

Commonwealth of Massachusetts Highway Safety Performance Plan

Federal Fiscal Year 2011



Prepared for:

U.S Department of Transportation
National Highway Traffic Safety Administration

Developed and presented by:

Executive Office of Public Safety and Security
Office of Grants and Research
Highway Safety Division
10 Park Plaza, Suite 3720
Boston, MA 02116
www.mass.gov/highwaysafety

Deval L. Patrick, Governor
Timothy P. Murray, Lieutenant Governor
Mary Elizabeth Heffernan, Secretary of Public Safety and Security
Ellen Frank, Executive Director of Office of Grants and Research
Sheila Burgess, Director of Highway Safety Division

August 2010

Acknowledgments

The Federal Fiscal Year (FFY) 2011 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:

Sheila Burgess, Director

Caroline Hymoff, Senior Program Manager

Cynthia Campbell, Senior Program Manager

Daniel DeMille, Program Coordinator III

Carol Dingle, Program Coordinator I

Rebecca Donatelli, Program Coordinator II

Brittany Peters, Program Coordinator II

Robert Kearney, Program Coordinator II

Barbara Rizzuti, Program Coordinator II

Ethan Tavan, Program Coordinator II

Susan Burgess-Chin, Fiscal Specialist

Denise Veiga, Accountant IV

The hard work by and dedication of the EOPSS/HSD staff to the issues of highway safety have contributed significantly to safer roadways in Massachusetts, including a 23 percent increase in the safety belt use rate between 2002 and 2010 and a 20 percent decrease in the number of fatalities involving a driver or motorcyclist operating with a Blood Alcohol Concentration of at least .08 from 2007 (155) to 2008 (124). I look forward to working with them and the many others involved in highway safety to improve upon these accomplishments.



Kurt Schwartz
Undersecretary for Law Enforcement and Fire Services
Executive Office of Public Safety and Security

This Page Intentionally Left Blank

Table of Contents

1.0 Introduction.....	1-1
1.1 HSPP Calendar	1-1
1.2 Executive Office of Public Safety and Security, Office of Grants and Research, Highway Safety Division Organization	1-2
1.3 Mission Statement.....	1-2
1.4 Highway Safety Program Overview	1-2
2.0 Highway Safety Problem Identification	2-1
2.1 Problem Identification Process.....	2-1
2.2 Massachusetts Characteristics	2-3
2.3 Normalizing Data and Major Statistics	2-4
2.4 FFY 2011 Goals.....	2-21
2.5 Program Areas.....	2-24
3.0 Impaired Driving Program Area.....	3-1
4.0 Occupant Protection Program Area.....	4-1
5.0 Speed and Distracted Driving Program Area	5-1
6.0 Higher Risk Transportation System Users Program Area.....	6-1
6.1 Young and Older Drivers.....	6-1
6.2 Pedestrians and Bicyclists	6-3
6.3 Motorcyclists.....	6-8
7.0 Traffic Records Program Area.....	7-1
8.0 Additional Program Areas	8-1
8.1 Police Traffic Services Program Area	8-1
8.2 Traffic Engineering Services Program Area	8-4
8.3 Planning and Administration Program Areas	8-5
9.0 Certifications	9-1
9.1 State Certifications and Assurances	9-1
10.0 Highway Safety Plan Cost Summary	10-1

This Page Intentionally Left Blank

List of Tables

2.1	Data Used for FFY 2011 HSPP Problem Identification.....	2-2
2.2	Counties of Massachusetts.....	2-4
2.3	Base Data for Massachusetts and United States	2-5
2.4	Massachusetts Crash Data Trends.....	2-5
2.5	Additional Massachusetts Crash Data Trends.....	2-18
2.6	FFY 2011 Goal	2-21
3.1	Massachusetts Persons Killed by Highest Driver Blood Alcohol Content (BAC) in Crash.....	3-1
3.2	Massachusetts Persons Killed by Highest Driver BAC in Crash by BAC.....	3-2
3.3	Massachusetts Alcohol-Related Violations	3-2
3.4	Massachusetts Alcohol-Related Arrests	3-3
3.5	Massachusetts Drug-Related Arrests	3-3
4.1	Massachusetts Safety Belt Use Rates	4-1
4.2	Massachusetts Safety Belt and Child Safety Seat Violations	4-3
4.3	Intercept Survey Results	4-4
5.1	Massachusetts Speed-Related Fatalities.....	5-1
5.2	Massachusetts Speeding Violations	5-2
6.1	Young and Older Driver Fatalities and Incapacitating Injuries in Massachusetts.....	6-1
6.2	Key Findings from Health and Risk Behavior Survey of Massachusetts Youth..	6-3
6.3	Pedestrian Fatalities and Incapacitating Injuries in Massachusetts.....	6-4
6.4	Massachusetts Bicyclist Fatalities and Incapacitating Injuries	6-5
6.5	Massachusetts Motorcyclist Fatalities and Incapacitating Injuries.....	6-8
10.1	Highway Safety Plan Cost Summary	10-2

This Page Intentionally Left Blank

List of Figures

1.1	Highway Safety Division Organizational Chart.....	1-2
2.1	Fatalities.....	2-7
2.2	Fatality Rate	2-8
2.3	Serious Injuries	2-9
2.4	BAC 0.08+ Driver Fatalities	2-10
2.5	Unrestrained Passenger Vehicle Occupant Fatalities	2-11
2.6	Speeding-Related Fatalities	2-12
2.7	Motorcyclist Fatalities	2-13
2.8	Unhelmeted Motorcyclist Fatalities.....	2-14
2.9	Young Drivers (Age 20 or Younger) Involved in Fatal Crashes.....	2-15
2.10	Pedestrian Fatalities.....	2-16
2.11	Observed Seat Belt Use	2-17
2.12	Percent of Massachusetts Fatal Crashes by Month-of-Year	2-19
2.13	Percent of Massachusetts Fatal Crashes by Day-of-Week.....	2-20
2.14	Percent of Massachusetts Fatal Crashes by Time-of-Day.....	2-20
4.1	Safety Belt Use for Vehicle Occupants Involved in Massachusetts and U.S. Fatal Crashes.....	4-3
6.1	Junior Operator Law License Violations	6-2

This Page Intentionally Left Blank

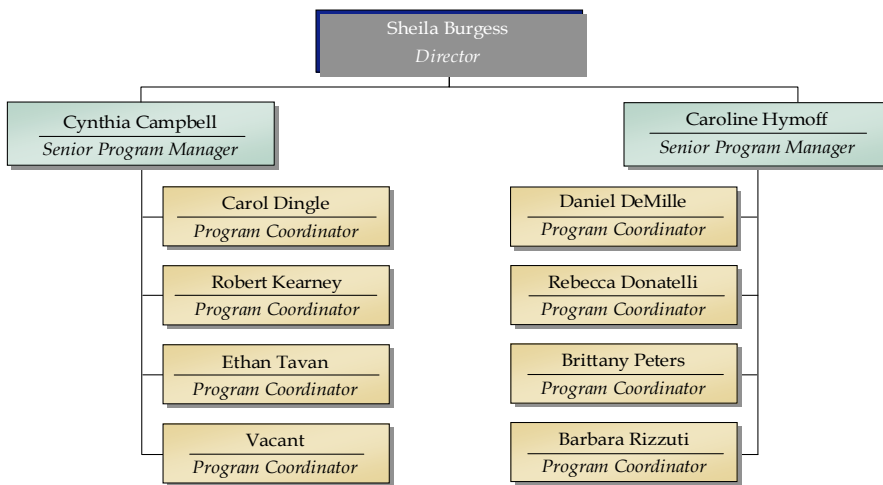
1.0 Introduction

■ 1.1 HSPP Calendar

January to March	HSD reviews progress of FFY 2010 programs with senior staff at EOPSS as well as Federal, state, and local data and analyses to identify FFY 2011 key program areas; reviews National Highway Traffic Safety Administration (NHTSA) Region I response to the FFY 2010 HSPP and FFY 2009 Annual Report and recent NHTSA assessments; reviews spending patterns and revenue estimates.
January to April	Senior staff at EOPSS/HSD staff 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 July	HSD drafts the FFY 2011 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.
July to August	With approval of senior staff at EOPSS, HSD submits the final plan to NHTSA and the Federal Highway Administration.
September	EOPSS/HSD conducts bidders' conferences and begins to issue Requests for Responses/Quotes (RFR/RFQ) and Applications for Grant Funding (AGF) 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 2010 Annual Report.
November to December	EOPSS/HSD oversees grants and projects in the HSPP, finalizes the FFY 2010 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 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 2011 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 and for *Click It or Ticket Next Generation* in addition to Office of Juvenile Justice Delinquency Prevention (OJJDP) grants to enforce underage drinking laws.

To identify the issues to be addressed in the FFY 2011 highway safety program, EOPSS/HSD relied primarily on 2004 to 2008 trend data, and, whenever possible, also provided 2009 data. Note that most 2009 data provided in this report are preliminary and subject to change.

Over the past three years, the EOPSS/HSD has spent down significant rollover funds that had not been used in past years. This will leave EOPSS/HSD with a significantly smaller budget, requiring analysis of programming priorities and strategic decisions to be made about future years' budgets and program areas. Going forward, staff must prioritize program areas based on the limited availability of Federal funds without the benefit of significant carry-forward from past years.

Over this three-year period, EOPSS/HSD has worked to conduct program evaluations and assessments for entire program areas. This work was very enlightening because it has not only highlighted the EOPSS/HSD strengths, but made everyone aware of areas that need improvement. The 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. During the recent Traffic Records Assessment, NHTSA identified areas with serious deficiencies in which the Commonwealth was severely lacking data.

EOPSS/HSD has been making strides to improve the collection of crash data for the Commonwealth. The increase in crash reporting by communities who do not currently report their data will have an enormous impact on program evaluation and problem identification. This progress has helped to identify and remedy a number of reporting problems.

EOPSS/HSD will soon fully roll-out public access to 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. This roll-out will be conducted in phases beginning with law enforcement. MassTRAC will give law enforcement access to the valuable information that they have provided to the Commonwealth in order to improve their enforcement and planning.

While these steps are moving us forward, it is imperative at this critical time to invest in an electronic data collection 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, Registry of Motor Vehicles, Department of Public Health, state and local police representatives, and the Merit Rating Board that the electronic data capture system is a top priority. FFY 2009 Section 408 funding was awarded to EOPSS/HSD for this purpose. EOPSS is committed to obtaining other available funds to support the program.

The homework has been done to identify deficiencies, and while this project 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 2010 Highlights

- According to preliminary statistics from the Registry of Motor Vehicles (RMV), Massachusetts fatalities dropped five percent from 364 in 2008 to 347 in 2009.
- EOPSS/HSD's June 2010 statewide safety belt observation survey showed that Massachusetts maintained the 74 percent use rate achieved in 2009. This matches the highest safety belt use rate ever reported for the Commonwealth.
- In July 2010 Massachusetts passed a Safe Driving Law, Chapter 155 of the Acts of 2010, which bans texting while driving. This is a primary law which bans all operators of motor vehicles from text messaging and prohibits junior operators under 18 from using any type of mobile phone device. It also requires driver over age 75 to undergo a vision test every five years.
- EOPSS/HSD, in partnership with state and local law enforcement and a media contractor, increased its public outreach and enforcement of *Click It or Ticket* (CIOT) and also increased participation by local and campus police departments from 249 in 2009 to 254 in 2010.
- In FFY 2010, EOPSS/HSD hosted a NHTSA-sponsored Management Review. The review was conducted in May 2010 and there were no findings.
- In April 2010, EOPSS-HSD partnered with Students Against Destructive Decisions (SADD), Harpo Studios and other safety advocates to promote National No Phone Zone Day. No Phone Zone Day is a movement inspired by Oprah Winfrey dedicated to the elimination of distracted driving, in particular the use of cellular phones while driving. As part of an April 30th event, EOPSS/HSD coordinated with Harpo and four other

states to conduct town hall meetings and discussions with teens about the dangers of distracted driving. Each town hall also participated in live telecasts with Oprah, successfully raising the profile of distracted driving as an issue nationally. At the Boston event hundreds of students representing SADD chapters from across the state, along with traditional and non-traditional partners, joined in a lively back and forth discussion with a distinguished panel of traffic safety experts.

