 4.1 presents belt use status for fatally injured vehicle occupants of crashes in Massachusetts during 2010. In Massachusetts, 61 percent of fatally injured occupants were restrained while 30 percent were not restrained.

Figure 4.1 Safety Belt Use for Vehicle Occupants Involved in Massachusetts Fatal Crashes
2010



Source: RMV August 2011

Note: 2010 data is preliminary

Safety Belt Violations

Table 4.2 presents safety belt and child safety violations issued along Massachusetts state- and locally-controlled roadways for all police departments.

Table 4.2 Massachusetts Safety Belt and Child Safety Seat Violations

	2007	2008	2009	2010
Safety Belt Violations ^a	82,512	81,027	78,919	61,378
No Child Restraint Violations ^b	4,217	4,133	4,116	3,406
Total Safety Violations	86,729	85,160	83,035	64,784

Source: Merit Rating Board, May 2011

Note: 2010 data is preliminary

^a Comprising Seatbelt Violation (90 13A) and Seatbelt (90 7BB), ^b No Child Restraint (90 7AA)

Massachusetts Intercept Survey Results

Pre- and post-Intercept Surveys were completed at eight RMV offices for the May-June CIOT Mobilizations in 2009 and 2010. Intercept surveys were not conducted in 2011. The

purpose was to determine reported behavior, awareness of, and attitudes towards safety belt use and laws among Massachusetts licensed drivers. Results stayed largely the same between 2009 and 2010. Table 4.3 summarizes key survey findings for 2009 and 2010.

Table 4.3 Intercept Survey Results

	2009		2010	
	Pre	Post	Pre	Post
Self-reported safety belt use	65%	68%	69%	66%
Believe that those not wearing a safety belt would nearly always get a ticket	27%	30%	33%	32%
Attribute a daytime traffic stop by police to safety belt violation	7%	10%	11%	10%
Attribute a nighttime traffic stop by police to safety belt violation	3%	4%	5%	4%

Source: Strategic Opinion Research, June 2009, July 2010

Goals

- To increase by two percentage points the statewide observed safety belt use of front seat outboard occupants in passenger vehicles, from 73 percent in 2011 to 75 percent in 2012
- To reduce the rolling five-year average (2006-2010) of unrestrained passenger vehicle occupant fatalities, in all seat positions, from 115 by 10 percent to no more than 103 (2007-2011)
- To maintain the number of seat belt citations during comparable grant-funded mobilizations
 - December 2010-January 2011 (1,176- local police only)
 - May-June 2011 (4,395- local police and MSP)
 - August-September 2010 (1,642- local police only)

Use SurveyMonkey to collect and report data regarding attitude and awareness of safety issues and programs

Performance Measures

- Percent of front seat outboard vehicle occupants who are observed to be using seat belts
- Number of unrestrained passenger vehicle occupant fatalities (all seat positions)
- Number of local police departments with Zero Tolerance Safety Belt Policies
- Number of seat belt citations during grant-funded enforcement activities
- Changes in attitudes and awareness of safety issues and programs
- To maintain the number of seat belt citations during comparable grant-funded mobilizations
 - December-January 2009 (1,649)
 - May-June 2010 (4,255)
 - August-September 2010 (2,058)
- Use SurveyMonkey to collect and report data regarding attitude and awareness of safety issues and programs

Strategies

1. Enhance and evaluate the impact of the CIOT Mobilizations
2. Expand and evaluate CIOT-related communications and community educational initiatives among diverse populations
3. Enlarge and evaluate the impact of efforts to increase safety belt use by younger drivers and passengers
4. Expand the impact of efforts to increase proper use of child safety seats, including booster seats
5. Support law enforcement with training and technical assistance aimed at increasing their effectiveness to increase occupant protection usage

Program Area Projects

Project Number - OP-12-01

Project Title - Paid and Earned Media in Support of Occupant Protection

Project Description - Develop and implement statewide paid and earned media to support occupant protection efforts, including, but not limited to: CIOT Mobilizations, Prom and Graduation Program, and response to new laws or events that affect this program area as needed. Media efforts will educate the public about the benefits of safety belt,

booster seat, and child safety seat use as well as the importance of compliance with the Commonwealth's occupant protection laws. Primary audience will be males ages 16 to 34. Produce and distribute materials in English, Spanish, Portuguese, Mandarin, and other languages as need is identified. This task will meet the requirements within the Grant Funding Policy Part II E by ensuring that all television public service announcements include closed captioning. In addition, they will be evaluated based on the criteria in the 402 Advertising Space Guidance. EOPSS/HSD follows a system like the NHTSA Communications Pyramid. Strong internal policies are followed noting that all media and communications activities should be in support of our data-driven objectives and in coordination with our other activities and programs, in particular enforcement. Crash and citation data are used not only for targeting enforcement activities but also to determine the primary audience and location and types of media that we purchase. NHTSA's guidelines are followed for messaging, demographics, best practices and target groups for each media effort. This program does not require an in-kind match.

Project Staff - Cindy Campbell and Deb Firlit

Project Budget/Source - \$100,000 of Section 405

Project Number - OP-12-02

Project Title - CPS Program Administration and Training

Project Description - Through the MPTC, provide statewide CPS program to support existing 559 child passenger safety technicians and 19 instructors. Up to 14 courses to train an estimated 280 students will be conducted. Topics will include CPS Technician, CPS Technician Renewal, CPS Update and Special Needs. Support up to eight EOPSS/HSD-led CPS checkup events. The CPS telephone hotline and website will continue to be maintained by HSD. Minimum \$60,000 in-kind match to be provided by contractor.

Project Staff - Brittany Peters

Project Budget/Source - \$137,885.15 of Section 2011

Project Number - OP-12-03

Project Title - CPS Conference

Project Description - EOPSS/HSD will conduct the 2012 Annual Massachusetts CPS Conference for up to 300 attendees, including all certified technicians and instructors. Topics will include national and state updates and changes in current CPS laws, regulations, and standards for child passenger safety seats. Continuing Education Units will be offered for technicians. No in-kind is required for this project.

Project Staff - Cindy Campbell and Brittany Peters

Project Budget/Source - \$15,000 of Section 2011

Project Number - OP-12-04

Project Title - Traffic Occupant Protection Strategies (TOPS)

Project Description - Conduct approximately 10 specialized trainings focused on police officer survival for local police in TOPS through the MPTC. In-kind match will be \$2,800.

Project Staff -Brittany Peters

Project Budget/Source - \$7,746.02 of Section 405

Project Number - OP-12-05

Project Title - SurveyMonkey Subscription

Project Description - Provide funds for a subscription for an Internet-based surveying system in order to reach highway safety partners and sub-grantees. The survey will be used to enhance programming decisions by directly asking potential partners and sub-grantees which topics have the greatest need and providing information to evaluate existing programs. This program does not require an in-kind match.

Project Staff - Cindy Campbell

Project Budget/Source - \$120 of Section 405

Project Number - OP-12-06

Project Title - CIOT MSP Enforcement Campaign

Project Description - Provide funds for overtime by the MSP to participate in one CIOT Mobilization during May-June 2012. Enforcement efforts will focus on increasing compliance with occupant protection laws and will take place at times and locations shown to have high incidence of motor vehicle crashes based on the most current state and local crash and citation data. In-kind match will be approximately \$2,000,000.

Project Staff - Deb Firlit

Project Budget/Source - \$175,000 in Section 405

Project Number - OP-12-07

Project Title - CIOT Local Police Enforcement Campaign

Project Description - Provide funds for overtime enforcement to approximately 120 local police departments with MGL Chapter 90 powers for the May-June 2012 CIOT Mobilization. Conduct bidders' conferences and grant programmatic and fiscal administration meetings to ensure maximum participation and compliance with grant requirements. In-kind match to be determined but will exceed \$65,000.

Project Staff - Deb Firlit

Project Budget/Source - \$260,000 total- \$135,000 of Section 402 and \$125,000 of Section 405

Project Number - OP-12-08

Project Title - Seat Belt Observation Survey

Project Description - Provide funding for a selected contractor to conduct safety belt observation survey utilizing new NHTSA methodology. Final report is submitted to EOPSS/HSD for review and dissemination. This survey is required from all states by NHTSA. This program does not require an in-kind match.

Project Staff - Robert Kearney

Project Budget/Source - \$125,000 of Section 402

Project Number - OP-12-09

Project Title - CPS Equipment Grants

Project Description - Award CPS equipment grants to a minimum of 100 communities, organizations and state governmental entities with a public purpose providing CPS services. Provide grant funds to other state agencies dealing with child-related services to purchase CPS equipment. Grants will range from \$2,000 to \$10,000 each. Equipment includes, but is not limited to, car seats, booster seats, special needs seats, signage, installation items, and other equipment to complete a fitting station or checkup location. EOPSS/HSD will receive prior authorization for all equipment for any single item to be purchased over \$5,000. EOPSS/HSD will internally track equipment inventory internally. Minimum of \$20,000 in-kind match to be provided by subgrantees.

Project Staff -Brittany Peters

Project Budget/Source - \$80,000 of Section 2011

Project Number - OP-12-10

Project Title - Program Management

Project Description - Provide sufficient staff to conduct related programming described in plan as well as cover travel and miscellaneous expenses.

