

Commonwealth of Massachusetts Highway Safety Performance Plan

Federal Fiscal Year 2013



Prepared for:

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Acknowledgments

The Federal Fiscal Year (FFY) 2013 Massachusetts Highway Safety Performance Plan (HSPP) recognizes that traffic crashes are preventable and that Massachusetts is committed to continuously reducing the number of fatalities, injuries, and economic losses resulting from these crashes.

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

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The hard work and dedication of EOPSS/HSD staff on the issues of highway safety have contributed significantly to safer roadways in Massachusetts, including a 22 percent increase in the safety belt usage rate between 2002 and 2012 and a 20 percent decrease in the number of fatalities involving a driver or motorcyclist operating with a Blood Alcohol Concentration (BAC) of at least .08 from 2006 to 2010. I look forward to working with HSD staff and the many others involved in highway safety to improve upon these accomplishments.

Mary Elizabeth Heffernan

Secretary

Executive Office of Public Safety and Security

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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.....	1-3
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 2013 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 Planning and Administration Program Area.....	8-4
9.0 Certifications.....	9-1
9.1 State Certifications and Assurances.....	9-1
10.0 Highway Safety Plan Cost Summary.....	10-1

List of Tables

2.1	Data Used for FFY 2013 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 2013 Goals	2-21
3.1	Persons Killed by Highest Driver Blood Alcohol Content in Crash in Massachusetts.....	3-1
3.2	Persons Killed by Highest Driver BAC in Crash by BAC in Massachusetts	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..	6-2
6.3	Massachusetts Pedestrian Fatalities and Incapacitating Injuries	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
10.2	Acronym Glossary	10-3

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

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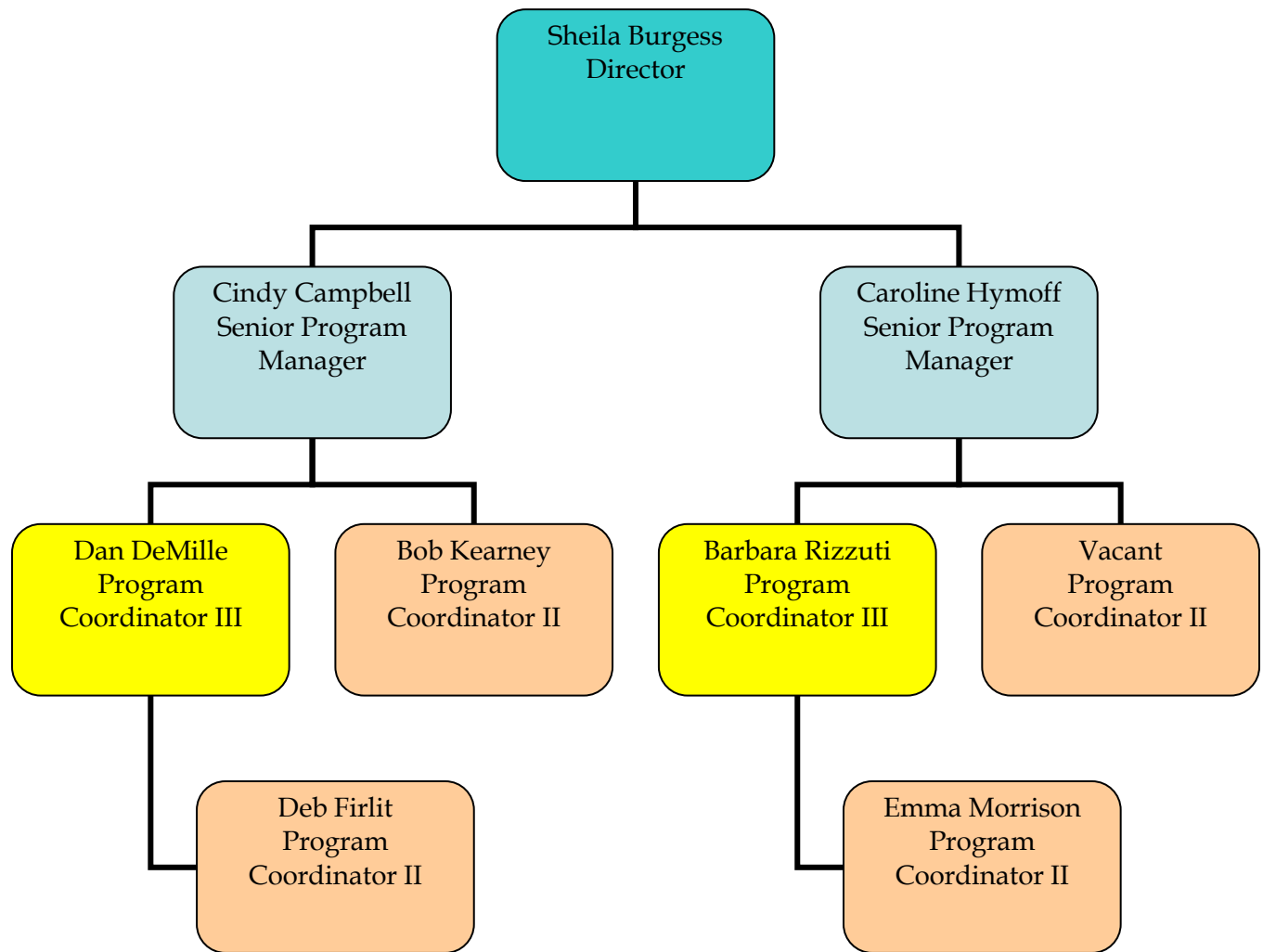
1.0 Introduction