- During spring 2010 EOPSS/HSD, along with government and corporate partners, conducted a Safe Prom and Graduation Campaign, *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 66 video submissions were available for viewing on-line and the winning video from Pembroke High School was highlighted at a public event. EOPSS/HSD secured prizes for contest winners valued at approximately \$3,000.
- Due to the establishment of the Highway Safety Trust Fund, EOPSS/HSD was able to apply for private grant funding for the first time. In June 2010 an application was submitted to The Allstate Foundation 2010 Teen Driver Safety Grant.
- Traffic safety advocates made a concerted effort to encourage the legislature to enact a primary safety belt bill. Legislation was introduced and EOPSS/HSD developed a detailed report summarizing the literature about the benefits of primary enforcement and highlighting the Commonwealth's opportunity to receive \$13.6 million in grant funding from the Federal Highway Administration (FHWA). However, this legislation was dropped from the budget and stalled in a legislative committee.
- EOPSS/HSD continued its service on the Executive Leadership Committee of the Massachusetts Department of Transportation (MassDOT)-Led Massachusetts Strategic Highway Safety Plan (SHSP) effort.
- EOPSS/HSD worked with an increasing number of Federal, state, and local partners to continue its successful statewide series of CIOT and *Drunk Driving. Over the Limit. Under Arrest*. (DDOLUA) Mobilizations. EOPSS/HSD awarded overtime traffic enforcement grants to 253, or 72 percent of all local police departments in the Commonwealth to support their participation in these mobilizations. One campus police department was also funded.
- In February-March 2010, EOPSS/HSD conducted three stakeholder outreach and listening sessions around the Commonwealth. Approximately 125 people attended these sessions, including representatives from 41 law enforcement agencies. The purpose of these sessions was to present the most recent crash and mobilization data, discuss current issues, and obtain feedback from stakeholders about their communities' greatest needs and challenges. 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, and the 2009 Occupant Protection Special Management Review.
- 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 2010 Section 408. Applications also were submitted for FFY 2010 Sections 403, 2010, 2011, 405, and 410 funding. Additional funding was requested from the U.S. Office of Juvenile Justice and Delinquency Prevention for enforcement of underage drinking laws.
- To recognize traffic safety accomplishments of state and local police, EOPSS/HSD conducted two Massachusetts Law Enforcement Challenges in cooperation with the Massachusetts Chiefs of Police Association (MCOPA). The first ceremony based on 2008 data was held in November and recognized 17 local police departments and the Massachusetts State Police (MSP). The second ceremony took place in June 2010 to recognize 17 local police departments and the MSP. EOPSS/HSD secured prizes from vendors valued at over \$14,000 for the first ceremony and over \$16,000 for the second ceremony.
- EOPSS/HSD was selected as a recipient of the 2010 OJJDP Success Story Awards and to present at OJJDP's 12th National Enforcement of Underage Drinking Laws Leadership Conference. This selection was made based on the FFY 2009 program with four Massachusetts District Attorneys offices to host underage drinking prevention conferences.
- EOPSS/HSD was awarded Section 1906 (Racial Profiling) funds to conduct a series of chief and supervisor trainings on traffic stop data collection practices, train the trainer sessions, and to produce educational materials for delivery in video and on-line formats on how law enforcement personnel and citizens can work to reduce or prevent it within their communities.
- In January 2010, the METRCC chaired by the Undersecretary for Forensic Science and Technology at EOPSS, comprising agency directors who set the vision and mission for the working level Traffic Records Coordinating Committee, was established. Through the coordinated efforts of its member organizations, the METRCC provides a forum for the creation, implementation, management, and dissemination of accessible, accurate, complete, consistent, integrated, timely, and useful traffic records data to aid decision-makers working to reduce transportation-related fatalities, injuries, and economic losses in Massachusetts.
- In FFY 2010, EOPSS/HSD hosted a NHTSA-sponsored Motorcycle Assessment. It was conducted in June-July 2010 and the team provided many recommendations that will enhance the Commonwealth's program.

Partnerships

The 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
- MassDOT-Led (EOT) 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
- Massachusetts Department of Public Health-Led (MDPH) Massachusetts Prevent Injuries Now Network (PINN) Committee
- MDPH-Led Partnership for Passenger Safety Committee
- Massachusetts Interscholastic Athletic Association-Led Partners in Prevention
- 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
- Belts Ensure a Safer Tomorrow (BEST)
- Not-for-profit and for-profit advocacy groups addressing bicycle and pedestrian safety, in addition to motor vehicle-related risk-taking behaviors and issues

This Page Intentionally Left Blank

2.0 Highway Safety Problem Identification

This HSPP for FFY 2011 has been developed in coordination with the following plans:

- Massachusetts' Strategic Highway Safety Plan (2006)
- NHTSA's Region I Action Plan (FFY 2010 and draft 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 Assessment (FFY 2010)
- Massachusetts Statewide Electronic Capture System (formerly e-citation) and Traffic Records System Business Plan (FFY 2009)
- Massachusetts' Section 408 Application/Strategic Traffic Records Plan Update (2010)
- Commonwealth of Massachusetts Traffic Records Assessment Report (2009)
- NHTSA's Countermeasures That Work Volume Five
- 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 2011. 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 2010 HSPP Problem Identification

Data Type	Data Set	Source/Owner	Year(s) Examined
Fatality	Fatality Analysis Reporting System	NHTSA	2004 to 2009
Crash Fatality and Injury	Massachusetts Crash Data System	RMV	2004 to 2009
Hospital Discharge	Inpatient Discharge Data	MDPH	2007
Violation	Massachusetts Citation Data	RMV/Merit Rating Board (MRB)	2004 to 2009
Safety Belt Use	Massachusetts Safety Belt Use Observation Data	EOPSS/HSD	2006 to 2010
Licensed Drivers, Registrations and VMT	Highway Statistics	FHWA, U.S. Census Bureau	2004 to 2009
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 15th most populated state. In 2009, the Commonwealth's estimated population was 6,593,587,¹ resulting in a density of approximately 809 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 information, approximately 70 percent of the Commonwealth's residents were licensed drivers in 2009, representing a total of 4,629,636² licensed drivers. Other key demographic facts based on U.S. Census Bureau data include:³

- Age distribution:
 - child (under 18 years old) 22.0 percent
 - adult (18 to 64 years old) 64.6 percent
 - older persons (65+) 13.4 percent
- Non-Caucasians account for 13.8 percent of the population compared with 20.2 percent nationally; 18.7 percent of the population speak a foreign language other than English in the home; 12.2 percent of the total population is foreign born
- The four largest minority race populations in Massachusetts as of 2008 in order are African Americans, Hispanic or Latino, Asians, and persons reporting two or more races

The Massachusetts economy has become increasingly reliant on academic/research, tourism, high-tech, 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 coun-

¹ U.S. Census Bureau, May 2010

² Massachusetts RMV, May 2010

ties 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	2009 County Population Estimates, per U.S. Census Bureau	County	2009 County Population Estimates, per U.S. Census Bureau
Barnstable	221,151	Hampshire	156,044
Berkshire	129,288	Middlesex	1,505,006
Bristol	547,433	Nantucket	11,322
Dukes	15,974	Norfolk	666,303
Essex	742,582	Plymouth	498,344
Franklin	71,788	Suffolk	753,580
Hampden	471,081	Worcester	803,701

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

	2005		2006		2007		2008		2009	
	MA	U.S.	MA	U.S.	MA	U.S.	MA	U.S.	MA	U.S.
Population (100K) ^a	63.98	2,965	64.37	2,994	64.50	3,016	64.98	3,041	65.93	3,055
VMT (100M) ^a	554.60	29,890	551.36	30,140	550.17	30,323	545.05	29,735	N/A	N/A
Licensed Drivers (100K) ^a	46.12	2,006	47.11	2,028	46.99	2,057	46.74	2,083	46.29	N/A
Total Fatalities	441	43,510	429	42,708	434	41,259	364	37,261	347	N/A

^a MA and U.S. Population obtained from U.S. Census, May 2010. Licensed Drivers obtained from RMV, May 2010. VMT obtained from NHTSA Traffic Safety Facts 2004 to 2008, and FARS, May 2010

Key Massachusetts crash data and trends are provided in Table 2.4

**Table 2.4 Massachusetts Crash Data Trends-
1999 to 2009**

Crash Data/Trends	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
Fatalities (Actual)	414	433	477	459	462	476	441	429	434	364	347
Fatality Rate/ (100 Million VMT)	0.80	0.83	0.90	0.86	0.86	0.87	0.80	0.78	0.79	0.67	N/A
Number of Serious Injuries	3,897	4,286	-	5,279	5,370	5,033	5,052	4,579	4,182	3,983	3,193
Number of Fatalities Involving Driver or Motorcycle Operator w/ \geq .08 BAC	143	152	181	178	156	169	148	144	155	124	N/A
Number of Unrestrained Passenger Vehicle Occupant Fatalities	178	166	195	189	177	165	171	158	148	120	79
Number of Speeding-Related Fatalities	127	151	144	176	156	158	145	148	143	97	116

Table 2.4 Massachusetts Crash Data Trends (continued)
1999 to 2009

Crash Data/Trends	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
Number of Motorcyclist Fatalities	35	33		58	35		56	50	62	42	
Number of Unhelmeted Motorcyclist Fatalities	3	153	3	5	460	9	4	5	3	1 ₄₅	13
Number of Drivers Age 20 or Younger Involved in Fatal Crashes	-	-	-	-	-	90	88	69	76	62	48
Number of Pedestrian Fatalities	74	82	79	58	86	81	76	61	66	75	46
Percent Observed Belt Use for Passenger Vehicles - Front Seat Outboard Occupants	52%	50%	56%	51%	62%	63%	65%	67%	69%	67%	74%
Number of Seat Belt Citations Issued During Grant-Funded Enforcement Activities	-	-	-	-	-	-	-	10,613	22,463	12,216	16,159
Number of Impaired Driving Arrests Made During Grant-Funded Enforcement Activities	-	-	-	-	-	-	-	447	420	542	364
Number of Speeding Citations Issued During Grant-Funded Enforcement Activities	-	-	-	-	-	-	-	11,859	37,251	24,939	17,590

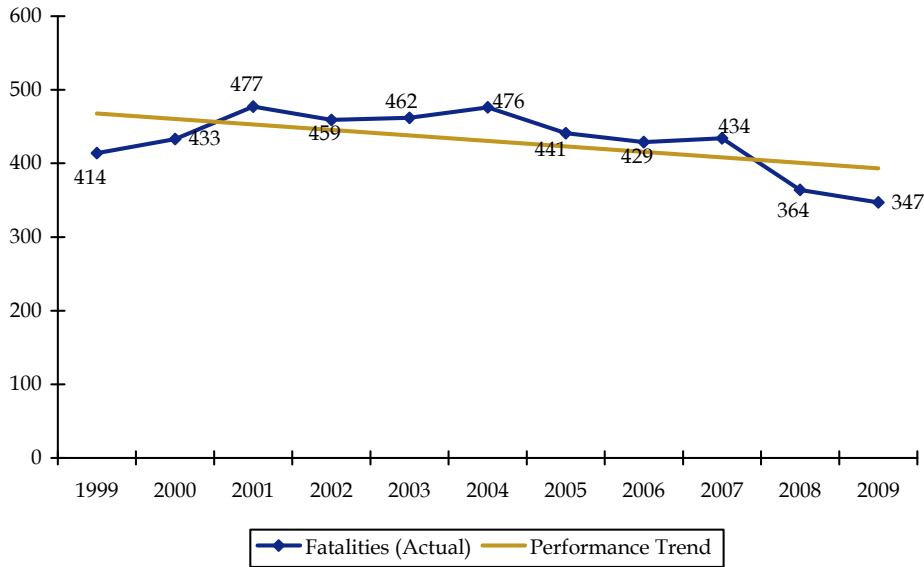
Source: 2008 MassTRAC, May 2010; RMV May, 2010; FARS, May 2010; 2002 to 2009 Massachusetts Safety Belt Use Observation Surveys.

Note: Some numbers reported in this FFY 2011 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. 2009 data is 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 1999 to 2009. The number of fatalities has fluctuated greatly during this time period, spiking in 2001 and 2004 then declining in 2007 to nearly the same number of fatalities as in 2000. Preliminary 2009 data show continued progress with a 20 percent decline in total fatalities from 2007. This decrease may be due in part to the development of more effective countermeasures related to motor vehicle safety, primarily focused on alcohol, speed, and safety belt program areas.