Project Staff - Caroline Hymoff, Cindy Campbell, Dan DeMille, Barbara Rizzuti, Brittany Peters, Bob Kearney, Deb Firlit, and new staffer

Project Budget/Source - \$300,484 of Sections 402 and 2011

Occupant Protection: Budget Summary

Project Number	Project Title	Budget	Budget Source
OP-12-01	Paid and Earned Media in Support of Occupant Protection	\$100,000	405
OP-12-02	CPS Program Administration and Training	\$137,885.15	2011
OP-12-03	CPS Conference	\$15,000	2011
OP-12-04	TOPS	\$7,746.02	405
OP-12-05	SurveyMonkey Subscription	\$120	405
OP-12-06	CIOT MSP Enforcement Campaign	\$175,000	405
OP-12-07	Local Police Enforcement Campaign	\$260,000	\$135,000 of 402 \$125,000 of 405
OP-12-08	Seat Belt Observation Survey	\$125,000	402
OP-12-09	CPS Equipment Grants	\$80,000	2011
OP-12-10	Program Management	\$300,484	402 and 2011
Total all Funds		\$1,201,235.17	

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5.0 Speed and Distracted Driving Program Area

Problem Identification and Analysis

Speed-related fatalities and injuries are a significant highway safety problem often overshadowed by the high-profile attention given to occupant protection and impaired driving at the national and state level.

In Massachusetts, 20 percent of crash fatalities were speed-related in 2010, which was lower than the national rate of 31 percent. EOPSS/HSD should continue to treat speeding as a major highway safety program area in FFY 2012.

Research conducted by leading safety organizations, colleges, and universities has found that drivers are distracted by many diversions such as eating, drinking, something outside the vehicle, passengers, personal grooming, reading, and electronic devices. These distractions negatively impact eye scan, mental activity, and reaction time and result in crashes or near-crashes that highlight the need for drivers to attempt corrective actions that may cause injury and/or death.

Speed-Related Fatalities

Table 5.1 presents speed-related fatalities in Massachusetts. The actual number of speed-related fatalities, percent of speed-related motor vehicle-related fatalities, and speed fatality rate per 100 million VMT all dropped from 2005 to 2010.

Table 5.1 Massachusetts Speed-Related Fatalities

	2005	2006	2007	2008	2009	2010
Speed-Related Fatalities (Actual)	145	148	143	97	69	62
Percent of All Motor Vehicle Fatalities	33%	34%	33%	27%	20%	20%
Speed Fatality Rate per 100 Million VMT	0.26	0.27	0.26	0.17	0.13	N/A

Source: FARS, May, 2009; RMV June 2010 and August, 2011

Speed-Related Violations

Speeding and aggressive driving violations both decreased in 2010 as shown in Table 5.2.

Table 5.2 Massachusetts Speeding Violations

	2007	2008	2009	2010
Speeding Violations ^a	305,301	301,374	274,244	241,741
Aggressive Driving Violations ^b	176,516	183,647	172,462	124,545

Source: Merit Rating Board, May 2011

Note: 2010 data is preliminary

^a Comprising Speed County Bridge (85 20), Speeding (90 17, 90 18, and 730 708 SP), MDC Speeding (350 401 SP), Mass Pike Speeding (730 500 SP and 730 707 SP), Sumner Tunnel Speeding (730 300 SP)

^b Comprising Failure to Keep Right (89 1), Improper Passing (89 2), Keep Right (89 4), Lane Violation/Unsafe Passing (89 4A), Failure to Drive in Right Lane (89 4B), Failure to Yield at Intersection (89 8), Failure to Stop/Block Intersection (89 9), Failure to Yield to Pedestrians (89 11), Failure to Use Safety (90 14), Failure to Signal Stop/Turn (90 14B), Racing (90 17B), Adult Drag Racing (90 17B AD), Operating Recklessly (90 24 OR), Motor Vehicle Homicide (90 24G), MDC Sign/Signal (350 401), Mass Pike Tandem Trailers (730 400)

Goals

- To reduce the rolling five-year average (2006-2010) of speed-related fatalities from of 104 by five percent to no more than 99 (2007-2011)
- To maintain the number of speeding citations during comparable grant-funded mobilizations
 - December-January 2010 (1,777- local police only)
 - May-June 2011 (4,111- local police and MSP)
 - August-September 2010 (2,365- local police only)

Performance Measures

- Number of speed-related fatalities
- Number of speeding citations issued during grant-funded enforcement activities

Note: Overlapping goals will be covered in OP and AL tasks.

Program Area Projects

Project Number - SC-12-01

Project Title - Work Zone Safety High Visibility Enforcement Program

Project Description - Funds would be awarded to the Massachusetts Department of Transportation for the Massachusetts State Police to conduct traffic enforcement in work zones to include the *Move Over Law* and speeding infractions. MassDOT will provide a 100 percent in-kind match with a minimum of \$25,000.

Project Staff - Brittany Peters and Caroline Hymoff

Project Budget/Source - \$25,000 of Section 402 and \$75,000 of Section 402 pending available funding

Project Number - SC-12-02

Project Title - Program Management

Project Description - Provide sufficient staff to conduct related programming described in plan as well as cover travel and miscellaneous expenses.

Project Staff - Caroline Hymoff, Cindy Campbell, and Brittany Peters

Project Budget/Source - \$11,172 of Sections 402

Speed and Distracted Driving: Budget Summary

Project Number	Project Title	Budget	Budget Source
SC-12-01	Work Zone Safety High Visibility Enforcement Program	\$100,000	402
SC-12-02	Program Management	\$11,172	402
Total all Funds		\$111,172	

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6.0 Higher Risk Transportation System Users Program Area

■ 6.1 Young and Older Drivers

Problem Identification and Analysis

In 2010 fatalities involving younger drivers, those ages 16 to 24, were 33 percent of all motor vehicle-related fatalities in Massachusetts. Also in 2010 fatalities for older drivers, those over 65 years of age, represented 16 percent of all motor vehicle-related fatalities in Massachusetts. Table 6.1 shows the numbers of younger and older driver fatalities and incapacitating injuries in Massachusetts between 2006 and 2010.

Table 6.1 Young and Older Driver Fatalities and Incapacitating Injuries in Massachusetts

	2006	2007	2008	2009	2010
Fatalities					
Young Driver (16-20)	33	35	30	55	42
Young Driver (21-24)	43	45	25	67	58
Older Driver (65+)	40	39	35	59	50
Incapacitating Injuries					
Young Driver (16-24)	753	622	586	772	711
Older Driver (65+)	319	258	265	304	296

Source: 2007 Massachusetts Statewide Crash Data System, May 2009; RMV, May and August 2011

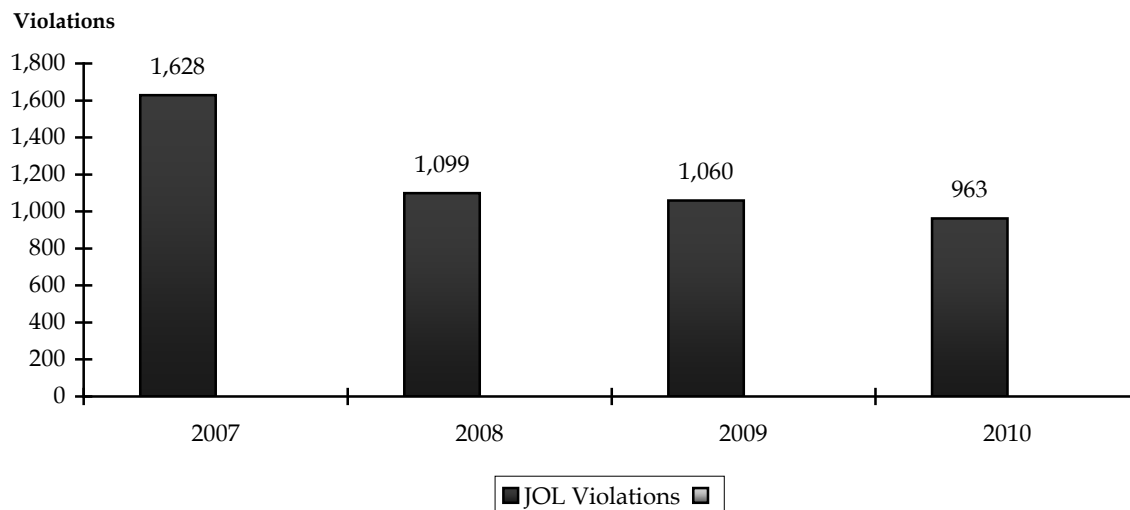
Note: 2010 data are preliminary

JOL Law Violations

Figure 6.1 presents JOL law violations issued in Massachusetts between 2007 and 2010. The overall number of JOL law violations declined steadily during this time period. Massachusetts has made significant efforts to enhance enforcement of the JOL law, in particular after it was strengthened in 2007. Strict enforcement along with promotion of

the law reduced the number of improperly trained and inexperienced young drivers on roadways.