■ 1.1 HSPP Calendar

January to March	HSD reviews progress of FFY 2012 programs with senior staff at EOPSS; analyzes federal, state, and local data to identify FFY 2013 key program areas; reviews National Highway Traffic Safety Administration (NHTSA) Region I response to the FFY 2012 HSPP, FFY 2011 Annual Report, recent NHTSA assessments, and Regional Action Plan; reviews spending patterns and revenue estimates.
January to May	Senior staff at EOPSS/HSD conducts strategic planning/meetings 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 review and acceptance.
May to August	HSD drafts the FFY 2013 HSPP for review and approval by senior staff at EOPSS. HSD conducts pre-submission meeting with NHTSA Region I. HSD obtains any updates to previously reviewed federal, state, and local data and analyses. With approval of senior staff at EOPSS, HSD submits the final plan to NHTSA and the Federal Highway Administration (FHWA).
September	EOPSS/HSD begins to issue Requests for Responses/Quotes (RFR/RFQ) and Availability of Grant Funding (AGF) applications in anticipation of NHTSA's approval of the HSPP.
October	EOPSS/HSD begins to implement and award grants and contracts and then begins work on the FFY 2012 Annual Report.
November to December	EOPSS/HSD oversees grants and projects in the HSPP, finalizes the FFY 2012 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 facilitate the development and implementation of policies, programs, and partnerships to help reduce fatalities, injuries, and economic losses

resulting from motor vehicle crashes on the roadways of the Commonwealth of Massachusetts. HSD administers the federally and non-federally funded highway grant programs of EOPSS.

■ 1.4 Highway Safety Program Overview

Within the Commonwealth of Massachusetts, HSD is responsible for planning, implementing, and evaluating highway safety projects with federal funds. HSD also works to coordinate the efforts of federal, state, and local organizations involved with highway safety in Massachusetts.

This HSPP for FFY 2013 serves as the Commonwealth of Massachusetts' application to NHTSA for federal funds available under the Moving Ahead for Progress in the 21st Century (MAP-21) transportation bill. The HSPP also reflects programs that will be conducted with grant funds previously received but unspent under the Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). Other sources of funds include cooperative agreements with NHTSA for the Fatality Analysis Reporting System (FARS) project, the Grant to Increase the Number of Properly Endorsed Motorcyclists, the Grant to Increase BAC Reporting, and private funds donated to the Highway Safety Trust Fund.