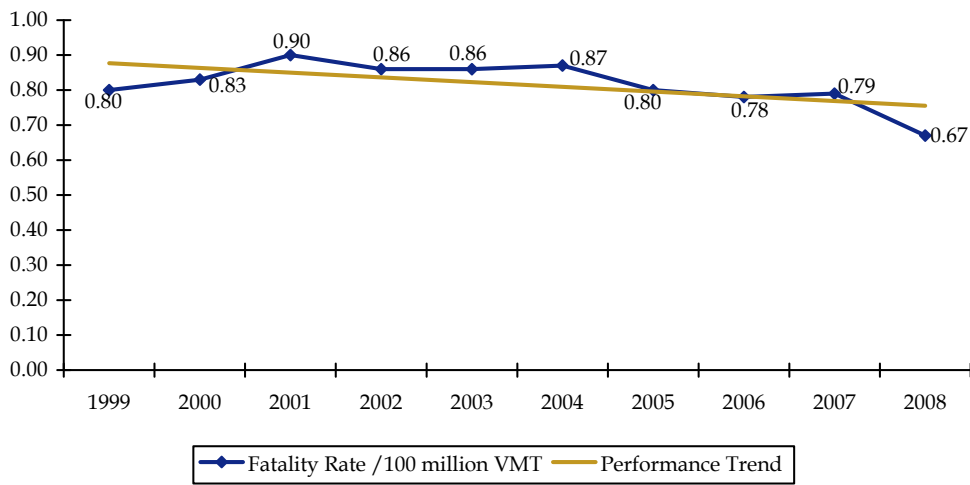
Figure 2.1 Fatalities



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

Figure 2.2 presents the motor vehicle fatality rate in Massachusetts per 100 million VMT between 1999 and 2009. From 2004 to 2009, the fatality rate per 100 million VMT declined approximately 23 percent, from 0.87 to 0.67, which is still the lowest of any state in the nation.

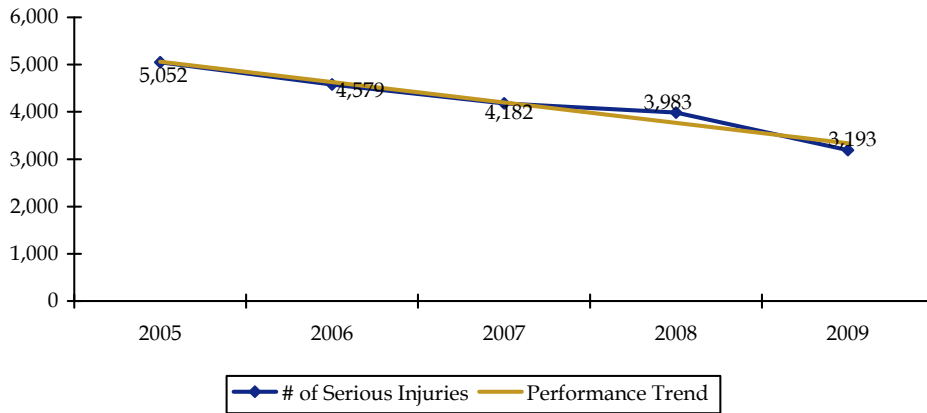
Figure 2.2 Fatality Rate



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

Figure 2.3 presents the number of serious injuries in Massachusetts between 2005 and 2009. Since 2005, the number of serious injuries has been on a steady decline from 5,052 to 3,193 in 2009, a 37 percent decrease.

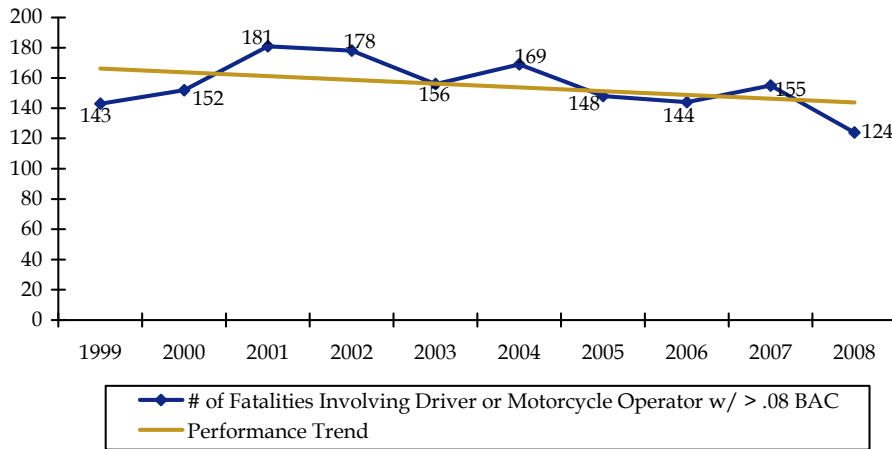
Figure 2.3 Serious Injuries



Note: 2001 data not available, 2009 data is preliminary
Source: FARS July 2009; RMV, May, 2009

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.

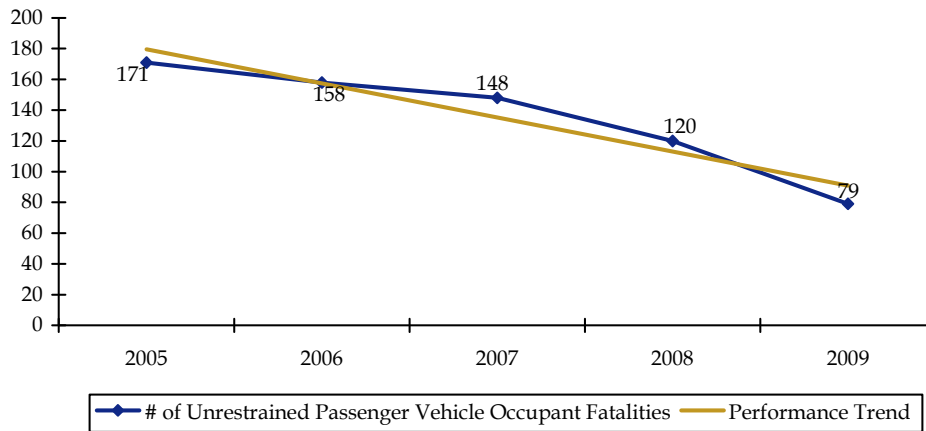
Figure 2.4 BAC 0.08+ Driver Fatalities



Source: FARS July 2009; RMV, May, 2009

Figure 2.5 presents the unrestrained passenger vehicle occupant fatalities in Massachusetts between 2005 and 2009. The number of fatalities has declined 54 percent from 171 in 2005 to 79 in 2009, a 54 percent decrease.

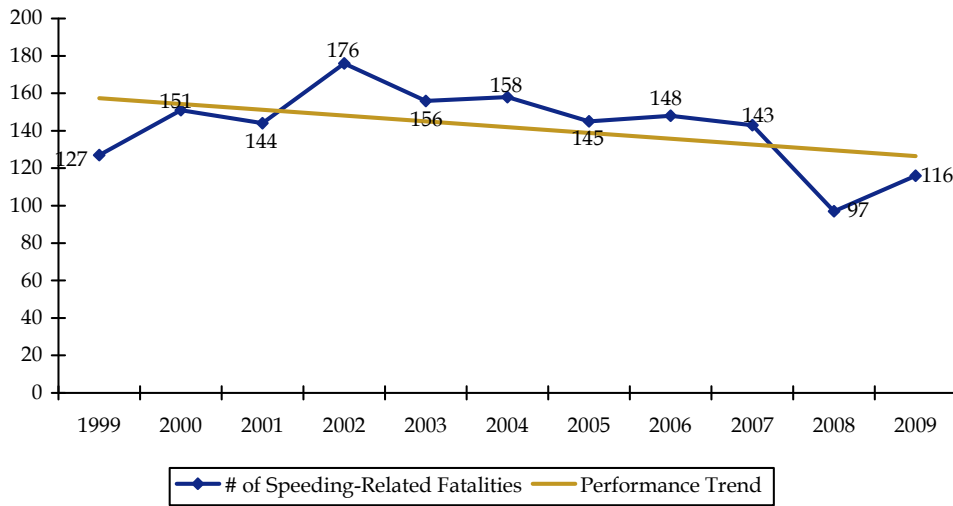
Figure 2.5 Unrestrained Passenger Vehicle Occupant Fatalities



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

Figure 2.6 presents the number of speed-related fatalities in Massachusetts between 1999 and 2009. Between 2002 and 2008, the number of speed-related fatalities dropped steadily from 176 to 97, a 45 percent decrease. Preliminary 2009 data show the first increase in speed-related fatalities since 2002.

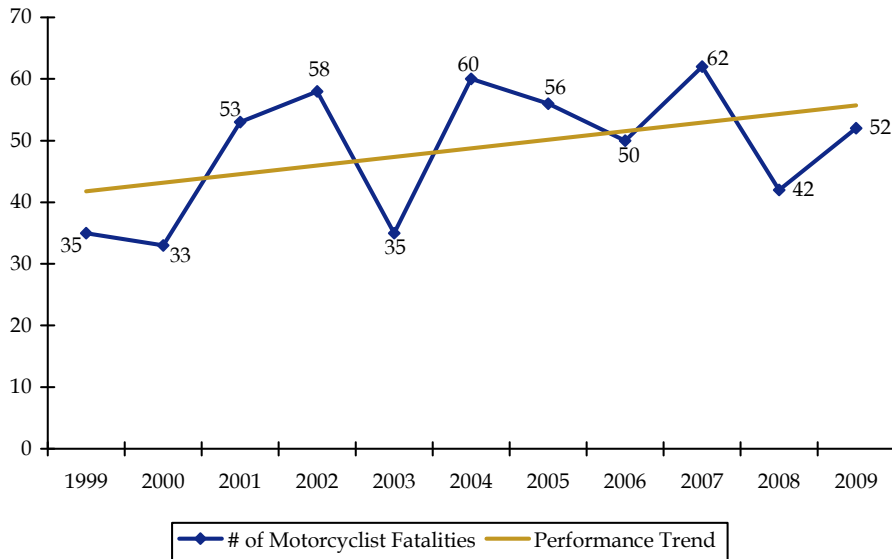
Figure 2.6 Speeding-Related Fatalities



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

Figure 2.7 presents the number of motorcyclist fatalities in Massachusetts between 1999 and 2009, which has fluctuated greatly during this time period. The number of motorcycle fatalities nearly doubled from 1999 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 2009 data show a 20 percent increase from 2008 with 52 motorcycle fatalities.

Figure 2.7 Motorcyclist Fatalities

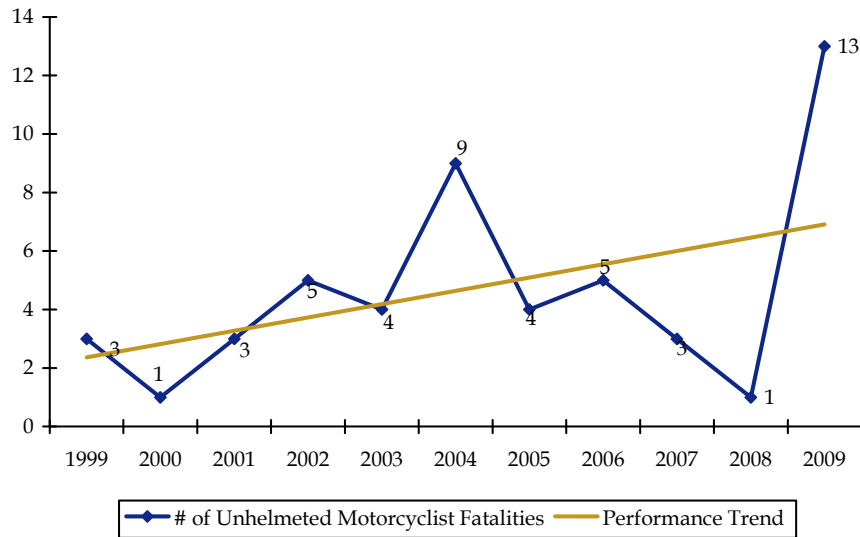


Note: 2009 data is preliminary

Source: FARS July 2009; RMV, May, 2009

Figure 2.8 presents the number of unhelmeted motorcycle fatalities from 1999 to 2009, which has fluctuated greatly from three in 1999 to nine in 2004, back down to three in 2007. However, preliminary data show a substantial increase to 13 unhelmeted fatalities in 2009.

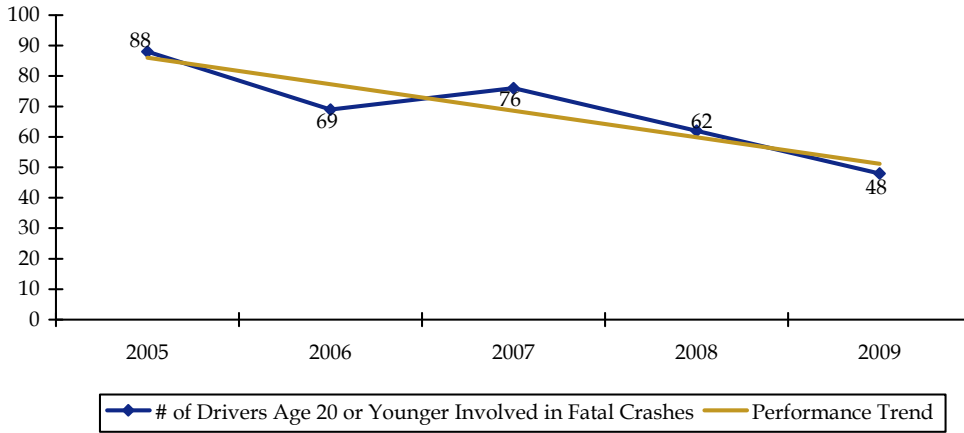
Figure 2.8 Unhelmeted Motorcyclist Fatalities



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

Figure 2.9 presents the number of young drivers (ages 20 and younger) involved in fatal crashes in Massachusetts between 2005 and 2009. The number of young drivers involved in fatal crashes has decreased significantly from 88 in 2005 to 48 in 2009. 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.