Figure 6.1 JOL Law Violations



Source: Merit Rating Board, May 2011

Comprised of JOL No Lic Driver (90 8B UA) , JOL Pass Restriction (90 8 JO), JOL Perm Time Rest (90 8B TR), JOL Mobile Dev/Phone (90 8M), JOL Time Restriction (90 10 JO), JOL CDL Vehicle (90 8 JL)

Note: 2010 data is preliminary

Note: JOL Mobile Dev/Phone (90 8M) did not exist until 2010

Every two years, the MDPH conducts a survey of Massachusetts youth to address health and risk-taking behaviors with respect to a variety of topics, including classroom/classmate interactions, use of illegal substances, and motor vehicle safety. Table 6.2 presents data findings from the bi-annual survey of Health and Risk Behaviors of Massachusetts Youth.

Table 6.2 Key Findings from Health and Risk Behavior Survey of Massachusetts Youth

	2001	2003	2005	2007	2009
Students who Rode with an Intoxicated Driver	31%	27%	27%	26%	27%
Students who Drove after Drinking in the past 30 days	11%	11%	11%	11%	9%
Students who Never or Rarely Wore a Safety Belt	21%	16%	15%	15%	14%

Source: Massachusetts Department of Public Health, June 2007; NHTSA August 2010

Goals

- To reduce the rolling five-year average (2006 to 2010) of young drivers (age 20 or younger) involved in fatal crashes from 59 by five percent to no more than 56 (2007-2011)
- To reduce the rolling five-year average (2006-2010) of older drivers (age 65 or older) involved in fatal crashes from 58 by five percent to no more than 55 (2007-2011)

Performance Measures

- Number of young drivers (age 20 or younger) involved in fatal crashes
- Number of older drivers (age 65 or older) involved in fatal crashes

Note: Projects addressing younger and older driver issues are included within other Program Area Project summaries

■ 6.2 Pedestrians and Bicyclists

Pedestrian Safety

Problem Identification and Analysis

As would be expected in a more urbanized state, pedestrian fatalities represent a higher proportion of total fatalities in Massachusetts than at the national level. In 2010, pedestrians represented 16 percent of the total motor vehicle fatalities in Massachusetts. In 2009 the Massachusetts rate was 13.5 percent compared to the 12 percent national rate. Efforts to expand walking to school and work or for recreation will be made more easily when pedestrian fatalities and injuries are further decreased.

Nationally, in 2009 the segments of the population most affected (according to fatality rate) by pedestrian fatalities were children under five years old. In 2009, 22 percent of children under five killed in traffic crashes were pedestrians. Most pedestrian fatalities in 2009 occurred in urban areas (72 percent), at non-intersection locations (76 percent), in normal weather conditions (89 percent), and at night (69 percent).

Table 6.3 shows the number of pedestrian fatalities and incapacitating injuries occurring in Massachusetts.

Table 6.3 Pedestrian Fatalities and Incapacitating Injuries in Massachusetts

	2005	2006	2007	2008	2009	2010
Pedestrian Fatalities	76	61	66	75	46	51
Pedestrian Incapacitating Injuries	241	221	234	233	257	271
Total	317	282	300	308	303	322

Source: RMV, June 2011

Note: 2010 data is preliminary

To decrease the number of pedestrian fatalities and incapacitating injuries, drivers and pedestrians need to better share the road. This can be made easier by engineering, enforcement, and public information endeavors.

Goals

- To reduce the rolling five-year average (2006-2010) of pedestrian fatalities from 60 by five percent to no more than 57 (2007-2011)

Performance Measures

- Number of pedestrian fatalities

Strategies

1. Support statewide and community-level pedestrian safety initiatives
2. Enhance pedestrian safety expertise among state and local enforcement, public health, highway planners, engineers, and other traffic safety advocates
3. Award up to 20 community pedestrian, bicycle, and moped-type enforcement, education, and equipment grants based on problem identification
4. Co-sponsor Statewide Pedestrian and Bicycle Safety "Moving Together" Conference for over 200 attendees in FFY 2012

Bicycle Safety

Problem Identification and Analysis

In 2010 the Massachusetts bicyclist fatality rate was 1.6 percent, matching the 2009 rate. Unfortunately, bicyclist fatalities increased from 2005 to 2007. However, 2009 and preliminary 2010 data show the number of bicyclist fatalities is continuing to fall. Ensuring the safety of bicyclists, particularly in the urban centers, will be necessary in order to encourage greater bicycle travel.

Nationally in 2008 the segments of the population most affected (according to fatality rate) by bicyclist fatalities were adults 45 to 64 years old. The segments of the population least affected (according to fatality rate) by bicyclist fatalities were children under five and five-nine.

Table 6.4 shows the number of bicyclist fatalities and incapacitating injuries occurring in Massachusetts.

Table 6.4 Massachusetts Bicyclist Fatalities and Incapacitating Injuries

	2005	2006	2007	2008	2009	2010
Bicyclist Fatalities	5	6	11	10	6	5
Bicyclist Incapacitating Injuries	74	103	97	81	102	98
Total	79	109	108	91	108	103

Source: RMV, June 2011

Note: 2010 data is preliminary

In order to further decrease the number of bicyclist fatalities and incapacitating injuries, drivers must continue to share the roadway and show consideration for bicycle lanes of travel. Bicyclists need to use helmets and obey applicable rules of the road.

Goals

- To maintain the rolling five-year average (2006-2010) of bicyclist fatalities at 7.6 (2007-2011)

Performance Measures

- Number of bicyclist fatalities

Strategies

1. Support statewide and community-level bicycle safety initiatives
2. Enhance bicycle safety expertise among state and local law enforcement, public health, highway planners, engineers, and traffic safety advocates
3. Award approximately 20 pedestrian, bicycle and moped-type enforcement, education, and equipment grants based on problem identification
4. Co-sponsor Statewide Pedestrian and Bicycle Safety “Moving Together” Conference for over 200 attendees in FFY 2012

Pedestrians and Bicyclists Program Area Projects

Note: These projects address both pedestrian and bicyclist safety.

Project Number - PS-12-01

Project Title - Statewide Pedestrian and Bicycle Safety Conference

Project Description - Co-sponsor Annual Moving Together Conference about bicycle and pedestrian safety issues with the Executive Office of Transportation, MassDOT, Massachusetts Department of Public Health, and other state partners for up to 200 attendees representing public health, law enforcement, highway planners, traffic safety advocates, and highway engineers. This program does not require an in-kind match.

Project Staff -Bob Kearney

Project Budget/Source - \$0

Project Number - PS-12-02

Project Title - Pedestrian, Bicycle, and Moped-Type Enforcement, Education and Equipment Program

Project Description - Using community-level programming ideas based on state and local crash and citation data, award up to 20 grants of up to \$10,000 each to local police departments to conduct enforcement and education aimed at reducing the incidence of pedestrian, bicycle, and moped-type injuries and fatalities. Equipment and materials will

include but not be limited to retro-reflective signage, speed measurement equipment, programmable message boards, or speed boards. EOPSS/HSD will receive prior authorization for all equipment for any single item costing over \$5,000. EOPSS/HSD will internally track equipment inventory. In-kind match will exceed \$25,000.

Project Staff - Bob Kearney

Project Budget/Source - \$100,000 of Section 402

Project Number - PS-12-03

Project Title - Program Management

Project Description - Provide sufficient staff to conduct pedestrian- and bicycle-related programming described in this plan as well as cover travel and miscellaneous expenses.

Project Staff - Bob Kearney and Cindy Campbell

Project Budget/Source - \$57,634 of Section 402

Pedestrian and Bicycle: Budget Summary

Project Number	Project Title	Budget	Budget Source
PS-12-01	Statewide Pedestrian and Bicycle Safety Conference	\$0	
PS-12-02	Pedestrian, Bicycle, and Moped Type Enforcement, Education and Equipment Program	\$100,000	402
PS-12-03	Program Management	\$57,634	402
Total all Funds		\$157,634	

■ 6.3 Motorcyclists

Problem Identification and Analysis

The popularity of motorcycling continues to increase in Massachusetts and across the nation. Many of these new riders. This has driven up demand for professional rider training. Preliminary 2010 data show that motorcycle related fatalities comprised 16 percent of the total motor vehicle fatalities in Massachusetts.

Table 6.5 presents the total number of motorcyclist fatalities and incapacitating injuries in Massachusetts.

Table 6.5 Massachusetts Motorcyclist Fatalities and Incapacitating Injuries

	2005	2006	2007	2008	2009	2010
Motorcyclist Fatalities	56	50	62	42	52	54
Motorcyclist Incapacitating Injuries	374	314	316	329	306	273
Total	430	364	378	371	358	327

Source: RMV, June 2011

Note: 2010 data is preliminary

In 2008 in Massachusetts, 98 percent of operators/passengers involved in fatal crashes were wearing helmets, as compared to 41 percent nationwide. Preliminary 2010 data for the Commonwealth show an increase in unhelmeted motorcycle-related fatalities to 19 percent. However, helmet use is only part of the educational efforts that must be conducted in order to ensure motorcyclist safety in Massachusetts; riders statewide must be further trained and educated about all aspects of motorcycle safety, including roadway rules and regulations, licensing requirements, and proper equipment usage.