To identify the issues to be addressed in the FFY 2013 highway safety program, EOPSS/HSD relied primarily on 2006 to 2010 trend data, and, whenever possible, also 2011 data. Data from 2011 was largely unavailable due to staffing shortages at the Registry of Motor Vehicles (RMV). Also note that 2010 and most 2011 data provided in this report are preliminary and subject to change. The changes in the total number of crashes and other data in recent years is in part attributable to different reporting rates by different police jurisdictions, but also to the declining number of operator-only reports (reports submitted by motorists who are involved in crashes, for which no police report was submitted) that were entered in the crash data system by the RMV in recent years. EOPSS/HSD has performed outreach to police departments to improve the accuracy and timeliness of crash reporting.

The program planning throughout this HSPP may be altered depending on how MAP-21 is implemented. EOPSS/HSD will submit any changes to the approved HSPP to Region 1 for review and approval.



FFY 2012 Highlights

- EOPSS/HSD's June 2012 statewide safety belt observation survey using the new NHTSA methodology showed that Massachusetts maintained the 73 percent usage rate observed in 2011.
- EOPSS/HSD, in partnership with state and local law enforcement and a media contractor, implemented its public outreach and enforcement of *Click It or Ticket* (CIOT) and *Drive Sober or Get Pulled Over* (DSGPO) Mobilizations. EOPSS/HSD changed to a data-based eligibility process for traffic enforcement grants in FFY 2012. As a result, participation by local police departments decreased from 189 in 2011 to 128 in 2012.
- During spring 2012 EOPSS/HSD, along with government and corporate partners, conducted a safe prom and graduation video contest, *Dance. Don't Chance*. The centerpiece of the initiative was a contest for high school students to submit 60-second videos with messages about safe, sober, distraction free driving all year, but especially during prom and graduation season. The 49 video submissions were available for viewing and voting online and the winning videos from Weston and Wilmington High Schools were highlighted at a public event. Over 70,000 people viewed the videos on YouTube. EOPSS/HSD secured prizes for contest winners valued at approximately \$7,000.
- EOPSS/HSD received \$50,000 from NHTSA, through MDavis & Company, for a demonstration project to reduce impaired motorcycle riding and associated crashes through the use of High Visibility Enforcement. The Massachusetts State Police (MSP) will participate in two saturation patrols in Lowell and conduct two sobriety checkpoints in Springfield.
- EOPSS/HSD, in cooperation with the RMV, conducted a Motorcycle Safety Conference in May for approximately 100 law enforcement representatives. Topics included crash data, licensing, motorcycle laws, operating under the influence, and distinguishing between types of vehicles (mopeds, limited use vehicles, motorized scooters, etc.).
- EOPSS/HSD joined with the Massachusetts Department of Transportation (MassDOT) and the MSP to kickoff the second statewide Work Zone Speed Enforcement Campaign in April 2012. The campaign goal is to actively deploy "zero tolerance" MSP details at construction sites around the state to strictly enforce speed limits through work zones. This is in direct response to the deaths and injuries of MSP troopers in work zones. In addition to monitoring speed violations and impaired driving, the enforcement activity also focused on identifying and citing any violators. The initial campaign started in November 2011 and ran for a period of 10 weeks resulting in 3,600 traffic stops for violations within work zones of which nearly 2,000 were for speeding. Motorists were also cited for "move over law" violations as well as distracted driving infractions. The nighttime deployments of these details also resulted in several arrests for operating under the influence of alcohol. Increased enforcement corresponds with placing signs

and placards at RMV branch offices, mass transit train cars and on variable message boards along highways promoting the initiative.

- 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 2012 Section 408 funding. Applications also were submitted for FFY 2012 Sections 403, 2010, 2011, 405, and 410 funding. New funding is not available from OJJDP this year.
- To recognize traffic safety accomplishments of state and local police, EOPSS/HSD conducted the Massachusetts Law Enforcement Challenge (MLEC) in cooperation with the Massachusetts Chiefs of Police Association (MCOPA). The ceremony, based on 2011 data, was held in August and recognized 23 local police departments and the MSP. EOPSS/HSD secured prizes from vendors valued at approximately \$30,000.