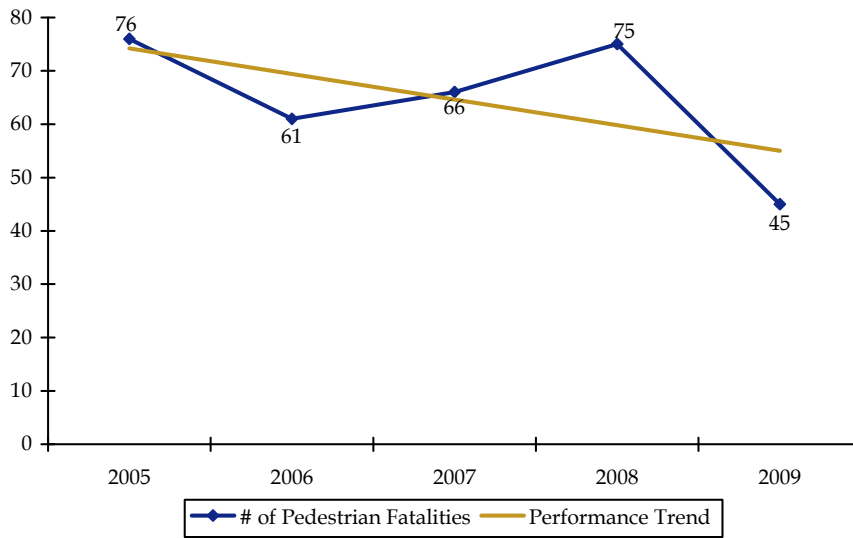
Figure 2.9 Young Drivers (Age 20 or Younger) Involved in Fatal Crashes



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

Figure 2.10 presents the number of pedestrian fatalities in Massachusetts between 2005 and 2009. From 2006 to 2008, pedestrian fatalities increased by 19 percent. However, preliminary 2009 data show a decrease of 35 percent from 2008 with 49 fatalities.

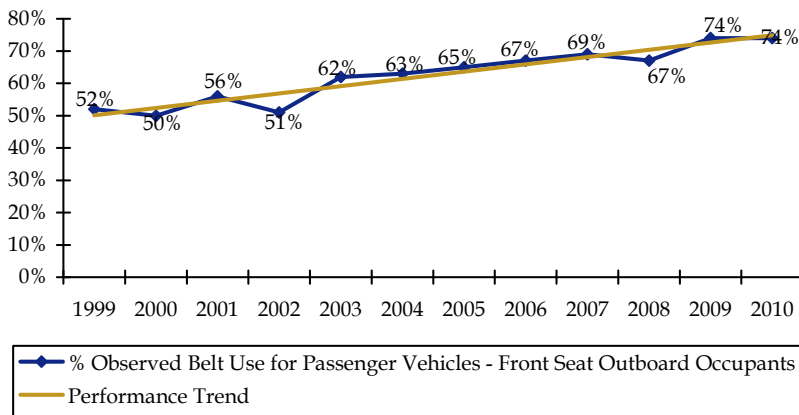
Figure 2.10 Pedestrian Fatalities



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

Figure 2.11 presents the observed safety belt use rate in Massachusetts between 1999 and 2010. 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. Looking at safety belt use between 2002 and 2010, there has been an overall increase of 23 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 1999-2010

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

Table 2.5 Additional Massachusetts Crash Data Trends
2002 to 2009

Crash Data/Trends	2002	2003	2004	2005	2006	2007	2008	2009
Number of Motor Vehicle Crashes of All Types	139,038	141,681	138,632	154,084	149,860	144,510	126,364	109,021
Fatalities – Male (Actual)	318	311	324	301	293	288	264	232
Fatalities – Female (Actual)	141	149	152	140	136	129	99	91
Fatal Crashes (Actual)	433	434	447	417	403	408	337	303
Number of Crash Injuries	56,562	57,455	55,500	57,833	54,921	43,628	43,822	39,473
Fatality and Serious/Incapacitating Injury Rate/(100 Million VMT)	10.77	10.86	10.06	9.90	9.08	8.38	7.98	N/A
Alcohol-Related Fatalities (Actual) BAC = 0.01+	210	194	189	170	172	191	151	N/A
Percent of All Fatalities that are Alcohol-Related	46%	42%	40%	39%	40%	44%	42%	N/A
Alcohol-Related Fatality Rate/ (100 Million VMT)	0.39	0.36	0.35	0.31	0.31	0.31	0.27	N/A
Percent of Vehicle Occupant Fatalities Unrestrained	57%	55%	53%	57%	53%	51%	51%	23%
Percent of All Fatalities that are Speed-Related	38%	34%	33%	33%	34%	33%	27%	33%
Speed-Related Fatality Rate/ (100 Million VMT)	0.33	0.29	0.29	0.26	0.27	0.26	0.17	N/A
Pedestrian Serious/Incapacitating Injuries (Actual)	287	246	268	241	221	234	233	251
Bicyclist Fatalities (Actual)	6	11	11	5	6	11	10	5
Bicyclist Serious/Incapacitating Injuries (Actual)	84	70	94	74	103	97	81	96
Motorcyclist Serious/Incapacitating Injuries (Actual)	328	291	355	374	314	316	329	329
Young Driver Fatalities (Actual) ^a	75	65	81	78	76	80	55	112
Young Driver Serious/Incapacitating Injuries (Actual) ^a	884	874	889	815	752	622	586	447
Older Drivers Involved in Fatal Crashes (Actual) ^b	72	93	63	70	59	70	53	58
Older Driver Serious/Incapacitating Injuries (Actual) ^b	629	644	590	700	338	271	265	211

Source: 2007 Massachusetts Statewide Crash Data System (CDS), May 2009; RMV, May 2010; FARS, July 2009; and the Mass. Data Portal. Reported 2009 fatality data is preliminary

^a Young drivers are drivers age 16 to 24

^b Older drivers are drivers age 65+

Note: 1) Some numbers reported in this FFY 2010 Highway Safety Performance Plan may differ slightly from the same numbers reported in previous reports due to changes in data availability and data

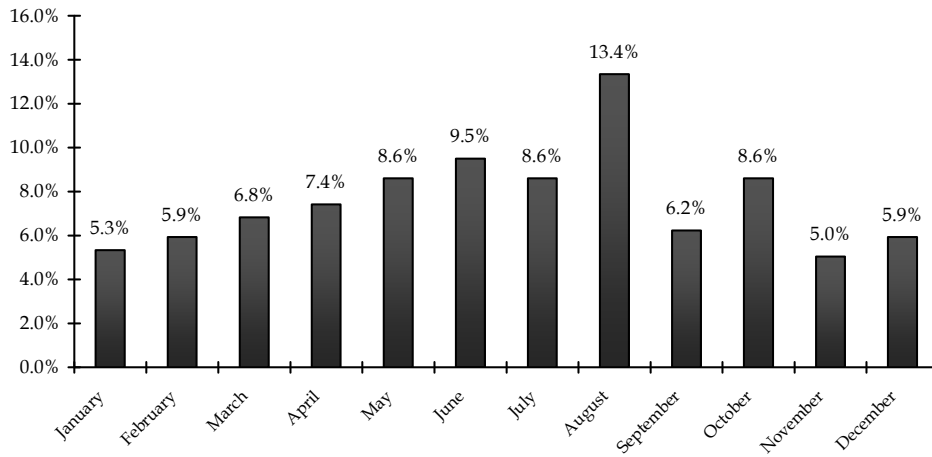
quality improvements. Some crash data are new to this report and trend data may not be available with consistent reporting procedures/methodology

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) 2009 data is preliminary

As shown in Figures 2.12 and 2.13, the greatest percentage of fatal crashes occurred in 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.

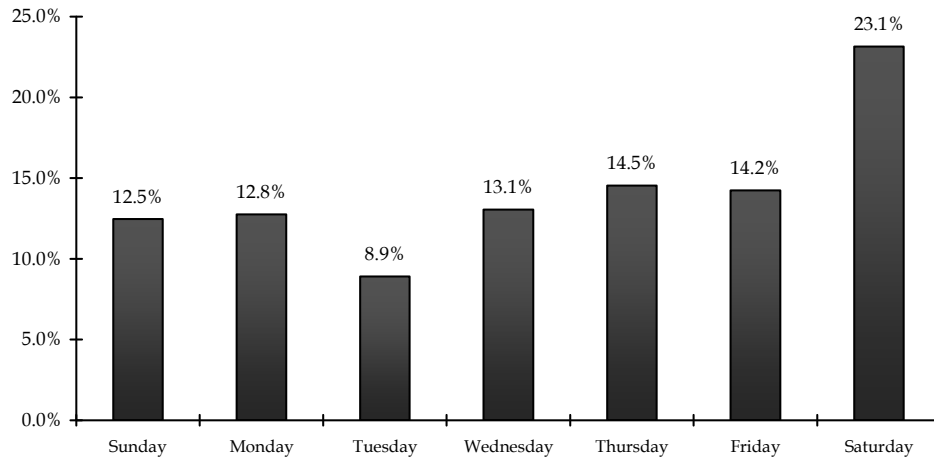
Figure 2.12 Percent of Massachusetts Fatal Crashes by Month-of-Year 2009



Note: 2009 data is preliminary

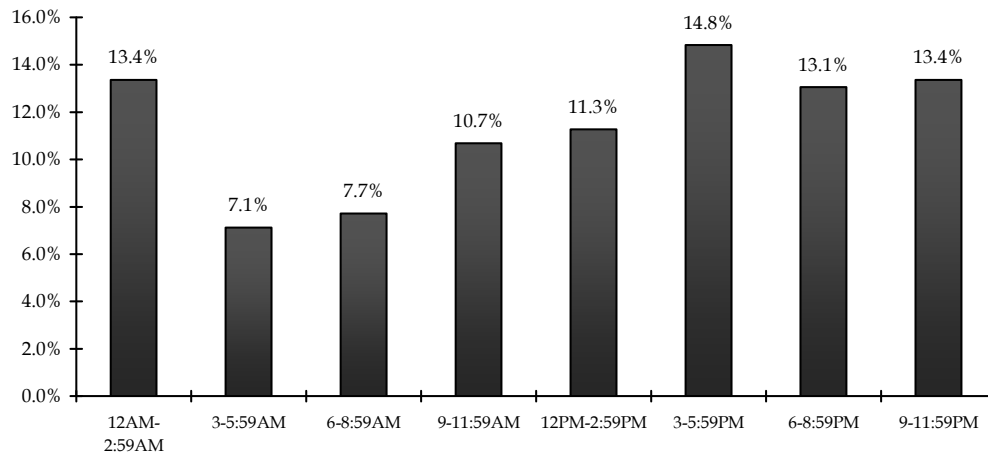
Source: RMV June 2010

Figure 2.13 Percent of Massachusetts Fatal Crashes by Day-of-Week 2009



Note: 2009 data is preliminary
Source: RMV June 2010

Figure 2.14 Percent of Massachusetts Fatal Crashes by Time-of-Day 2009



Note: 2009 data is preliminary
Source: RMV June 2010

■ 2.4 FFY 2011 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 2011 Highway Safety Goals