Goals

- To reduce the rolling five-year average (2006-2010) of motorcycle fatalities from 47 by five percent to no more than 45 (2007-2011)
- To maintain the rolling five-year average (2006-2010) of unhelmeted motorcyclist fatalities at the five-year average of 6.7 (2007 to 2011)

- To increase the number of motorcycle riders trained at 8,150 (2010) to 8,200 in 2012

Performance Measures

- Number of motorcycle fatalities
- Number of unhelmeted motorcyclist fatalities
- Number of motorcycle riders trained
- Number of properly endorsed motorcyclists

Strategies

1. Enhance motorist awareness communications
2. Increase the recruitment of motorcycle training instructors
3. Improve training curricula
4. Conduct motorcycle safety conferences
5. Provide information to motorcyclists and law enforcement about the importance of full motorcycle licensure and enforcement

Program Area Projects

Project Number – MC-12-01

Project Title – Motorcycle Safety Program Enhancements

Project Description – Enhance the RMV’s motorist awareness communications efforts to make drivers more aware of the need to share the road with motorcyclists, increase awareness of rider responsibility, increase the recruitment of motorcycle training instructors, and improve motorcycle training curricula. This program does not require an in-kind match.

Project Staff – Barbara Rizzuti

Project Budget/Source – \$200,000 of Section 2010

Project Number – MC-12-02

Project Title – Grant to Increase the Number of Properly Endorsed Motorcyclists

Project Description – Provide law enforcement with information regarding the problem with improper motorcycle licensure in Massachusetts and the actions they are authorized to take if the stopped operator has no motorcycle operator’s license or permit, an improper license, or an expired permit and provide information to riders about the procedure for receiving full motorcycle licensure.

Project Staff – Barbara Rizzuti

Project Budget/Source – \$50,000 of Section 403 Cooperative Agreement

Project Number – MC-12-03

Project Title –Program Management

Project Description – Provide sufficient staff to conduct motorcycle-related programming described in this plan as well as cover travel and miscellaneous expenses.

Project Staff – Barbara Rizzuti

Project Budget/Source – \$7,724 of 2010 and Section 403 Cooperative Agreement

Motorcycles: Budget Summary

Project Number	Project Title	Budget	Budget Source
MC-12-01	Motorcycle Safety Program Enhancements	\$200,000	2010
MC-12-02	Grant to Increase the Number of Properly Endorsed Motorcyclists	\$50,000	Section 403 Cooperative Agreement
MC-12-03	Program Management	\$7,724	2010 and Section 403 Cooperative Agreement
Total all Funds		\$257,724	

7.0 Traffic Records Program Area

Problem Identification and Analysis

Traffic records data are vital to the analysis necessary for successful highway safety planning and programming. EOPSS/HSD, in coordination with its partners, collect and use traffic records data to identify problem areas, develop, and implement appropriate programs, plus evaluate the effectiveness of these programs.

Since FFY 2009, EOPSS/HSD has been using and training other traffic safety stakeholders on MassTRAC. This application allows users to obtain aggregate data on a variety of traffic-related statistics by offering a variety of reporting, graphing, and mapping features. The software provides quick and easy user access to crash data, tabulations, maps, and counts of crashes, vehicles, drivers, passengers, and non-motorists. The predefined filters and classifications are designed to support the needs of users with various levels of skill and training, and ad hoc reporting functions allow users to produce custom reports of crash statistics for any subset of records.

As required by the NHTSA's Section 408 grant program, Massachusetts has an active TRCC, which is chaired by the HSD Director. The METRCC, chaired by the Undersecretary of Forensic Science and Technology, was established through coordinated efforts of its member organizations. The METRCC is composed of agency directors who set the vision and mission for the working level TRCC. The working level TRCC is the primary means by which communication is facilitated and perpetuated between the various users and collectors of data and owners and custodians of the data systems that make up the Commonwealth's traffic records system. The working group members represent most facets of traffic records including driver and vehicle, crash, injury surveillance, roadway, plus citation and adjudication data. This traffic records coalition fosters understanding among stakeholders and promotes the use of safety data in identifying highway safety problems and developing effective countermeasures to improve highway safety. Both committees seek to improve the accessibility, accuracy, completeness, consistency, integration, and timeliness of the six traffic records systems in Massachusetts: citation/adjudication, crash, driver, injury surveillance, roadway, and vehicle. One way this is accomplished is by ensuring that all Section 408 funds received by Massachusetts are used for eligible, prioritized projects that will enhance these systems.

The FFY 2011 Section 408 application and 2010 Strategic Plan for Traffic Records Improvements, which was submitted to NHTSA in June 2011, contains extensive details pertaining to the current capabilities and challenges of the Massachusetts traffic records system. It also describes the progress made to date on projects funded with previous Section 408 funds. In addition, the application details how FFY 2011 Section 408 funds would be utilized for proposed projects that were prioritized by the METRCC. The

Programs and Projects section provides brief descriptions of the Section 408-funded projects that are continuing in FFY 2012 as well as the proposed projects for the anticipated FFY 2011 Section 408 funds.

During a METRCC meeting, a consensus was reached with agency heads from EOPSS, MassDOT, RMV, MDPH, state and local police representatives, and the MRB that an electronic data capture system is a top priority and they committed to ensuring accurate data are available to make targeted and educated funding decisions using highway safety funds. This system will capture citation, crash, and racial profiling (fair and impartial policing) data, which will be used to make the Commonwealth's roadways safer.

SAFETEA-LU, and specifically the Section 408 grant program, enhances the role played by traffic records within highway safety and supports data-driven decision-making, thus designating traffic records as a major highway safety program area for EOPSS/HSD in FFY 2012.

Goal

- Ensure key highway safety stakeholders have accessible, accurate, complete, consistent, integrated, and timely data and analyses from the local, state, and Federal systems involving citation/adjudication, crash, driver, injury surveillance, roadway, and vehicle data to conduct cost-effective and successful highway safety planning, programs, and evaluations.

Performance Measures

EOPSS/HSD also will work with METRCC and TRCC member agencies, who are the core system owners and data collectors, in order to improve the overall traffic record system. Performance measures established by the METRCC and the TRCC in its FFY 2011 Section 408 Grant application include:

- Increase the percentage of locatable crashes integrated with the road inventory file
- Increase the number of agencies able to access integrated fields via the web-based crash-mapping tool
- Increase the number of roadway inventory file and auxiliary fields that are integrated with the crash system
- Decrease the average number of days from crash incident to receipt of crash report by the RMV (for original pilot towns with electronic reporting capabilities and departments that have had electronic reporting capabilities for less than 12 months)

- Increase the percentage of paper valid crash reports that match vehicle registration and driver history fields on the crash report against RMV's ALARS database (i.e., reduce entry errors)
- Increase the percentage of electronic valid crash reports that match vehicle registration and driver history fields on the crash report against RMV's ALARS database

Strategies

1. Enhance the workings of the METRCC and TRCC
2. Ensure ongoing implementation of the 2011 Strategic Plan for Traffic Records Improvements
3. Expand access to and use of local, state, and Federal traffic records data and analyses
4. Enhance the activities of the TRCC subcommittees
5. Fund and monitor the TRCC's 408-funded projects as well as submit on behalf of the METRCC and TRCC a FFY 2011 Section 408 Grant Application and Massachusetts Strategic Plan for Traffic Records Update
6. Establish EOPSS/HSD access to necessary data sets for key planning, decision-making, program selection, and evaluation purposes through agreements with data owner agencies and ensure the ability to conduct analysis of that data in-house through revitalization of its traffic records data warehouse

Program Area Projects

Project Number - TR-12-01

Project Title - MassTRAC

Project Description - Improve upon the completed portion of MassTRAC. Provide enhancements and maintenance of MassTRAC. This program does not require an in-kind match.

Project Staff - Barbara Rizzuti

Project Budget/Source - \$246,500 of Section 402

Project Number - TR-12-02

Project Title - FARS

Project Description - Provide NHTSA with required fatal crash data for FARS and FastFARS through RMV position. This program does not require an in-kind match.

Project Staff - Barbara Rizzuti

Project Budget/Source - \$120,000 of FARS Cooperative Agreement

Project Number - TR-12-03

Project Title - Electronic Data Capture System

Project Description - This system will capture citation, crash, and racial profiling (fair and impartial policing) data. In-kind match will exceed \$625,000.

Project Staff - Barbara Rizzuti

Project Budget/Source - \$1,970,000 total- \$1,950,000 of Section 402, \$20,000 of Section 405

Project Number - TR-12-04

Project Title - Scanning Solution for Police Crash Reports

Project Description - The primary project goal is to create the ability to scan crash reports received in paper form and link them to the corresponding crash file that has been manually entered into Crash Data System. This process will create the ability for end users to access the diagram and narrative for all scanned/linked crash reports. It will improve the roadway inventory file by increasing the number of reports for which an accurate location can be determined from the scanned images. In-kind match will exceed \$72,000.