AAA materials at MLEC

- With the goal of promoting communication and better understanding between law enforcement and local communities, EOPSS/HSD developed and launched the Fair and Impartial Policing (FAIP) website at www.mass.gov/eops. FAIP is a web-based initiative designed to give Massachusetts law enforcement professionals and members of the community new insight into the issue commonly referred to as “racial profiling.” The FAIP training modules, developed with Section 1906 funding, are accessible at no cost. Translations are available in Spanish, Portuguese, French Creole, Cape Verdean, Arabic, Khmer, Vietnamese and Chinese. Trainings will be available for law enforcement officials through the Municipal Police Training Committee (MPTC). The initiative was highlighted in the Governors Highway Safety Association State Highway Safety Showcase and was submitted to the International Association of Chiefs of Police for national outreach.
- EOPSS/HSD hosted two Data-Driven Approaches to Crime and Traffic Safety (DDACTS) Implementation Workshops for the MSP and approximately 20 municipal police departments. Massachusetts law enforcement officials also attended a workshop in Rhode Island.

Partnerships

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

- EOPSS-led METRCC
- EOPSS-led TRCC

- MassDOT-led Strategic Highway Safety Plan Executive Leadership Committee
- MassDOT-led Work Zone Safety Committee
- Department of Public Health (MDPH)-led Massachusetts Prevent Injuries Now! Network (PINN)
- MDPH-led Partnership for Passenger Safety Committee
- RMV-led Impaired Driving Advisory Board
- RMV-led Junior Operator License Advisory Committee



The In-Control Crash Prevention team at their booth at the No Distractions - Just Drive event

2.0 Highway Safety Problem Identification

This HSPP for FFY 2013 has been developed in coordination with the following plans:

- Massachusetts' Strategic Highway Safety Plan (2006 and 2012 draft)
- NHTSA's Region I Action Plan (FFY 2011 and FFY 2012)
- NHTSA's Impaired Driving Assessment for Massachusetts (FFY 2005)
- NHTSA's Occupant Protection Assessment for Massachusetts (FFY 2007)
- NHTSA's Occupant Protection Special Management Review (FFY 2009)
- NHTSA's Motorcycle Safety Program Technical Assessment (FFY 2010)
- Massachusetts Statewide Electronic Data Capture System (formerly e-citation) and Traffic Records System Business Plan (FFY 2009)
- Massachusetts' Section 408 Application/Strategic Traffic Records Plan Update (2012)
- NHTSA's Massachusetts Traffic Records Assessment Report for Massachusetts (2009)
- NHTSA's Standardized Field Sobriety Test (SFST) Assessment Report for Massachusetts (2012)
- NHTSA's Countermeasures That Work Volume Six
- Centers for Disease Control's Community Guide
- Pacific Institute for Research and Evaluation's Best Practice Guide

■ 2.1 Problem Identification Process

EOPSS/HSD used a variety of data sources presented in Table 2.1 to pinpoint areas of concern warranting attention from Massachusetts highway safety professionals in FFY 2013. The process is outlined below.

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

ongoing exchanges and listening sessions with key federal, state, and local partners to identify major highway safety areas of concern. The information is also used for guiding subsequent analyses.

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

Table 2.1 Data Used for FFY 2012 HSPP Problem Identification

Data Type	Data Set	Source/Owner	Year(s) Examined
Fatality	FARS	NHTSA, State Traffic Safety Information (STSI)	2006 to 2010
Crash Fatality and Injury	Massachusetts Crash Data System	RMV, Merit Rating Board (MRB), STSI	2006 to 2010
Violation	Massachusetts Citation Data	RMV, MRB	2007 to 2011
Safety Belt Use	Massachusetts Safety Belt Use Observation Data	EOPSS/HSD	2002 to 2012
Licensed Drivers, Registrations and Vehicle Miles Traveled (VMT)	Highway Statistics	FHWA, U.S. Census Bureau, RMV	2006 to 2009
Driving Under the Influence	Crime Statistics	MRB, Federal Bureau of Investigation	2006 to 2010
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 6th smallest state with a land area of approximately 10,555 square miles and 351 cities and towns. Despite its small geographic size, Massachusetts is the 14th most populated state. According to the U.S. Census, in 2010, the Commonwealth's estimated population was 6,547,629, resulting in a density of approximately 620 persons per square mile. Massachusetts is the most populous of the six New England states. The highest population concentrations are in the eastern third of the state. In addition to the high concentration around the state capital and most populous city in the east, Boston, smaller pockets of population density also exist around the second and third largest cities, Worcester in central Massachusetts and Springfield in western Massachusetts.