Program Area	Goal	Performance Measure
Overall	<ul style="list-style-type: none"> To reduce Massachusetts motor vehicle-related fatalities by 10 percent from a five-year average (2005 to 2009) of 402 to 362 by December 31, 2011 To reduce serious traffic injuries by 10 percent from a five-year average (2005 to 2009) of 4,198 to 3,978 by December 31, 2011 To decrease fatalities per 100 M VMT by 1.5 percent from 0.67 in 2008 to 0.66 in 2011 	<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 by 5.4 percent the number of alcohol-impaired fatalities (with BAC of 0.08 or greater) from a five-year average (2004 to 2008) of 148 to 140 in 2011 To increase the number of Operating Under the Influence (OUI) arrests at MSP Sobriety Checkpoints from 773 (MSP and local police total) by 10 percent to 850 in 2011 To maintain the number of OUI arrests made during comparable grant-funded mobilizations from FFY 2010 <ul style="list-style-type: none"> December-January 2009 (75) May-June 2010 (13) August-September 2009 (184) 	<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 three percentage points the statewide observed safety belt use of front seat outboard occupants in passenger vehicles, from 74 percent in 2010 to 77 percent in 2011 	<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 decrease the number of unrestrained passenger vehicle occupant fatalities, in all seat positions, from a five-year average of 135 (2005 to 2009) by 5 percent to 128 in 2011 To increase the number of local police departments with Zero Tolerance Safety Belt Policies from 165 in 2010 to 200 in 2011 To maintain the number of seat belt citations during comparable grant-funded mobilizations <ul style="list-style-type: none"> December-January 2009 (1,649) May-June 2010 (4,255) August-September 2009 (2,058) 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 local police departments with Zero Tolerance Safety Belt Policies 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 by 10 percent the number of speed-related fatalities, from a five-year average (2005 to 2009) of 130 to 117 in 2011 To maintain the number of speeding citations during comparable grant-funded mobilizations <ul style="list-style-type: none"> December-January 2009 (2,305) May-June 2010 (3,294) August-September 2009 (2,952) 	<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 decrease the number of young drivers (age 20 or younger) involved in fatal crashes from a five-year average (2005 to 2009) of 68.6 by 5 percent to 65.2 in 2011 To reduce by 10 percent the number of older drivers (age 65 or older) involved in fatal crashes, from a five year average (2005-2009) of 62 to 56 in 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 by 10 percent the number of pedestrian fatalities from a five year average (2005-2009) of 65.4 to 58.9 in 2011 	<ul style="list-style-type: none"> Number of pedestrian fatalities

Bicyclists	<ul style="list-style-type: none"> To reduce by 10 percent the number of bicyclist fatalities from a five year average (2005-2009) of 7.4 to 6.66 in 2011 	<ul style="list-style-type: none"> Number of bicyclist fatalities
Motorcyclists	<ul style="list-style-type: none"> To reduce by 10 percent the number of motorcycle fatalities, from a five-year average of 51 (2005 to 2009) to 46 in 2011 To decrease unhelmeted motorcyclist fatalities by 25 percent from a five-year average of 5.2 (2005 to 2009) to no greater than 3.9 in 2011 To maintain the number of motorcycle riders trained at 9,016 (2009) in 2011 	<ul style="list-style-type: none"> Number of motorcycle fatalities Number of unhelmeted motorcyclist fatalities Number of motorcycle riders trained
Traffic Records	<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)

- 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

■ 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 2011 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, while there is speed and distracted driving identification content in Section 5 and young driver problem identification content in Section 6.1, no corresponding part is in the Programs and Projects sections. This is because specific tasks in these areas are spread throughout the impaired driving and occupant protection program areas.

This Page Intentionally Left Blank

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 Breath Alcohol Testing (BAT) Mobiles for Sobriety Checkpoints.

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 2008, from 46 percent to 42 percent. The 2008 national rate was 32 percent. Alcohol-related fatalities in Massachusetts per 100 million VMT also declined between 2002 and 2008, from 0.39 to 0.28. The 2008 national rate was 0.40. These numbers warrant that EOPSS/HSD treat impaired driving as a major highway safety program area in FFY 2011. Efforts in this area also will address drowsy driving.

Alcohol-Related Driving Fatalities

Alcohol-related fatalities in Massachusetts increased between 2005 and 2007. However, 2008 showed a decrease of 40 fatalities from 2007. The alcohol-related fatality rate per 100 million VMT also decreased between 2007 and 2008 and the percentage of all motor vehicle-related fatalities decreased by seven percent during that timeframe, as shown in Table 3.1.

Table 3.1 Massachusetts Persons Killed by Highest Driver BAC in Crash

	2005	2006	2007	2008
Total Alcohol-Related Fatalities (Actual) ^a	170	172	191	151
Percent of all Motor Vehicle-Related Fatalities	38%	40%	44%	42%
Alcohol-Related Fatality Rate per 100 million VMT	0.31	0.31	0.35	0.28

Source: NHTSA, Traffic Safety Facts 2008 Data State Alcohol-Impaired Driving Data

^a BAC = 0.01+

Table 3.2 presents persons killed by highest driver BAC in the 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	
	Number	Percent	Number	Percent	Number	Percent
BAC = 0.00	252	59%	243	56%	210	58%
BAC = 0.01-0.07	28	7%	36	8%	27	8%
BAC = 0.08+	144	33%	155	36%	124	34%

Source: NHTSA, Traffic Safety Facts 2008 Data State Alcohol-Impaired Driving Data

Alcohol-Related Violations

Table 3.3 presents alcohol-related violations in Massachusetts between 2007 and 2009. There was a decrease in both underage drinking violations and over 21 impaired driving violations between 2008 and 2009.

Table 3.3 Massachusetts Alcohol-Related Violations

	2007	2008	2009
Impaired Driving Violations ^a	14,955	22,285	21,082
Underage Drinking Violations ^b	2,286	2,282	1,865
Total Violations	16,795	24,567	22,947

Source: Merit Rating Board, May 2010

Note: 2009 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), 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 2008. There was a decrease in driving under the influence arrests for individuals under 18 years old between 2006 and 2008, although there has been a steady increase for all other individuals during that same time period. Arrests for individuals under 18 years old have steadily decreased between 2006 and 2008 and has fluctuated for all other individuals. For both individuals under 18 years old and all others, there has been a drop between 2007 and 2008 for drunkenness arrests.

Table 3.4 Massachusetts Alcohol-Related Arrests

	2006		2007		2008	
	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
Liquor Laws	1,049	4,575	1,000	5,209	775	4,214
Drunkenness	293	6,287	322	7,378	204	6,021

Source: Federal Bureau of Investigation, Table 69: Arrests by state, May 2010. Available on-line at: http://www.fbi.gov/ucr/cius2007/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 2009. Arrests have been inconsistent during this time frame but have increased by 14 percent in 2009 from 2008. With funding from EOPSS/HSD, the Municipal Police Training Committee (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
Total Violations ^a	863	972	967	1,117

Source: Merit Rating Board, May 2010
Note: 2009 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 by 5.4 percent the number of alcohol-impaired fatalities (with BAC of 0.08 or greater) from a five-year average (2004 to 2008) of 148 to 140 in 2011
- To increase the number of OUI arrests at MSP Sobriety Checkpoints from 773 (MSP and local police total) by 10 percent to 850 in 2011
- To maintain the number of OUI arrests made during comparable grant-funded mobilizations
 - December-January 2009 (75)
 - May-June 2010 (13)
 - August-September 2009 (184)

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 DDOLUA Mobilizations
2. Maintain the number of and 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-11-01

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: DDOLUA Mobilizations: December 2010 to January 2011 and August to September 2011, 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. This program does not require an in-kind match.

Project Staff - Cindy Campbell, Ethan Tavan, and new staffer

Project Budget/Source - \$390,000 of Sections 410

Project Number - AL-11-02

Project Title - DDOLUA MSP Enforcement Campaign

Project Description - Provide funds for overtime enforcement by the MSP for participation in the December 2010 to January 2011 and August to September 2011 DDOULA Mobilizations. Enforcement efforts will focus on apprehending impaired motorists and be done during high-risk times and locations based on the latest available state and local crash and citation data. Enforcement will consist of saturation patrols and 8-12 Sobriety Checkpoints. Total in-kind match for both mobilizations will be \$5,580,000.

Project Staff - Caroline Hymoff, Brittany Peters, and Carol Dingle

Project Budget/Source - \$350,000 of Section 410

Project Number - AL-11-03

Project Title: - DDOLUA Local Police Enforcement Campaign

Project Description - Provide funds for high-visibility overtime enforcement for approximately 250 local police departments for the December 2010 to January 2011 and August to September 2011 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 \$162,500.

Project Staff – Caroline Hymoff, Brittany Peters, and Carol Dingle

Project Budget/Source – \$650,000 of Sections 410

Project Number – AL-11-04

Project Title – MSP Sobriety Checkpoint/BAT Mobile Partnership

Project Description – Provide funds for 66 Sobriety Checkpoints and saturation patrols for the MSP. Deployment of BAT Mobiles to checkpoints will be based on availability. An evaluation of the project will be conducted. Anticipated in-kind match will be \$8,370,000.

Project Staff – Caroline Hymoff and Brittany Peters

Project Budget/Source – \$600,000 of Section 410 and \$300,000 of Section 402

Project Number – AL-11-05

Project Title – Impaired Driving Law Enforcement Specialized Training Program

Project Description – Provide funds to MPTC to conduct up to 55 impaired driving trainings for local police officers. Trainings will include specialized, refresher and instructor courses in Standardized Field Sobriety; operator, instructor and instructor recertification in Breath Test training. MPTC will partner with MSP to provide quarterly breath test training session. Funds will provide for part-time administrative support for this training program. In kind match will exceed \$15,000.

Project Staff – Cindy Campbell

Project Budget/Source – \$60,000 of Section 154AL

Project Number – AL-11-06

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

Project Description – Provide funds to MPTC to conduct DEC program for law enforcement. Funding also will be provided for part-time Drug Recognition Expert (DRE) Program Coordinator. Up to 18 trainings will be conducted, including drug impaired driver program and implementation of DITEP Program for law enforcement, school educators, and administrators. Out-of-state travel is required to DEC certifications. In-kind match will be \$17,500.

Project Staff – Cindy Campbell

Project Budget/Source – \$70,000 of Section 154AL

Project Number - AL-11-07

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 communities that have not been targeted recently or that demonstrated a high-failure rate from 2009 to 2010. ABCC in-kind match will exceed \$18,750.

Project Staff - Dan DeMille

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

Project Number - AL-11-08

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. ABCC in-kind match will exceed \$6,250.

Project Staff - Dan DeMille

Project Budget/Source - \$25,000 of Section 164

Project Number - AL-11-09

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 \$54,500.

Project Staff - Dan DeMille

Project Budget/Source - \$218,580 of OJJDP

Project Number - AL-11-10

Project Title - College Alcohol Education Demonstration Project

Project Description - Provide funds to Berklee College of Music to address alcohol abuse prevention for all freshmen students through mandatory programming. This will be the final year of a three-year demonstration project that will include workshops, forums, comprehensive review of alcohol education literature, and an evaluation for all programming conducted. In-kind match will be a minimum of \$9,600.

Project Staff - Dan DeMille

Project Budget/Source - \$60,000 of OJJDP

Project Number - AL-11-11

Project Title - Underage Drinking Enforcement Conferences

Project Description - Provide funds to up to four Offices of the District Attorney to conduct one-day underage drinking 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. In-kind match to be approximately \$5,000.

Project Staff - Dan DeMille

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

Project Number - AL-11-12

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 TSPR and part-time program coordinator to implement EOPSS/HSD/MDAA projects. In-kind match will exceed \$33,750.

Project Staff - Caroline Hymoff and Rebecca Donatelli

Project Budget/Source - \$135,007.50 of Section 402

Project Number - AL-11-13

Project Title - SurveyMonkey Subscription

Project Description – Fund 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 and Ethan Tavan

Project Budget/Source – \$120.00 of Section 410

Project Number – AL-11-14

Project Title – Standardized Field Sobriety Test (SFST) Training Assessment

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

Project Staff – Dan DeMille

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

Project Number – AL-11-15

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. A educational intervention plan to be used as an educational tool for young drivers will also be created in conjunction with this program. This program does not require an in-kind match.

Project Staff – Dan DeMille

Project Budget/Source – \$73,764 of Section 154AL

Project Number – AL-11-16A and AL-11-16B

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 (BT) 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: \$3,700 of 164AL and \$2,450 of 154AL
Part B: \$38,700 of Section 154AL

Project Number – AL-11-17

Project Title – Automated License Plate Reader Program

Project Description – Provide funding for the MSP and municipal law enforcement agencies to purchase Automated License Plate Readers (ALPR). Funds will be awarded to approximately 15 communities and the MSP based on a competitive application for equipment to monitor and collect data on license plates that will alert police agencies to suspended and revoked licenses for alcohol-related offenses, stolen vehicles, and other uses. Estimate \$20,000 per system. 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. EOPSS will comply with all Federal reporting and evaluation requirements associated with project. In-kind match will be approximately \$75,000.

Project Staff – Dan DeMille and Caroline Hymoff

Project Budget/Source – \$300,000 of Section 154AL – With FFY 2010 rollover funds

Project Number – AL-11-18

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

Project Description – Provide 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-11-19

Project Title – NHTSA Drug Court Training

Project Description – If selected by NHTSA, Washington, award funds for travel-related expenses for Massachusetts Drug Court Teams to participate in national drug court training. Dates and locations to be determined by NHTSA. In-kind match will exceed \$6,250.