Project Staff - Barbara Rizzuti

Project Budget/Source -\$287,745.32 of Section 408

Project Number - TR-12-05

Project Title - Improving Continuity of Trauma Care for Severely Injured Motor Vehicle Crash Victims through Enhanced State Emergency Medical Services (EMS) and Trauma Data Completeness, Accuracy and Integration

Project Description - This project will fill gaps in completeness and accuracy of physiologic pre-hospital triage data pertaining to motor vehicle crash victims and has the potential to save lives of crash victims who are at risk of hypovolemic shock by having engineers enhance system algorithms that will ensure the quality and integration of physiologic data for both the state's trauma data system and EMS data system.

Project Staff - Barbara Rizzuti

Project Budget/Source - \$8,000 of Section 408

Project Number - TR-12-06

Project Title - Electronic Patient Care Records Design and Pilot

Project Description - Information about patient care from EMS providers and other first responders is critical both to the short-term treatment of motor vehicle crash victims by hospitals and to the long-term investigation of crash-related causes and outcomes. Currently much of this information is captured on paper. Use of paper forms negatively impacts the quality and timeliness of the data. This project will establish computerized systems for patient care records, in order to improve data quality by validating that information is complete and accurate.

Project Staff - Barbara Rizzuti

Project Budget/Source - \$22,000 of Section 408

Project Number - TR-12-07

Project Title - MassTRAC/DDACTS

Project Description - MassTRAC is a web-based tool for use by law enforcement to access crash records, citation and other traffic safety data. Users can produce maps, charts, tabulations and formatted reports to generate meaningful statistics and analyses that support and enhance highway safety programs and polices. DDACTS is a law enforcement operational model which integrates crime and traffic crash data. To further understand DDACTS, users must be able to work within the framework of MassTRAC by utilizing all available data. Since these two programs complement each other, the MPTC will offer these programs in conjunction with one another during FFY 2012. Up to 19 courses training an estimated 130 departments will be conducted. In-kind match will be approximately \$8,640.

Project Staff -Brittany Peters

Project Budget/Source - \$22,770.34 of Section 402

Project Number - TR-12-08

Project Title - Massachusetts Ambulance Trip Record Information System (MATRIS) Compliance Continuation Project

Project Description - There is a continued need to address point of contact patient care information for trauma patients in an electronic format which provides for a more rapid, and accurate picture of injuries and to provide additional information that will allow appropriate decisions related to our highway system. In-kind match will meet or exceed \$60,250.

Project Staff - Barbara Rizzuti

Project Budget/Source - \$241,000 of Section 408- pending EOPSS approval

Project Number - TR-12-09

Project Title - Massachusetts Strategic Deployment of New Statewide Trauma Quality Improvement Utilizing Population-Based Highway Safety Information Systems

Project Description - The result of this project will be the creation of a State Trauma System Plan that entails action processes for the ongoing Massachusetts Department of Public Health (MDPH) use of State Trauma Registry Data and EMS data for system performance improvement. In-kind match will meet or exceed \$77,393.75.

Project Staff - Barbara Rizzuti

Project Budget/Source - \$309,575 of Section 408- pending EOPSS approval

Project Number - TR-12-10

Project Title - Improving Crash Data System Location Data Entry/Validation Tables and Inclusion of Police Incident Number in Crash Data

Project Description -Improving the data quality of the road inventory file roadway names will help to improve the overall geocoding rate to enhance quality and integration (between roadway and crash) of the data. The Crash Data System will also modify the crash form and the database to include the police incident numbers. This will help to provide an improved feedback loop with state and local police departments to further improve data quality. In-kind match will meet or exceed \$75,000.

Project Staff - Barbara Rizzuti

Project Budget/Source - \$300,000 of Section 408- pending EOPSS approval

Project Number - TR-12-11

Project Title - Automated Traffic Crash Reporting with GPS Location Identification

Project Description - The primary project goal is to enable police officers to electronically capture license and motor vehicle data sets at roadside operations, thereby enhancing officer safety, reducing workload, and enhancing data quality and accuracy, coupled with accurately identifying crash locations and providing more timely transmission of crash reports and citations to stakeholders. In-kind match will meet or exceed \$6,304.85.

Project Staff - Barbara Rizzuti

Project Budget/Source - \$25,219.40 of Section 408- pending EOPSS approval

Project Number - TR-12-12

Project Title - Grant to Increase BAC Reporting

Project Description - Provide funding to the RMV to update their crash data system and provide training to law enforcement on the procedure for indicating BAC information on police crash reports.

Project Staff - Barbara Rizzuti

Project Budget/Source - \$106,012.32 of NHTSA Grant

Project Number - TR-12-13

Project Title - Crash Outcome Data Evaluation System Project (CODES)

Project Description - Funding will be used to support the CODES project. CODES links data from various data sources using probabilistic linkage and creates a linked data set that allows for tracking people injured in a motor vehicle crash from the crash scene through the medical system.

Project Staff - Barbara Rizzuti

Project Budget/Source - \$100,000 of CODES Grant- pending funding availability

Project Number - TR-12-14

Project Title - Program Management

Project Description - Provide sufficient staff to conduct traffic records-related programming described in this plan as well as cover travel and miscellaneous expenses.

Project Staff - Barbara Rizzuti, Brittany Peters, and Sheila Burgess

Project Budget/Source - \$179,393 of Section 402

Traffic Records: Budget Summary

Project Number	Project Title	Budget	Budget Source
TR-12-01	Massachusetts Traffic Records Analysis Center	\$246,500	402
TR-12-02	FARS	\$120,000	FARS Cooperative Agreement
TR-12-03	Electronic Data Capture System	\$1,970,000	\$1,950,000 of 402 \$20,000 of 405
TR-12-04	Scanning Solution for Police Crash Reports	\$287,745.32	408
TR-12-05	Improving Continuity of Trauma Care for Severely Injured	\$8,000	408

	Motor Vehicle Crash Victims through Enhanced State Emergency Media Services (EMS) and Trauma Data Completeness, Accuracy and Integration		
TR-12-06	Electronic Patient Care Records Design	\$22,000	408
TR-12-07	MassTRAC/DDACTS	\$22,770.34	402
TR-12-08	MATRIS Compliance Continuation Project	\$241,000	408
TR-12-09	Massachusetts Strategic Deployment of New Statewide Trauma Quality Improvement Utilizing Population-Based Highway Safety Information Systems	\$309,575	408
TR-12-10	Improving Crash Data System Location Data Entry/Validation Tables and Inclusion of Police Incident Number in Crash Data	\$300,000	408
TR-12-11	Automated Traffic Crash Reporting with GPS Location Identification	\$25,219.40	408
TR-12-12	Grant to Increase BAC Reporting	\$106,012.32	NHTSA Grant

TR-12-13	CODES	\$100,000	CODES Grant
TR-12-14	Program Management	\$179,393	402
Total all Funds		\$3,938,215.38	

8.0 Additional Program Areas

Additional programs and projects are listed below. Many of these projects seek to address multiple traffic safety issues.

■ 8.1 Police Traffic Services Program Area

Project Number - PT-12-01

Project Title - MLEC

Project Description - Conduct the annual MLEC in cooperation with the Massachusetts Chiefs of Police Association and the Massachusetts and NHTSA Law Enforcement Liaisons. MLEC provides an opportunity for state and local law enforcement agencies to showcase traffic safety programs and efforts with an emphasis on impaired driving and other motor vehicle risk-taking behaviors. All entries are submitted to the International Association of Chiefs of Police Association program for national recognition. Conduct award ceremony for all participants and law enforcement partners and recognize traffic safety accomplishments achieved during calendar year 2011. Recruit corporate and VIP sponsors. In-Kind match will be approximately \$25,000.

Project Staff - Caroline Hymoff and Deb Firlit

Project Budget/Source - \$15,000 of Section 402

Project Number - PT-12-02

Project Title - Fair and Impartial Policing Program

Project Description - Through the MPTC, continue efforts established during past four years to include new curriculum development and implementation of training for state and municipal law enforcement. Up to 92 courses for law enforcement supervisors will be conducted. In-Kind match will be \$13,340.

Project Staff - Caroline Hymoff and Brittany Peters

Project Budget/Source - \$46,115.26 of Section 402

Project Number - PT-12-03

Project Title - Municipal Police Training

Project Description - The MPTC will conduct up to 23 courses for an estimated 275 officers across the Commonwealth. Specialized training topics will include Speed Measurement, Work Zone Safety, Motorcycle Safety and Enforcement, Basic Traffic Crash Investigation, Advanced Traffic Crash Investigation, Traffic Crash Reconstruction, Crash Investigation/Reconstruction Refresher, and Crash Investigation/Reconstruction, topic-specific classes for Commercial Vehicles, Pedestrians/Bicycles and Nighttime. In-kind match will be \$29,200.

Project Staff - Brittany Peters

Project Budget/Source - \$99,978.65 of Section 402

Project Number - PT-12-04

Project Title - LEL

Project Description - The Executive Director of the MPTC has been selected by EOPSS/HSD to serve as the LEL for the Commonwealth. In this capacity, the LEL will work closely with EOPSS/HSD to promote strategies and policies with state and local law enforcement to strengthen our mission and make the roadways safer. Funds will be provided for travel related expenses related to state and national trainings and conferences. In-kind match will be \$1,250.