Secretary Heffernan speaking at an MSP event

Based on the most recently available RMV information, in 2012 there are 4,722,120 licensed drivers. Other demographic facts for Massachusetts based on 2010 U.S. Census Bureau data include:

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

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

Table 2.2 Counties of Massachusetts

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

To accommodate the travel demands of this population, Massachusetts has a roadway infrastructure consisting of over 36,000 miles of public roadway, including portions of 13 interstates with 573 miles. The major roadways include Interstates 90 (the Massachusetts Turnpike), 91, 93, 95, and 495. In 2010, motorists in Massachusetts traveled over 54 billion miles.

■ 2.3 Normalizing Data and Major Statistics

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

Table 2.3 Base Data for Massachusetts and United States

	2006		2007		2008		2009		2010	
	MA	U.S.	MA	U.S.	MA	U.S.	MA	U.S.	MA	U.S.
Population (100K)	64.37	2,994	64.50	3,016	64.98	3,041	65.93	3,055	65.47	3,087
VMT (100M)	55.136	30,140	55.017	30,323	54.505	29,735	54.812	29,765	54.362	29,665
Licensed Drivers (100K)	47.11	2,028	46.99	2,057	46.74	2,083	46.56	2,100	46.45	N/A
Total Fatalities	429	42,708	434	41,259	364	41,259	340	37,261	347	32,885

Source: U.S. Census May 2011; RMV July 2012; FHWA May 2011; NHTSA Traffic Safety Facts 2004 to 2009; FARS May 2012

Key Massachusetts crash data and trends are provided in Table 2.4

Table 2.4 Massachusetts Crash Data Trends

Crash Data/Trends	2002	2003	2004	2005	2006	2007	2008	2009	2010
Fatalities (Actual)	459	462	476	441	429	434	364	340	347
Fatality Rate/ (100 Million VMT)	0.86	0.86	0.87	0.80	0.78	0.79	0.67	0.62	0.63
Number of Serious Injuries	5,279	5,370	5,033	5,052	4,579	4,182	3,983	3,384	3,835
Number of Fatalities Involving Driver or Motorcycle Operator w/ \geq .08 BAC	178	156	169	148	144	155	120	106	115
Number of Unrestrained Passenger Vehicle Occupant Fatalities	189	177	165	171	158	148	122	116	92
Number of Speeding-Related Fatalities	176	156	158	145	148	143	97	77	68

Table 2.4 Massachusetts Crash Data Trends (continued)

Crash Data/Trends	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011
Number of Motorcyclist Fatalities	58	35	60	56	50	62	42	52	55	N/A
Number of Unhelmeted Motorcyclist Fatalities	5	4	9	4	5	3	1	6	6	N/A
Number of Drivers Age 20 or Younger Fatalities	-	-	90	88	69	76	61	56	51	N/A
Number of Pedestrian Fatalities	58	86	81	76	61	66	76	46	58	N/A
Percent Observed Belt Use for Passenger Vehicles – Front Seat Outboard Occupants	51%	62%	63%	65%	67%	69%	67%	74%	74%	73%
Number of Seat Belt Citations Issued During Grant-Funded Enforcement Activities*	-	-	-	-	10,613	22,463	12,216	16,159	13,815	6,118
Number of Impaired Driving Arrests Made During Grant-Funded Enforcement Activities*	-	-	-	-	447	420	542	364	221	147
Number of Speeding Citations Issued During Grant-Funded Enforcement Activities*	-	-	-	-	11,859	37,251	24,939	17,590	14,161	6,990