Project Staff – Caroline Hymoff and Brittany Peters

Project Budget/Source - \$25,000 of Section 164 -Pending funding availability

Project Number - AL-11-20

Project Title - New England Association of Drug Court Professionals Conference

Project Description - Co-sponsor registration fees for up to 150 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

Project Budget/Source - \$23,000 of Section 410 -Pending funding availability

Project Number - AL-11-21

Project Title - BT and Preliminary Breath Test (PBT) Program and Training

Project Description - Provide funds to MSP Office of Alcohol Testing for the purchase of new BT units and dry gas tanks to conduct training and proficiency training; purchase of new PBT unit instruments, dry gas tanks and calibrating regulators, and provide training material. In-kind match will exceed \$68,071.66.

Project Staff - Caroline Hymoff and Brittany Peters

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

Project Number - AL-11-22

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, Ethan Tavan, Carol Dingle, Dan DeMille, Rebecca Donatelli, Barbara Rizzuti, Brittany Peters, and new staffer

Project Budget/Source - \$317,238 of Sections 402, 410, 154, and 164

Alcohol: Budget Summary

Project Number	Project Title	Budget	Budget Source
----------------	---------------	--------	---------------

AL-11-01	Paid and Earned Media in Support of Impaired Driving Programs	\$390,000	410
AL-11-02	DDOULA MSP Enforcement Campaign	\$350,000	410
AL-11-03	DDOLUA Local Police Enforcement Campaign	\$650,000	410
AL-11-04	MSP Sobriety Checkpoint/BAT Mobile Partnership	\$900,000	\$600,000 of 410 \$300,000 of Section 402
AL-11-05	Impaired Driving Law Enforcement Specialized Training Program	\$60,000	154AL
AL-11-06	Drug Evaluation and Classification Program (DEC)/Drug Impairment Training and Educational Professionals (DITEP)	\$70,000	402
AL-11-07	Underage Drinking Compliance Checks Program	\$120,000	OJJDP
AL-11-08	Statewide Underage Drinking Enforcement Training Program	\$25,000	164AL
AL-11-09	Underage Alcohol Enforcement Grant Program	\$218,580	OJJDP
AL-11-10	College Alcohol Education Demonstration	\$60,000	OJJDP

	Project		
AL-11-11	Underage Drinking Enforcement Conferences	\$20,000	410
AL-11-12	MDAA/TSRP	\$135,007.50	154AL
AL-11-13	SurveyMonkey Subscription	\$120	410
AL-11-14	SFST Training Assessment	\$20,000	410
AL-11-15	Student Athlete Underage Drinking Prevention Conferences	\$73,764	154AL
AL-11-16A and AL-11-16B	BAC Source Code Review BAC Source Code Testimony	Part A: \$6,150 Part B: \$38,700	\$3,700 of 164AL and \$2,450 of 154AL \$38,700 of 154AL
AL-11-17	Automated License Plate Reader Program	\$300,000	154AL
AL-11-18	Enforcement Program to Prevent the Sale of Alcohol to Intoxicated Persons	\$45,000	402
AL-11-19	NHTSA Drug Court Training	\$25,000	164
AL-11-20	New England Association of Drug Court Professionals Conference	\$23,000	410
AL-11-21	BT and PBT Program and Training	\$100,000	154AL
AL-11-22	Program Management	\$317,238	402, 410, 154, 164

[REDACTED]
Commonwealth of Massachusetts

Total all Funds		\$3,947,559.50	
-----------------	--	----------------	--

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 safety 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. In 2010 the Commonwealth matched the 2009 rate of 74%.

In 2008, the EOPSS/HSD was awarded \$600,000 for a Section 403 Cooperative Agreement with NHTSA to conduct a demonstration project called *Click It or Ticket Next Generation*. The project consists of funding for extra high-visibility traffic enforcement by state and local police, a public awareness campaign three times per year during FFY 2009 and 2010, and an evaluation component to be conducted by a NHTSA contractor. The MSP and 254 local police departments, representing over two-thirds of all local police departments, have participated in the program.

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, the EOPSS/HSD will continue to make occupant protection a major highway safety program area in FFY 2011.

Table 4.1 Massachusetts Safety Belt Use Rates
2006 to 2010

	2006	2007	2008	2009	2010
Nationwide Belt Use	81%	82%	83%	84%	N/A
MA Statewide Belt Use	67%	69%	67%	74%	74%
Gender					
Male	60%	62%	61%	68%	67%
Female	74%	76%	74%	79%	82%

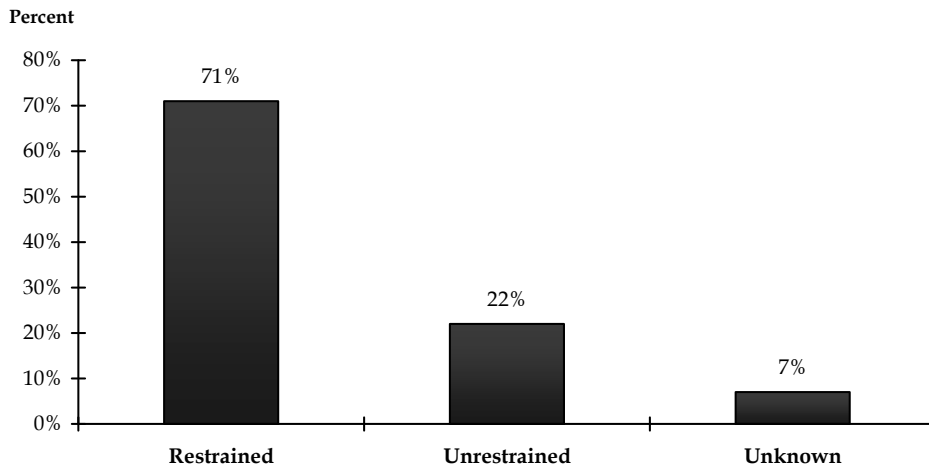
		2006	2007	2008	2009	2010
Age Group	Teen	59%	69%	59%	67%	72%
	Adult	67%	68%	66%	73%	72%
	Elder Adult	76%	78%	76%	82%	84%
Occupant Role	Driver	67%	67%	66%	72%	73%
	Front Seat Passenger	67%	72%	68%	75%	74%
Vehicle Type	Passenger Car	69%	71%	69%	76%	77%
	SUV	72%	71%	72%	77%	79%
	Van	71%	74%	70%	80%	80%
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

Source: EOPSS/HSD's 2006 to 2010 Massachusetts Safety Belt Use Observations Surveys

Several observations resulted from the 2010 data. Overall safety belt usage remained steady at 74 percent. Males again had a significantly lower belt usage than females. Additionally, female belt usage increased from 2009 to 2010 while male belt usage slightly decreased. Teen belt use is significantly higher than in 2009 and for the first time since 2007 is virtually equivalent with the overall observed adult belt usage rate. Elder adults again had the highest observed safety belt usage rate. Regionally, the observed belt usage was relatively consistent across the state.

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 2009. In Massachusetts, 71 percent of fatally injured occupants were restrained while 22 percent were not restrained.

Figure 4.1 Safety Belt Use for Vehicle Occupants Involved in Massachusetts Fatal Crashes 2009



Source: RMV June 2010

Note: 2009 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
Safety Belt Violations ^a	82,512	81,027	78,886
No Child Restraint Violations ^b	4,217	4,133	4,124
Total Safety Violations	86,729	85,160	83,010

Source: Merit Rating Board, May 2010

Note: 2009 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. 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

- Increase by three percentage points the statewide observed safety belt use of front seat outboard occupants in passenger vehicles, from 74 percent in 2010 to 77 percent in 2011
- To decrease the number of unrestrained passenger vehicle occupant fatalities in all seat positions from a five-year average of 135 (2005 to 2009) by 5 percent to 128 in 2011
- To increase the number of local police departments with Zero Tolerance Safety Belt Policies from 165 in 2010 to 200 in 2011
- To maintain the number of speeding citations during comparable grant-funded mobilizations from FFY 2010
 - December-January 2009 (2,305)
 - May-June 2010 (3,294)
 - August-September (unknown)

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 2009 (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 use

Program Area Projects

Project Number – OP-11-01

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. This program does not require an in-kind match.

Project Staff – Cindy Campbell, Ethan Tavan, Carol Dingle, and new staffer

Project Budget/Source – \$290,000 of Section 405

Project Number – OP-11-02

Project Title – Child Passenger Safety (CPS) Program Administration and Training

Project Description – Through the MPTC, provide statewide CPS program to support existing 500 child passenger safety technicians and five instructors. Annually train up to 150 new technicians and up to five new instructors to address turnover and expand program. Recruit additional bilingual instructors and technicians. Conduct monthly new technician trainings with emphasis on low-income and diverse communities. Conduct quarterly recertification trainings for technicians whose certifications have expired. Conduct bi-annual training for technicians serving special needs individuals. Support annually up to four EOPSS/HSD-led child passenger safety checkpoints with emphasis on low-income and diverse populations. Maintain CPS telephone hotline and web site. Minimum \$37,500 in-kind match to be provided by contractor and an estimated \$20,000 in corporate partnerships will add value to this project.

Project Staff – Cindy Campbell and Brittany Peters

Project Budget/Source – \$150,000 of Section 2011

Project Number – OP-11-03

Project Title – CPS Conference

Project Description – EOPSS/HSD will conduct the 2011 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 about child passenger safety seats. No in-kind is required for this project. An estimated \$15,000 in corporate partnerships will add value to the project.

Project Staff – Cindy Campbell, Ethan Tavan, and Brittany Peters

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

Project Number – OP-11-04

Project Title – Traffic Occupant Protection Strategies (TOPS)

Project Description – Conduct approximately 10 specialized trainings for local police in TOPS through the MPTC. In-kind match will be \$1,935.25.

Project Staff – Cindy Campbell

Project Budget/Source - \$7,741.82 of Section 405

Project Number - OP-11-05

Project Title - SurveyMonkey Subscription

Project Description - Provide funds 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 - Dan DeMille, Barbara Rizzuti, Cindy Campbell, and Ethan Tavan

Project Budget/Source - \$120.00 of Section 405

Project Number - OP-11-06

Project Title - CIOT MSP Enforcement Campaign

Project Description - Provide funds for overtime by the MSP to participate in two CIOT Mobilizations during May-June 2011 and another at a date to be determined. Enforcement efforts will focus on increasing compliance with occupant protection laws and will take place at high-risk times and locations for motor vehicle crashes based on the most current state and local crash and citation data. Total in-kind match for the mobilization will be \$2,790,000.

Project Staff - Caroline Hymoff and Brittany Peters

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

Project Number - OP-11-07

Project Title - CIOT Local Police Enforcement Campaign

Project Description - Provide funds for overtime enforcement to approximately 250 local police departments with MGL Chapter 90 powers for the May-June 2011 CIOT Mobilization and another at a date to be determined. Conduct bidders' conferences and grant orientation meetings to ensure maximum participation and compliance with grant requirements. In-kind match to be determined but will exceed \$162,500.

Project Staff - Caroline Hymoff, Brittany Peters, and Carol Dingle

Project Budget/Source - \$325,000 of Section 402

Project Number - OP-11-08

Project Title - Seat Belt Observation Survey

Project Description – Provide funding for a selected contractor to conduct safety belt observation survey. 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 – \$75,000 of Section 402

Project Number – OP-11-09

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 and may include a cost-share component. Equipment includes, but is not limited to, car seats, booster seats, special needs seats, trailers on wheels, signage, 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 track equipment inventory internally. Minimum of 26.75 percent in-kind match to be provided by subgrantees.

Project Staff – Cindy Campbell and Brittany Peters

Project Budget/Source – \$106,000 of Section 2011

Project Number – OP-11-10

Project Title – Clerk Magistrate Professional Development

Project Description – Provide professional development trainings for Clerk Magistrates and Assistant Clerk Magistrates about occupant protection and other traffic safety related issues through The Judicial Institute of the Massachusetts Trial Court. In-kind will exceed \$7,500.

Project Staff – Caroline Hymoff and Brittany Peters –Pending available funding

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

Project Number – OP-11-11

Project Title – CPS Assessment

Project Description – Conduct a three-day assessment with NHTSA to determine strengths and gaps in statewide CPS program to increase effectiveness of program. This program does not require an in-kind match.