Project Staff - Caroline Hymoff and Brittany Peters

Project Budget/Source - \$5,000 of Section 402

Project Number - PT-12-05

Project Title - Traffic Safety Listening Sessions

Project Description - Conduct series of group listening sessions and forums for stakeholders and partners regarding traffic safety data, problem identification, countermeasures and the EOPSS open process for funding consideration for new and enhanced initiatives. Also provide opportunities for regional grant orientation sessions and trainings. No in-kind is required for this program.

Project Staff - Caroline Hymoff and Deb Firlit

Project Budget/Source - \$0.00

Project Number - PT-12-06

Project Title - MDAA/TSRP

Project Description - Funds will support TSRP to conduct trainings and conferences; provide technical assistance; create and maintain vehicular crimes pages and resources for district attorneys, prosecutors, and judiciary and law enforcement about motor vehicle issues other than impaired driving. In-kind match will exceed \$10,072.

Project Staff - Dan DeMille

Project Budget/Source - \$40,291 of Section 402

Project Number - PT-12-07

Project Title - Program Management

Project Description - Provide sufficient staff to conduct police traffic services-related programming described in this plan as well as cover travel, conference fees, and miscellaneous expenses.

Project Staff -Caroline Hymoff, Cindy Campbell, Brittany Peters, and Deb Firlit

Project Budget/Source - \$80,628 of Sections 402

Police Traffic Services: Budget Summary

Project Number	Project Title	Budget	Budget Source
PT-12-01	Massachusetts Law Enforcement Challenge	\$15,000	402
PT-12-02	Fair and Impartial Policing	\$46,115.26	402
PT-12-03	Municipal Police Training	\$99,978.65	402
PT-12-04	LEL	\$5,000	402
PT-12-05	Traffic Safety Listening Sessions	\$0	
PT-12-06	MDAA/TSRP	\$40,291	402

PT-12-07	Program Management	\$80,628	402
Total all Funds		\$287,012.91	

■ 8.2 Traffic Engineering Services Program Area

Project Number - HE-12-01

Project Title - Hazard Elimination

Project Description - Provide funds allocated by the U.S. Department of Transportation to MassDOT for statewide hazard elimination and safety improvement projects. Project oversight includes periodic meetings with MassDOT.

Project Staff - Caroline Hymoff and Deb Firlit

Project Budget/Source - \$2,500,000 of Section 164

Traffic Engineering Services: Budget Summary

Project Number	Project Title	Budget	Budget Source
HE-12-01	Hazard Elimination	\$2,500,000	164
Total all Funds		\$2,500,000	164

■ 8.3 Planning and Administration Program Areas

Project Number - PA-12-01

Project Title - Administration of Statewide Traffic Safety Program

Project Description - Plan, implement, monitor, and evaluate programs and projects for the FFY 2012 HSPP. Provide required staff salaries, professional development, travel,

office space, equipment, materials, and fiscal support. Produce FFY 2011 Annual Report and FFY 2013 HSP.

Project Staff - Sheila Burgess, Susan Burgess-Chin, Denise Veiga, and oversight and support staff

Project Budget/Source - \$160,000 of Sections 402, 154, 164, 410, and OJJDP

Project Number - PA-12-02

Project Title - Americans with Disabilities Act (ADA) Compliance Services

Project Description - Provide funds for interpretation, translation, and specialized printing services for those in need of accommodations. Also make necessary programmatic, organizational, and procedural improvements to alert the public about the availability of such accommodations. This program does not require an in-kind match.

Project Staff - Sheila Burgess and Robert Kearney

Project Budget/Source - \$10,000 total- \$3,000 of Section 402, \$2,000 of Section 410, and \$5,000 of Section 405

Planning and Administration: Budget Summary

Project Number	Project Title	Budget	Budget Source
PA-12-01	Administration of Statewide Traffic Safety Program	\$160,000	402, 154, 164, 410, OJJDP
PA-12-02	ADA Compliance Services	\$10,000	\$3,000 402 \$2,000 410 \$5,000 405
Total all Funds		\$170,000	

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9.0 Certifications

■ 9.1 State Certifications and Assurances

STATE CERTIFICATIONS AND ASSURANCES

Failure to comply with applicable Federal statutes, regulations and directives may subject State officials to civil or criminal penalties and/or place the State in a high risk grantee status in accordance with 49 CFR 18.12.

Each fiscal year the State will sign these Certifications and Assurances that the State complies with all applicable Federal statutes, regulations, and directives in effect with respect to the periods for which it receives grant funding. Applicable provisions include, but not limited to, the following:

- 23 U.S.C. Chapter 4 - Highway Safety Act of 1966, as amended
- 49 CFR Part 18 - Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments
- 23 CFR Chapter II - (§§1200, 1205, 1206, 1250, 1251, & 1252) Regulations governing highway safety programs
- NHTSA Order 462-6C - Matching Rates for State and Community Highway Safety Programs
- Highway Safety Grant Funding Policy for Field-Administered Grants

Certifications and Assurances

Section 402 Requirements

The Governor is responsible for the administration of the State highway safety program through a State highway safety agency which has adequate powers and is suitably equipped and organized (as evidenced by appropriate oversight procedures governing such areas as procurement, financial administration, and the use, management, and disposition of equipment) to carry out the program (23 USC 402(b) (1) (A));

The political subdivisions of this State are authorized, as part of the State highway safety program, to carry out within their jurisdictions local highway safety programs which have been approved by the Governor and are in accordance with the uniform guidelines promulgated by the Secretary of Transportation (23 USC 402(b) (1) (B));

At least 40 per cent of all Federal funds apportioned to this State under 23 USC 402 for this fiscal year will be expended by or for the benefit of the political subdivision of the State in carrying out local highway safety programs (23 USC 402(b) (1) (C)), unless this requirement is waived in writing;

This State's highway safety program provides adequate and reasonable access for the safe and convenient movement of physically handicapped persons, including those in wheelchairs, across curbs constructed or replaced on or after July 1, 1976, at all pedestrian crosswalks (23 USC 402(b) (1) (D));

The State will implement activities in support of national highway safety goals to reduce motor vehicle related fatalities that also reflect the primary data-related crash factors within the State as identified by the State highway safety planning process, including:

- **National law enforcement mobilizations,**
- **Sustained enforcement of statutes addressing impaired driving, occupant protection, and driving in excess of posted speed limits,**
- **An annual statewide safety belt use survey in accordance with criteria established by the Secretary for the measurement of State safety belt use rates to ensure that the measurements are accurate and representative,**
- **Development of statewide data systems to provide timely and effective data analysis to support allocation of highway safety resources.**

(23 USC 402 (b)(1)(E));

The State shall actively encourage all relevant law enforcement agencies in the State to follow the guidelines established for vehicular pursuits issued by the International Association of Chiefs of Police that are currently in effect. (23 USC 402(l)).

Other Federal Requirements

Cash drawdowns will be initiated only when actually needed for disbursement. 49 CFR 18.20

Cash disbursements and balances will be reported in a timely manner as required by NHTSA. 49 CFR 18.21.

The same standards of timing and amount, including the reporting of cash disbursement and balances, will be imposed upon any secondary recipient organizations. 49 CFR 18.41.

Failure to adhere to these provisions may result in the termination of drawdown privileges.

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

Equipment acquired under this agreement for use in highway safety program areas shall be used and kept in operation for highway safety purposes by the State; or the State, by formal agreement with appropriate officials of a political subdivision or State agency, shall cause such equipment to be used and kept in operation for highway safety purposes 23 CFR 1200.21

The State will comply with all applicable State procurement procedures and will maintain a financial management system that complies with the minimum requirements of 49 CFR 18.20;

Federal Funding Accountability and Transparency Act (FFATA)

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

- Name of the entity receiving the award;
- Amount of the award;
- Information on the award including transaction type, funding agency, the North American Industry Classification System code or Catalog of Federal Domestic Assistance number (where applicable), program source;
- Location of the entity receiving the award and the primary location of performance under the award, including the city, State, congressional district, and country; , and an award title descriptive of the purpose of each funding action;
- A unique identifier (DUNS);
- The names and total compensation of the five most highly compensated officers of the entity if-- of the entity receiving the award and of the parent entity of the recipient, should the entity be owned by another entity;
 - (i) the entity in the preceding fiscal year received—
 - (I) 80 percent or more of its annual gross revenues in Federal awards; and(II) \$25,000,000 or more in annual gross revenues from Federal awards; and(ii) the public does not have access to information about the compensation of the senior executives of the entity through periodic reports filed under section 13(a) or 15(d)

of the Securities Exchange Act of 1934 (15 U.S.C. 78m(a), 78o(d)) or section 6104 of the Internal Revenue Code of 1986;

- Other relevant information specified by OMB guidance.