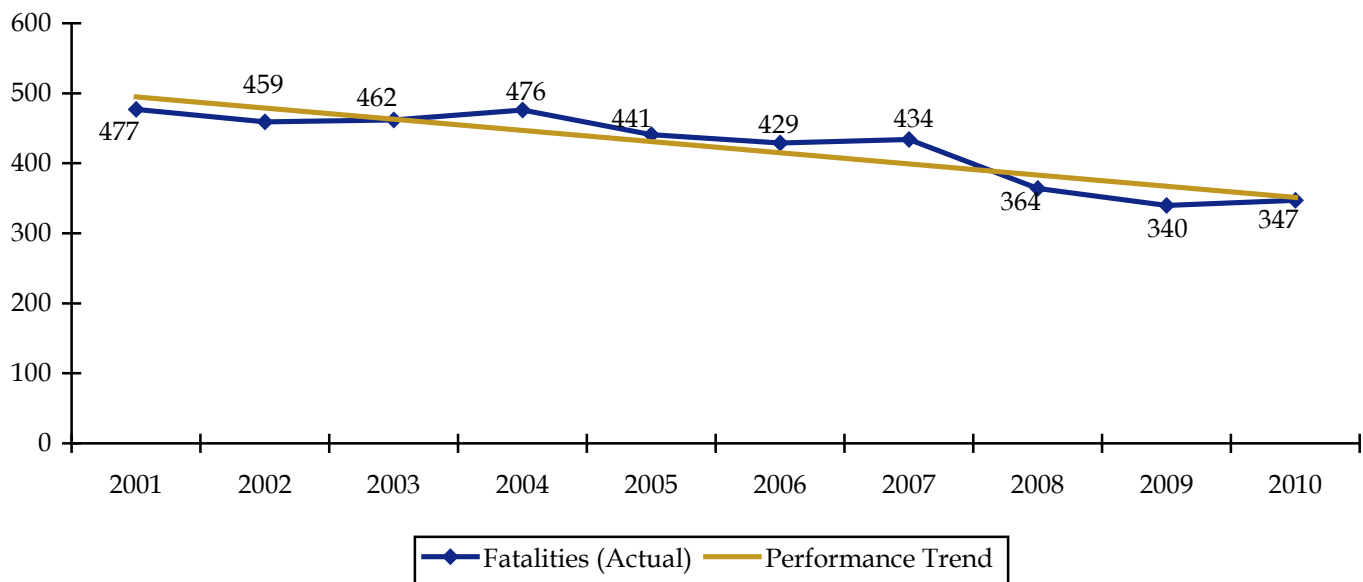
Source: STSI July 2012; RMV July 2012; FARS May 2012; 2002 to 2012 Massachusetts Safety Belt Use Observation Surveys; HSD grant data 2006-2012
Note: 2010 data are preliminary.

*Based on FFY activity

Figures 2.1 through 2.11 illustrate select data shown in the table above in greater detail.

Figure 2.1 presents the number of motor vehicle fatalities in Massachusetts from 2001 to 2010. The number of fatalities has fluctuated greatly during this time period, spiking in 2001 and 2004 then declining from 2007 to 2009.