Project Staff - Cindy Campbell and new staffer

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

Project Number - OP-11-12

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, Ethan Tavan, Carol Dingle, Dan DeMille, Rebecca Donatelli, Barbara Rizzuti, Brittany Peters, and new staffer

Project Budget/Source - \$413,600 of Sections 402 and 2011

Occupant Protection: Budget Summary

Project Number	Project Title	Budget	Budget Source
OP-11-01	Paid and Earned Media in Support of Occupant Protection	\$290,000	405
OP-11-02	CPS Program Administration and Training	\$150,000	2011
OP-11-03	CPS Conference	\$15,000	2011
OP-11-04	Traffic Occupant Protection Strategies (TOPS)	\$7,741.82	405
OP-11-05	SurveyMonkey Subscription	\$120	405
OP-11-06	CIOT MSP Enforcement Campaign	\$175,000	405
OP-11-07	Local Police Enforcement Campaign	\$325,000	402
OP-11-08	Seat Belt Observation Survey	\$75,000	402

Commonwealth of Massachusetts

OP-11-09	CPS Equipment Grants	\$106,000	2011
OP-11-10	Clerk Magistrate Professional Development	\$30,000	402
OP-11-11	CPS Assessment	\$30,000	402
OP-11-12	Program Management	\$413,600	402
Total all Funds		\$1,617,461.82	

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, 27 percent of crash fatalities were speed-related in 2008, which was lower than the national rate of 31 percent. Although Massachusetts is below the national rate, EOPSS/HSD should continue to treat speeding as a major highway safety program area in FFY 2011.

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. These results in crashes or near-misses highlighting the need for the driver and others on the road to make corrective actions that, if not executed properly, can 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 2008. However, preliminary 2009 data show a substantial increase in actual number of speed-related fatalities and percent of speed-related motor-vehicle-related fatalities.

Table 5.1 Massachusetts Speed-Related Fatalities

	2005	2006	2007	2008	2009
Speed-Related Fatalities (Actual)	145	148	143	97	116
Percent of All Motor Vehicle Fatalities	33%	34%	33%	27%	33%
Speed Fatality Rate per 100 Million VMT	0.26	0.27	0.26	0.17	N/A

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

Speed-Related Violations

Speeding and aggressive driving violations both decreased in 2009 as shown in Table 5.2.

Table 5.2 Massachusetts Speeding Violations

	2007	2008	2009
Speeding Violations ^a	305,301	264,567	234,929
Aggressive Driving Violations ^b	176,516	183,331	172,111

Source: Merit Rating Board, May 2010

Note: 2009 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 by 10 percent the number of speed-related fatalities, from a five-year average (2005 to 2009) of 130 to 117 in 2011
- To maintain the number of speeding citations during comparable grant-funded mobilizations
 - December-January 2009 (2,305)
 - May-June 2010 (3,294)
 - August-September 2009 (2,952)

Performance Measures

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

Note: No specific tasks are assigned to the Speed and Distracted Driving Program Area, but overlapping goals will be covered in OP and AL tasks.

6.0 Higher Risk Transportation System Users Program Area

■ 6.1 Young and Older Drivers

Problem Identification and Analysis

In 2009 fatalities involving younger drivers, those ages 16 to 24, were 32 percent of all motor vehicle-related fatalities in Massachusetts. Also in 2009 fatalities for older drivers, those over 65 years of age, were 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 2009.

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

	2006	2007	2008	2009
Fatalities				
Young Driver (16-20)	33	35	30	48
Young Driver (21-24)	43	45	25	64
Older Driver (65+)	40	39	35	58
Incapacitating Injuries				
Young Driver (16-24)	753	622	586	447
Older Driver (65+)	319	258	265	211

Source: 2007 Massachusetts Statewide Crash Data System (CDS), May 2009; RMV, May 2010; FARS, August 2009

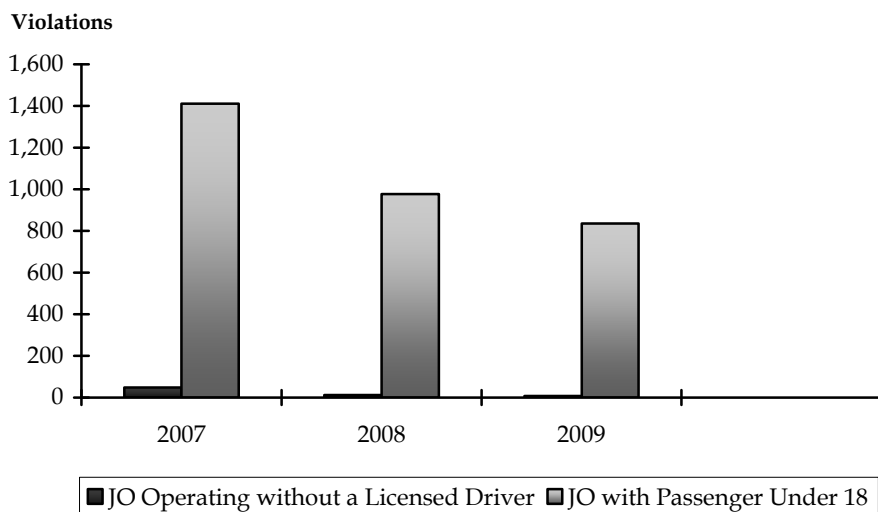
Note: 2009 data are preliminary

JOL Law Violations

Figure 6.1 presents JOL law violations issued in Massachusetts between 2007 and 2009. 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 reduce the number of improperly trained and inexperienced young drivers on roadways.

Figure 6.1 JOL Law Violations



Source: Merit Rating Board, May 2010

JO Operating without a Licensed Driver comprising JOL No Lic Driver (90 8B UA)

JO with Passenger Under 18 comprising JOL Pass Restriction (90 8 JO)

Note: 2009 data is preliminary

Every two years, the MDPH conducts a survey of Massachusetts youth to address health and risk 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 decrease the number of young drivers (age 20 or younger) involved in fatal crashes from a five-year average (2005 to 2009) of 68.6 by 5 percent to 65.2 in 2011
- To reduce by 10 percent the number of older drivers (age 65 or older) involved in fatal crashes, from a five year average (2005-2009) of 62 to 56 in 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 2008, pedestrian fatalities were 21 percent of the total in Massachusetts, but only 12 percent nationally. 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 2008 segments of the population most affected (according to fatality rate) by pedestrian fatalities were adults ages 75 to 84 and 85+. The segments of the population least affected (according to fatality rate) by pedestrian fatalities were children under 5 and 5-9. Most pedestrian fatalities in 2008 occurred in urban areas (72%), at non-intersection locations (76%), in normal weather conditions (89%), and at night (70%).

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
Pedestrian Fatalities	76	61	66	75	49
Pedestrian Incapacitating Injuries	241	221	234	233	251
Total	317	282	300	308	300

Source: 2007 Massachusetts Statewide Crash Data System (CDS), May 2009; RMV, May 2010; FARS, July 2009.
Note: 2009 data is preliminary

To decrease the number of pedestrian fatalities and incapacitating injuries, there is a need for both drivers and pedestrians to better share the road. This needs to be made more easily by engineering, enforcement, and public information endeavors.

Goals

- To reduce by 10 percent the number of pedestrian fatalities from a five year average (2005-2009) of 65.4 to 58.9 in 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 2011

Bicycle Safety

Problem Identification and Analysis

In 2008 Massachusetts was above the U.S. average in bicyclist fatalities: 2.8 percent in Massachusetts versus just 1.9 percent nationally. Unfortunately, bicyclist fatalities increased from 2005 to 2007. However, 2008 and preliminary 2009 data show the number of bicyclist fatalities falling, from 10 fatalities to five. Ensuring the safety of bicyclists, particularly in the urban centers, will be necessary in order to encourage greater bicycle travel.

Nationally in 2008 segments of the population most affected (according to fatality rate) by bicyclist fatalities were adults 45 to 54 years old and also those 55 to 64. The segments of the population least affected (according to fatality rate) by bicyclist fatalities were children under 5 and 5-9.

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
Bicyclist Fatalities	5	6	11	10	5
Bicyclist Incapacitating Injuries	74	103	97	81	96
Total	79	109	108	91	101

Source: 2007 Massachusetts Statewide Crash Data System (CDS), May 2009; RMV, May 2010; FARS, July 2009
Note: 2009 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 reduce by 10 percent the number of bicyclist fatalities from a five year average (2005-2009) of 7.4 to 6.66 in 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

Pedestrians and Bicyclists Program Area Projects

Note: These projects address both pedestrian and bicyclist safety.

Project Number - PS-11-01

Project Title - Statewide Helmet Program

Project Description - Expand the program with the assistance of a contractor to a minimum of 50 communities and organizations with a public purpose. Distribute helmet informational cards, helmet pledge cards, and helmet law posters. EOPSS/HSD will track equipment inventory internally. Produce and distribute materials in English as well as Spanish, Portuguese, and Mandarin. This program does not require an in-kind match.

Project Staff - Robert Kearney, Cindy Campbell, and Ethan Tavan

Project Budget/Source - \$25,000 of Section 402

Project Number - PS-11-02

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 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 - Dan DeMille and new staffer

Project Budget/Source - \$237 of Section 402

Project Number - PS-11-03

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 track equipment inventory internally. Special consideration for funding will be given to communities with high-risk populations. In-kind match will exceed \$25,000.

Project Staff - Dan DeMille

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

Project Number - PS-11-04

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 - Dan DeMille, Robert Kearney, Cindy Campbell, and new staffer

Project Budget/Source - \$48,330 of Section 402

Pedestrian and Bicycle: Budget Summary

Project Number	Project Title	Budget	Budget Source
PS-11-01	Statewide Helmet Program	\$25,000	402
PS-11-02	Statewide Pedestrian and Bicycle Safety Conference	\$237	402
PS-11-03	Pedestrian, Bicycle, and Moped Type Enforcement, Education and	\$100,000	402

	Equipment Program		
PS-11-04	Program Management	\$48,330	402
Total all Funds		\$173,567	

■ 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 are first time, older people. This has driven up demand for professional rider training. In 2008, motorcycle-related fatalities comprised 15 percent of all motor vehicle-related fatalities across the Commonwealth as compared to 14 percent nationwide.

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
Motorcyclist Fatalities	56	50	62	42	52
Motorcyclist Incapacitating Injuries	374	314	316	329	329
Total	430	364	378	371	381

Source: 2007 Massachusetts Statewide Crash Data System (CDS), May 2009; RMV, May 2010; FARS, July 2009
 Note: 2009 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 2009 data for the Commonwealth show an increase in unhelmeted motorcycle-related fatalities to 25 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 by 10 percent the number of motorcycle fatalities, from a five-year average of 51 (2005 to 2009) to 46 in 2011
- To decrease unhelmeted motorcyclist fatalities by 25 percent from a five-year average of 5.2 (2005 to 2009) to no greater than 3.9 in 2011
- To maintain the number of motorcycle riders trained at 9,016 (2009) in 2011.

Performance Measures

- Number of motorcycle fatalities
- Number of unhelmeted motorcyclist fatalities
- Number of motorcycle riders trained

Strategies

1. Enhance motorist awareness communications
2. Increase the recruitment of motorcycle training instructors
3. Improve training curricula

Program Area Projects

Project Number - MC-11-01

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 - \$101,439 of Section 2010

Project Number - MC-11-02

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 - \$18,469 of Sections 402 and 2010

Motorcycles: Budget Summary

Project Number	Project Title	Budget	Budget Source
MC-11-01	Motorcycle Safety Program Enhancements	\$101,439	2010
MC-11-02	Program Management	\$18,469	402 and 2010
Total all Funds		\$119,908	

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.

In 2006, due to limited use outside the agency and limited system functionality, EOPSS/HSD shut down its traffic records data warehouse and portal that provided a central storage point for crash and citation data. Unfortunately, the closure has hampered EOPSS/HSD's access to data and ability to conduct detailed analysis needed for identifying and addressing statewide and community-specific traffic safety issues. EOPSS/HSD is not an owner of any core traffic records data system but is greatly dependent upon the use of traffic safety data. Therefore, since FFY 2009, EOPSS/HSD has been using its traffic records contract to build a new traffic records data warehouse and portal, the Massachusetts Traffic Records Analysis Center (MassTRAC). MassTRAC allows users to obtain aggregate data on a variety of traffic-related statistics by offering a variety of reporting, graphing, and mapping features. It will become available to law enforcement and other traffic safety advocates to improve their enforcement and planning.

As required by the NHTSA's Section 408 grant program, Massachusetts has an active Traffic Records Coordinating Committee (TRCC), which is chaired by the HSD Director. In January 2010, the Massachusetts Executive-Level Traffic Records Coordinating Committee (METRCC), chaired by the Undersecretary of Forensic Science and Technology, was established through coordinated efforts of its member organizations to provide a forum for the creation, implementation, management and dissemination of accessible, accurate, complete, consistent, integrated, timely, and useful traffic records data that will aid decision-makers working to reduce transportation-related fatalities, injuries, and economic losses in Massachusetts.

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 2010 Section 408 application and 2010 Strategic Plan for Traffic Records Improvements, which was submitted to NHTSA in June 2010, 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 FFY 2009 Section 408 funds. In addition, the application details how FFY 2010 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 2011 as well as the proposed projects for the anticipated FFY 2010 Section 408 funds.

During a METRCC meeting, a consensus was reached with agency heads from the 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 2011.