The State highway safety agency will comply with all Federal statutes and implementing regulations relating to nondiscrimination. These include but are not limited to: (a) Title VI of the Civil Rights Act of 1964 (P.L. 88-352) which prohibits discrimination on the basis of race, color or national origin (and 49 CFR Part 21); (b) Title IX of the Education Amendments of 1972, as amended (20 U.S.C. §§ 1681-1683, and 1685-1686), which prohibits discrimination on the basis of sex; (c) Section 504 of the Rehabilitation Act of 1973, as amended (29 U.S.C. §794) and the Americans with Disabilities Act of 1990 (42 USC § 12101, *et seq.*; PL 101-336), which prohibits discrimination on the basis of disabilities (and 49 CFR Part 27); (d) the Age Discrimination Act of 1975, as amended (42U.S.C. §§ 6101-6107), which prohibits discrimination on the basis of age; (e) the Drug Abuse Office and Treatment Act of 1972 (P.L. 92-255), as amended, relating to nondiscrimination on the basis of drug abuse; (f) the comprehensive Alcohol Abuse and Alcoholism Prevention, Treatment and Rehabilitation Act of 1970(P.L. 91-616), as amended, relating to nondiscrimination on the basis of alcohol abuse of alcoholism; (g) §§ 523 and 527 of the Public Health Service Act of 1912 (42 U.S.C. §§ 290 dd-3 and 290 ee-3), as amended, relating to confidentiality of alcohol and drug abuse patient records; (h) Title VIII of the Civil Rights Act of 1968 (42 U.S.C. §§ 3601 *et seq.*), as amended, relating to nondiscrimination in the sale, rental or financing of housing; (i) any other nondiscrimination provisions in the specific statute(s) under which application for Federal assistance is being made; The Civil Rights Restoration Act of 1987, which provides that any portion of a state or local entity receiving federal funds will obligate all programs or activities of that entity to comply with these civil rights laws; and, (k) the requirements of any other nondiscrimination statute(s) which may apply to the application.

The Drug-free Workplace Act of 1988(41 U.S.C. 702:);

The State will provide a drug-free workplace by:

- a. Publishing a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession or use of a controlled substance is prohibited in the grantee's workplace and specifying the actions that will be taken against employees for violation of such prohibition;
- b. Establishing a drug-free awareness program to inform employees about:
 1. The dangers of drug abuse in the workplace.
 2. The grantee's policy of maintaining a drug-free workplace.

3. Any available drug counseling, rehabilitation, and employee assistance programs.
 4. The penalties that may be imposed upon employees for drug violations occurring in the workplace.
- c. Making it a requirement that each employee engaged in the performance of the grant be given a copy of the statement required by paragraph (a).
- d. Notifying the employee in the statement required by paragraph (a) that, as a condition of employment under the grant, the employee will -
1. Abide by the terms of the statement.
 2. Notify the employer of any criminal drug statute conviction for a violation occurring in the workplace no later than five days after such conviction.
- e. Notifying the agency within ten days after receiving notice under subparagraph (d) (2) from an employee or otherwise receiving actual notice of such conviction.
- f. Taking one of the following actions, within 30 days of receiving notice under subparagraph (d) (2), with respect to any employee who is so convicted -
1. Taking appropriate personnel action against such an employee, up to and including termination.
 2. Requiring such employee to participate satisfactorily in a drug abuse assistance or rehabilitation program approved for such purposes by a Federal, State, or local health, law enforcement, or other appropriate agency.
- g. Making a good faith effort to continue to maintain a drug-free workplace through implementation of paragraphs (a), (b), (c), (d), (e), and (f) above.

BUY AMERICA ACT

The State will comply with the provisions of the Buy America Act (49 U.S.C. 5323(j)) which contains the following requirements:

Only steel, iron and manufactured products produced in the United States may be purchased with Federal funds unless the Secretary of Transportation determines that such domestic purchases would be inconsistent with the public interest; that such materials are not reasonably available and of a satisfactory quality; or that inclusion of domestic materials will increase the cost of the overall project contract by more than 25 percent. Clear justification for the purchase of non-domestic items must be in the form of a waiver request submitted to and approved by the Secretary of Transportation.

POLITICAL ACTIVITY (HATCH ACT).

The State will comply, as applicable, with provisions of the Hatch Act (5 U.S.C. §§1501-1508 and 7324-7328) which limit the political activities of employees whose principal employment activities are funded in whole or in part with Federal funds.

CERTIFICATION REGARDING FEDERAL LOBBYING

Certification for Contracts, Grants, Loans, and Cooperative Agreements

The undersigned certifies, to the best of his or her knowledge and belief, that:

1. No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.
2. If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.
3. The undersigned shall require that the language of this certification be included in the award documents for all sub-award at all tiers (including subcontracts, subgrants, and contracts under grant, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by section 1352, title 31,

U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

RESTRICTION ON STATE LOBBYING

None of the funds under this program will be used for any activity specifically designed to urge or influence a State or local legislator to favor or oppose the adoption of any specific legislative proposal pending before any State or local legislative body. Such activities include both direct and indirect (e.g., "grassroots") lobbying activities, with one exception. This does not preclude a State official whose salary is supported with NHTSA funds from engaging in direct communications with State or local legislative officials, in accordance with customary State practice, even if such communications urge legislative officials to favor or oppose the adoption of a specific pending legislative proposal.

CERTIFICATION REGARDING DEBARMENT AND SUSPENSION

Instructions for Primary Certification

1. By signing and submitting this proposal, the prospective primary participant is providing the certification set out below.
2. The inability of a person to provide the certification required below will not necessarily result in denial of participation in this covered transaction. The prospective participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into this transaction. However, failure of the prospective primary participant to furnish a certification or an explanation shall disqualify such person from participation in this transaction.
3. The certification in this clause is a material representation of fact upon which reliance was placed when the department or agency determined to enter into this transaction. If it is later determined that the prospective primary participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.
4. The prospective primary participant shall provide immediate written notice to the department or agency to which this proposal is submitted if at any time the prospective primary participant learns its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
5. The terms *covered transaction*, *debarred*, *suspended*, *ineligible*, *lower tier covered transaction*, *participant*, *person*, *primary covered transaction*, *principal*, *proposal*, and *voluntarily excluded*, as used in this clause, have the meaning set out in the Definitions and coverage sections of 49 CFR Part 29. You may contact the department or agency to which this proposal is being submitted for assistance in obtaining a copy of those regulations.

6. The prospective primary participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency entering into this transaction.

7. The prospective primary participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion-Lower Tier Covered Transaction," provided by the department or agency entering into this covered transaction, without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions.

8. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the list of Parties Excluded from Federal Procurement and Non-procurement Programs.

9. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

10. Except for transactions authorized under paragraph 6 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.

*Certification Regarding Debarment, Suspension, and Other Responsibility Matters-
Primary Covered Transactions*

(1) The prospective primary participant certifies to the best of its knowledge and belief, that its principals:

(a) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded by any Federal department or agency;

(b) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State or local) transaction or contract under a public transaction; violation of Federal or State antitrust statutes or commission of embezzlement,

theft, forgery, bribery, falsification or destruction of record, making false statements, or receiving stolen property;

(c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State or Local) with commission of any of the offenses enumerated in paragraph (1)(b) of this certification; and

(d) Have not within a three-year period preceding this application/proposal had one or more public transactions (Federal, State, or local) terminated for cause or default.

(2) Where the prospective primary participant is unable to certify to any of the Statements in this certification, such prospective participant shall attach an explanation to this proposal.

Instructions for Lower Tier Certification

1. By signing and submitting this proposal, the prospective lower tier participant is providing the certification set out below.

2. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.

3. The prospective lower tier participant shall provide immediate written notice to the person to which this proposal is submitted if at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.

4. The terms *covered transaction*, *debarred*, *suspended*, *ineligible*, *lower tier covered transaction*, *participant*, *person*, *primary covered transaction*, *principal*, *proposal*, and *voluntarily excluded*, as used in this clause, have the meanings set out in the Definition and Coverage sections of 49 CFR Part 29. You may contact the person to whom this proposal is submitted for assistance in obtaining a copy of those regulations.

5. The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency with which this transaction originated.

6. The prospective lower tier participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion -- Lower Tier Covered Transaction," without

modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions. (See below)

7. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the List of Parties Excluded from Federal Procurement and Non-procurement Programs.

8. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

9. Except for transactions authorized under paragraph 5 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.

Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion -- Lower Tier Covered Transactions:

1. The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal department or agency.

2. Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal.

POLICY TO BAN TEXT MESSAGING WHILE DRIVING

In accordance with Executive Order 13513, Federal Leadership On Reducing Text Messaging While Driving, and DOT Order 3902.10, Text Messaging While Driving, States are encouraged to:

- (1) Adopt and enforce workplace safety policies to decrease crashes caused by distracted driving including policies to ban text messaging while driving—
 - a. Company-owned or –rented vehicles, or Government-owned, leased or rented vehicles; or
 - b. Privately-owned when on official Government business or when performing any work on or behalf of the Government.

- (2) Conduct workplace safety initiatives in a manner commensurate with the size of the business, such as –
- a. Establishment of new rules and programs or re-evaluation of existing programs to prohibit text messaging while driving; and
 - b. Education, awareness, and other outreach to employees about the safety risks associated with texting while driving.