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 2010 Section 408 Grant application include:

- 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)
- 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

Strategies

1. Enhance the workings of the METRCC and TRCC
2. Ensure ongoing implementation of the 2010 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-11-01

Project Title - Massachusetts Traffic Records Analysis Center

Project Description - Improve upon the completed portion of the Traffic Records Analysis Center done by Cambridge Systematics. This program does not require an in-kind match.

Project Staff - Barbara Rizzuti, Ethan Tavan, and Robert Kearney

Project Budget/Source - \$222,940 of Section 402

Project Number - TR-11-02

Project Title - Fatal Analysis Reporting System (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 - \$110,000 of FARS Cooperative Agreement

Project Number - TR-11-03

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 - \$1,878,543 of Section 402; \$20,893 of Section 405; \$40,564 of Section 2011; \$500,000 of FFY 2009 Section 408; \$60,000 of Section 164

Project Number - TR-11-04

Project Title - E-Submission Project

Project Description - Provide funding to the RMV for quality assurance testing and implementation of e-submission. In-kind match will exceed \$31,940.

Project Staff - Barbara Rizzuti

Project Budget/Source - \$127,775.49 of Section 408 (continuation of FFY 2010 project)

Project Number - TR-11-05

Project Title - Initiative to Increase Crash Reporting

Project Description - Based on Massachusetts General Laws (M.G.L.), Chapter 90, Section 29, all police departments are required to notify the Registrar of Motor Vehicles of “any fatal accident or accident involving serious injury.” Furthermore, M.G.L. 90 29 requires the chief officer of the police department supervising the accident investigation to “notify the Registrar within 15 days” with the details of every accident that happens “within the limits of his city, town, or jurisdiction, or on such toll road or bridge, in which a motor vehicle is involved.” Despite this law, and based on data analysis done in cooperation with the RMV, several large communities in the Commonwealth are not providing the RMV with timely reporting of crash reports, including those that include a fatality. The lack of compliance impacts the validity of any statewide analysis conducted and skews the true traffic safety picture throughout the state. The project purpose will be to solicit applications for grant funding from Massachusetts law enforcement agencies that currently are not reporting crashes to the RMV in order to identify what resources can be provided that will encourage them to comply with MGL Chapter 90, Section 29. In-kind match will exceed \$37,500.

Project Staff - Barbara Rizzuti

Project Budget/Source - \$287,500 of Section 402

Project Number - TR-11-06

Project Title -Web Services Development

Project Description - Criminal History Systems Board (CHSB) will design and develop a web service-based data exchange program between the RMV’s system and CHSB’s SWISS system. In-kind match will exceed \$25,000.

Project Staff - Barbara Rizzuti

Project Budget/Source - \$100,000 of Section 408

Project Number - TR-11-07

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 \$71,936.

Project Staff - Barbara Rizzuti

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

Project Number - TR-11-08

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. In-kind match will exceed \$14,150.

Project Staff - Barbara Rizzuti

Project Budget/Source - \$56,600 of Section 408

Project Number - TR-11-09

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. In-kind match will be approximately \$40,000.

Project Staff - Barbara Rizzuti

Project Budget/Source - \$160,000 of Section 408

Project Number - TR-11-10

Project Title - DFS Improvements to the Massachusetts Incident Reporting System (MFIRS)

Project Description - Massachusetts Department of Fire Services (DFS) will continue developing deeper, more rigorous data analysis capabilities of MFIRS data. DFS will also develop a GIS database with geocoded coordinates of MFIRS data. In-kind match will be approximately \$3,300.

Project Staff - Barbara Rizzuti and Sheila Burgess

Project Budget/Source - \$13,349.72 of Section 408 (continuation of FFY 2010 project)

Project Number - TR-11-11

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, Robert Kearney, Ethan Tavan, and Sheila Burgess

Project Budget/Source - \$150,100 of Section 402

Traffic Records: Budget Summary

Project Number	Project Title	Budget	Budget Source
TR-11-01	Massachusetts Traffic Records Analysis Center	\$222,940	402
TR-11-02	Fatal Analysis Reporting System (FARS)	\$110,000	FARS Cooperative Agreement
TR-11-03	Electronic Data Capture System	\$2,500,000	402 (\$1,878,543) 405 (\$20,893) 2011 (\$40,564)

			408 (\$500,000) 164 (\$60,000)
TR-11-04	E-Submission Project	\$127,775.49	408
TR-11-05	Initiative to Increase Crash Reporting	\$287,500	402
TR-11-06	Web Services Development	\$100,000	408
TR-11-07	Scanning Solution for Police Crash Reports	\$287,745.32	408
TR-11-08	Improving Continuity of Trauma Care for Severely Injured Motor Vehicle Crash Victims through Enhanced State EMS and Trauma Data Completeness, Accuracy and Integration	\$56,600	408
TR-11-09	Electronic Patient Care Records Design and Pilot	\$160,000	408
TR-11-10	DFS Improvements to the Massachusetts Incident Reporting System (MFIRS)	\$13,349.72	408
TR-11-11	Program Management	\$150,100	402
Total all Funds		\$4,106,010.53	

8.0 Additional Program Areas

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

■ 8.1 Police Traffic Services Program Area

Project Number - PT-11-01

Project Title - Massachusetts Law Enforcement Challenge (MLEC)

Project Description - Conduct the annual MLEC in cooperation with the Massachusetts Chiefs of Police Association and the NHTSA Law Enforcement Liaison Program. MLEC provides an opportunity for state and local law enforcement agencies to showcase traffic safety programs. All entries are submitted to the International Association of Chiefs of Police Association program for national recognition. Conduct award ceremony for all participants and recognize traffic safety accomplishments achieved during calendar year 2010. Recruit corporate and vendor sponsors. No in-kind is required for this program.

Project Staff - Caroline Hymoff and new staffer

Project Budget/Source - \$15,000 of Section 154AL

Project Number - PT-11-02

Project Title - Fair and Impartial Policing Program

Project Description - Through contractors, continue efforts established in years one through four of Section 1906 funding. Support initiatives including, but not limited to, traffic stop data analysis, train-the-trainer curriculum development and implementation, law enforcement recruitment and in-service training curriculum development and pilot implementation, creation of a one-hour community/law enforcement video for cable outreach utilizing footage from specialized training conducted in FFY 2010, and program management. In-Kind match will be \$45,000.

Project Staff - Caroline Hymoff and Ethan Tavan

Project Budget/Source - \$194,049 of Section 1906

Project Number - PT-11-03

Project Title - Municipal Police Training

Project Description - Conduct specialized training for local police in Accident Investigation and Accident Reconstruction through the MPTC. Conduct approximately 28 specialized trainings in classroom or distance learning for local police in speed measurement, LiDAR, basic accident investigation, advanced accident investigation, pedestrian/bicycle/moped safety, and FHWA Work Zone Safety Trainings for law enforcement. In-kind match will be \$25,000.

Project Staff - Cindy Campbell

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

Project Number - PT-11-04

Project Title - Traffic Safety Listening Sessions

Project Description - Provide funds to conduct a 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 funds for regional grant orientations and trainings. No in-kind is required for this program.

Project Staff - Caroline Hymoff and Rebecca Donatelli

Project Budget/Source - \$0.00

Project Number - PT-11-05

Project Title - MDAA/TSRP

Project Description - 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. Funds will support TSRP and part time coordinator. In-kind match will exceed \$8,250.

Project Staff - Caroline Hymoff and Rebecca Donatelli

Project Budget/Source - \$33,226.06 of Section 402

Project Number - PT-11-06

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, Rebecca Donatelli, Dan DeMille, Barbara Rizzuti, Ethan Tavan, Brittany Peters, and new staffer

Project Budget/Source – \$119,524 of Sections 402 and 1906

Police Traffic Services: Budget Summary

Project Number	Project Title	Budget	Budget Source
PT-11-01	Massachusetts Law Enforcement Challenge	\$15,000	402
PT-11-02	Fair and Impartial Policing	\$194,049	1906
PT-11-03	Municipal Police Training	\$100,000	402 \$100,000
PT-11-04	Traffic Safety Listening Sessions	\$0.00	
PT-11-05	MDAA/TSRP	\$33,226.06	402
PT-11-06	Program Management	\$119,524	402, 1906
Total all Funds		\$461,799.01	

■ 8.2 Traffic Engineering Services Program Area

Project Number – HE-10-01

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 Staff - Caroline Hymoff and Rebecca Donatelli

Project Budget/Source - \$3,000,000 of Section 164

■ 8.3 Planning and Administration Program Areas

Project Number - PA-10-01

Project Title - Administration of Statewide Traffic Safety Program

Project Description - Plan, implement, monitor, and evaluate programs and projects for the FFY 2011 Highway Safety Plan (HSP). Provide required staff salaries, professional development, travel, office space, equipment, materials, and fiscal support. Produce FFY 2010 Annual Report and FFY 2012 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-10-02

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 of Section 402

Planning and Administration: Budget Summary

Project Number	Project Title	Budget	Budget Source
PA-11-01	Administration of Statewide Traffic	\$160,000	402, 154, 164, 410,

	Safety Program		OJJDP
PA-11-02	Americans with Disabilities Act (ADA) Compliance Services	\$10,000	402
Total all Funds		\$170,000	

This Page Intentionally Left Blank

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(I)).

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

The State will report 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 the Office of Management and Budget in subsequent guidance or regulation.

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).



(for) **Mary Elizabeth Heffernan**

Governor's Representative for Highway Safety

Massachusetts
State or Commonwealth

FFY 2011
For Fiscal Year

8/29/10
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
FAX (617) 727-2163
INTERNET <http://www.mass.gov/os>

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 2011-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						
2011-HSP-1						
State: Massachusetts						Date: August 10, 2010
PROGRAM AREA	APPROVED PROGRAM COSTS	STATE/LOCAL FUNDS	CURRENT YEAR FUNDS	CARRY FORWARD FUNDS	CURRENT BALANCE	FEDERAL SHARE TO LOCAL
PA	\$ 200,000.00	\$ 200,000.00	\$ 170,000.00	\$ 30,000.00	\$ 200,000.00	
AL	\$ 221,788.46	\$ 55,250.00	\$ 100,000.00	\$ 121,788.46	\$ 221,788.46	\$ 150,870.00
MC	\$ 11,100.00		\$ 6,000.00	\$ 5,100.00	\$ 11,100.00	
OP	\$ 1,223,477.00	\$ 976,750.00	\$ 1,004,145.00	\$ 219,332.00	\$ 1,223,477.00	\$ 815,000.00
PS	\$ 173,567.00	\$ 25,000.00	\$ 100,000.00	\$ 73,567.00	\$ 173,567.00	\$ 125,000.00
PM	\$ 72,500.00		\$ 50,000.00	\$ 22,500.00	\$ 72,500.00	
TR	\$ 2,710,540.00	\$ 162,500.00	\$ 2,300,000.00	\$ 410,540.00	\$ 2,710,540.00	\$ 1,150,000.00
PT	\$ 457,704.06	\$ 86,500.00	\$ 329,735.00	\$ 127,969.06	\$ 457,704.06	\$ 277,000.00
K2 (405)	\$ 670,489.00	\$ 2,016,250.00	\$ 550,489.00	\$ 120,000.00	\$ 670,489.00	
K3 (2011)	\$ 910,634.00		\$ 370,634.00	\$ 540,000.00	\$ 910,634.00	
K6 (2010)	\$ 243,810.00		\$ 108,810.00	\$ 135,000.00	\$ 243,810.00	
K8PA (410)	\$ 24,000.00	\$ 12,000.00	\$ 12,000.00	\$ 12,000.00	\$ 24,000.00	
K8PM (410)	\$ 350,000.00		\$ 100,000.00	\$ 250,000.00	\$ 350,000.00	
K8 (410)	\$ 4,436,994.00	\$ 14,289,891.00	\$ 1,898,994.00	\$ 2,538,000.00	\$ 4,436,994.00	
K9 (408)	\$ 1,660,000.00	\$ 441,000.00	\$ 500,000.00	\$ 1,160,000.00	\$ 1,660,000.00	
K10 (1906)	\$ 182,406.00			\$ 182,406.00	\$ 182,406.00	
154PA	\$ 12,000.00			\$ 12,000.00	\$ 12,000.00	
154AL	\$ 769,483.00			\$ 769,483.00	\$ 769,483.00	\$ 619,000.00
164PA	\$ 6,500.00			\$ 6,500.00	\$ 6,500.00	
164AL	\$ 88,700.00			\$ 88,700.00	\$ 88,700.00	\$ 50,000.00
164HE	\$ 3,000,000.00			\$ 3,000,000.00	\$ 3,000,000.00	
TOTAL	\$ 17,425,692.52	\$ 18,265,141.00	\$ 7,600,807.00	\$ 9,824,885.52	\$ 17,425,692.52	\$ 3,186,870.00