ENVIRONMENTAL IMPACT

The Governor's Representative for Highway Safety has reviewed the State's Fiscal Year highway safety planning document and hereby declares that no significant environmental impact will result from implementing this Highway Safety Plan. If, under a future revision, this Plan will be modified in such a manner that a project would be instituted that could affect environmental quality to the extent that a review and statement would be necessary, this office is prepared to take the action necessary to comply with the National Environmental Policy Act of 1969 (42 USC 4321 et seq.) and the implementing regulations of the Council on Environmental Quality (40 CFR Parts 1500-1517).



Mary Elizabeth Heffernan

Governor's Representative for Highway Safety

Massachusetts
State or Commonwealth

FFY 2012
For Fiscal Year

8/25/11
Date



The Commonwealth of Massachusetts
Office of the Comptroller
One Ashburton Place, Room 901
Boston, Massachusetts 02108

MARTIN J. BENISON
COMPTROLLER

PHONE (617) 727-5000
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DRUG-FREE WORKPLACE ACT CERTIFICATION

1. The Commonwealth of Massachusetts certifies on behalf of all state agencies that apply for federal grants that it will continue to provide a drug-free workplace by:
 - (a) Publishing a statement notifying employees that the unlawful manufacture, distribution, dispensation, possession, or use of a controlled substance is prohibited in the grantee's workplace and specifying the actions that will be taken against employees for violation of such prohibition;
 - (b) Establishing an ongoing drug-free awareness program to inform employees about:
 - (1) The dangers of drug abuse in the workplace;
 - (2) The grantee's policy of maintaining a drug-free workplace;
 - (3) Any available drug counseling, rehabilitation, and employee assistance programs; and
 - (4) The penalties that may be imposed upon employees for drug abuse violations occurring in the workplace;
 - (c) Making it a requirement that each employee to be engaged in the performance of the grant be given copy of the statement required by subparagraph (a);
 - (d) Notifying the employee in a statement required by subparagraph (a) that, as a condition employment under the grant the employee will:
 - (1) Abide by the terms of the statement; and

- (2) Notify the employer in writing of his or her conviction for a violation of a criminal drug statute occurring in the workplace no later than 5 calendar days after such conviction;
 - (e) Notifying the federal sponsoring agency in writing, within ten calendar days after receiving notice under subparagraph (d) (2) from an employee or otherwise receiving actual notice of such conviction. Employers of convicted employees must provide notice, including position title, to every grant office or other designee on whose grant activity the convicted employee was working, unless the federal agency has designated a central point for the receipt of such notices. Notice shall include the identification number(s) of each affected grant;
 - (f) Taking one of the following actions within 30 calendar days of receiving notice under subparagraph (d) (2), with respect to any employee who is so convicted:
 - (1) Taking appropriate personnel action against such an employee, up to and including termination, consistent with the requirements of the Rehabilitation Act of 1973, as amended; or
 - (2) Requiring such employees to participate satisfactorily in a drug abuse assistance or rehabilitation program approved for such purposes by a Federal, State, or local health, law enforcement, or other appropriate agency;
 - (g) Making a good faith effort to continue to maintain a drug-free workplace through the implementation of paragraphs (a), (b), (c), (d), (e), and (f).
2. State agencies applying for federal grants will identify workplaces at the time of application.

M. J. Benison

Martin J. Benison, Comptroller

Federal fiscal year 2010

Dated: October 1, 2009

10.0 Highway Safety Plan Cost Summary

The Highway Safety Plan Cost Summary 2012-HSP-1 is provided in this Section as Table 10.1.

Table 10.1 Highway Safety Plan Cost Summary

U.S. Department of Transportation National Highway Traffic Safety Administration						
HIGHWAY SAFETY PLAN COST SUMMARY						
2012-HSP-1						
State: Massachusetts						Date: August 29, 2011
PROGRAM AREA	APPROVED PROGRAM COSTS	STATE/LOCAL FUNDS	CURRENT YEAR FUNDS	CARRY FORWARD FUNDS	CURRENT BALANCE	FEDERAL SHARE TO LOCAL
PA	\$ 148,700.00	\$ 148,700.00	\$ 123,700.00	\$ 25,000.00	\$ 148,700.00	
AL	\$ 398,360.72	\$ 1,046,250.00	\$ 300,000.00	\$ 98,360.72	\$ 398,360.72	\$ 189,510.72
MC	\$ 4,237.00		\$ 2,000.00	\$ 2,237.00	\$ 4,237.00	
OP	\$ 389,941.00	\$ 33,800.00	\$ 300,000.00	\$ 89,941.00	\$ 389,941.00	\$ 135,000.00
SC	\$ 111,172.00		\$ 50,000.00	\$ 61,172.00	\$ 111,172.00	
PS	\$ 157,634.00	\$ 25,000.00	\$ 100,000.00	\$ 57,634.00	\$ 157,634.00	\$ 100,000.00
TR	\$ 2,393,663.34	\$ 627,390.00	\$ 2,000,000.00	\$ 393,663.34	\$ 2,393,663.34	\$ 1,098,250.00
PT	\$ 287,012.91	\$ 78,862.00	\$ 206,802.00	\$ 80,210.91	\$ 287,012.91	\$ 119,968.65
K2 (405)	\$ 444,876.02	\$ 2,034,000.00		\$ 444,876.02	\$ 444,876.02	
K2PM	\$ 75,000.00			\$ 75,000.00	\$ 75,000.00	
K3 (2011)	\$ 316,418.15	\$ 80,000.00		\$ 316,418.15	\$ 316,418.15	
K6 (2010)	\$ 216,890.00			\$ 216,890.00	\$ 216,890.00	
K8P A (410)	\$ 14,000.00	\$ 14,000.00	\$ -	\$ 14,000.00	\$ 14,000.00	
K8PM (410)	\$ 112,500.00			\$ 112,500.00	\$ 112,500.00	
K8 (410)	\$ 1,674,886.44	\$ 5,172,250.00		\$ 1,674,886.44	\$ 1,674,886.44	
K9 (408)	\$ 1,198,539.72	\$ 290,948.60		\$ 1,198,539.72	\$ 1,198,539.72	
154PA	\$ 975.00			\$ 975.00	\$ 975.00	
154AL	\$ 90,643.00			\$ 90,643.00	\$ 90,643.00	\$ 47,507.00
164PA	\$ 6,325.00			\$ 6,325.00	\$ 6,325.00	
164AL	\$ 278,451.00			\$ 278,451.00	\$ 278,451.00	\$ 139,000.00
164HE	\$ 2,500,000.00			\$ 2,500,000.00	\$ 2,500,000.00	
TOTAL	\$ 10,820,225.30	\$ 9,551,200.60	\$ 3,082,502.00	\$ 7,737,723.30	\$ 10,820,225.30	\$ 1,829,236.37

10.2 Acronym Dictionary

Advanced Roadside Impaired Driving Enforcement (ARIDE)
Alcoholic Beverages Control Commission (ABCC)
Americans with Disabilities Act (ADA)
Availability of Grant Funding (AGF)
Automated License and Registration System (ALARS)
Blood Alcohol Content (BAC)
Breath Alcohol Testing (BAT)
Child Passenger Safety (CPS)
Click It or Ticket (CIOT)
Data-Driven Approach to Crime and Traffic Safety (DDACTS)
Drug Evaluation and Classification Program (DEC)
Drug Impairment Training and Educational Professionals (DITEP)
Drug Recognition Expert (DRE)
Drunk Driving. Over the Limit. Under Arrest. (DDOLUA)
Emergency Medical Services (EMS)
Executive Office of Public Safety and Security (EOPSS)
Fair and Impartial Policing (FAIP)
Fatality Analysis Reporting System (FARS)
Federal Fiscal Year (FFY)
Federal Highway Administration (FHWA)
Highway Safety Division (HSD)
Highway Safety Performance Plan (HSPP)
Junior Operator License (JOL)
Law Enforcement Liaison (LEL)
Massachusetts Ambulance Trip Record Information System (MATRIS)
Massachusetts Department of Public Health (MDPH)
Massachusetts Department of Transportation (MassDOT)
Massachusetts District Attorneys Association (MDAA)
Massachusetts Executive-Level Traffic Records Coordinating Committee (METRCC)
Massachusetts Law Enforcement Challenge (MLEC)
Massachusetts General Laws (M.G.L.)
Massachusetts State Police (MSP)
Massachusetts Traffic Records Analysis Center (MassTRAC)
Massachusetts Traffic Records Coordinating Committee (TRCC)
Merit Rating Board (MRB)
Municipal Police Training Committee (MPTC)
National Highway Traffic Safety Administration (NHTSA)
Office of Grants and Research (OGR)
Office of Juvenile Justice Delinquency Prevention (OJJDP)
Prevent Injuries Now Network (PINN)
Registry of Motor Vehicles (RMV)
Requests for Responses/Quotes (RFR/RFQ)

Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A
Legacy for Users (SAFETEA-LU)
Standardized Field Sobriety Test (SFST)
Strategic Highway Safety Plan (SHSP)
Traffic Occupant Protection Strategies (TOPS)
Traffic Safety Resource Prosecutor (TSRP)
University of Massachusetts (UMASS)