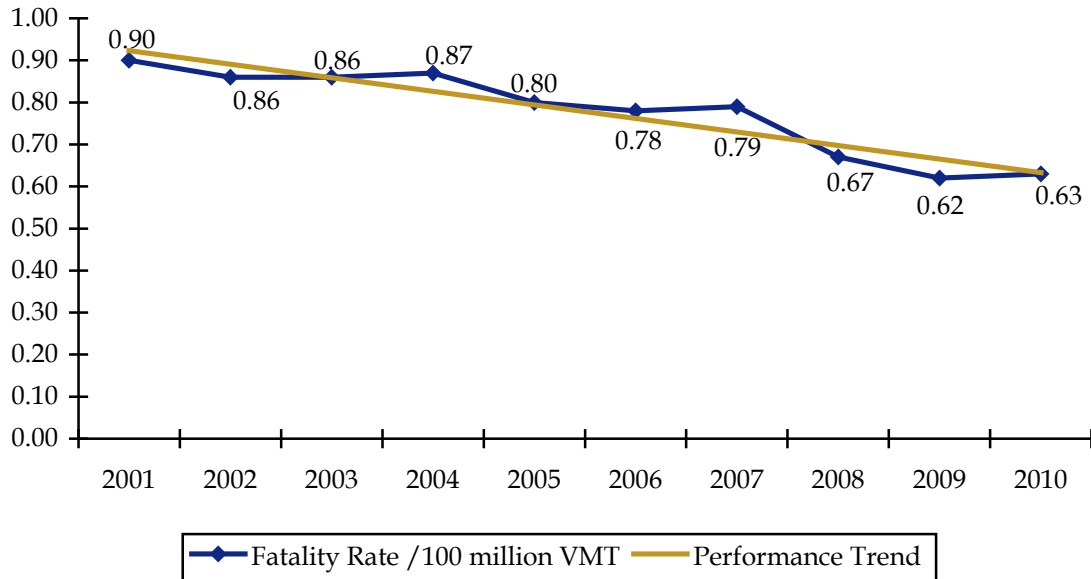
Figure 2.1 Fatalities



Note: 2010 data is preliminary
Source: STSI July 2012; RMV July 2012

Figure 2.2 presents the motor vehicle fatality rate in Massachusetts per 100 million VMT between 2001 and 2010. From 2001 to 2010, the fatality rate per 100 million VMT declined approximately 30 percent, from 0.90 to 0.63, which is the lowest of any state in the nation.

Figure 2.2 Fatality Rate

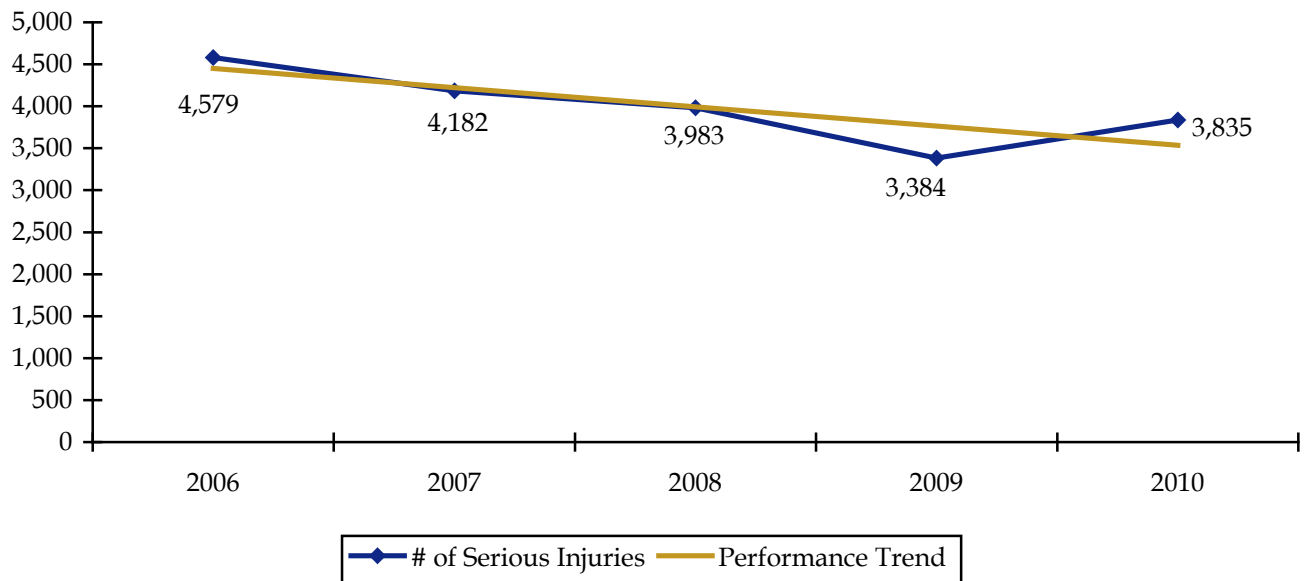


Note: 2010 data is preliminary

Source: NHTSA Traffic Safety Facts 2005-2009; STSI May 2012; RMV July 2012

Figure 2.3 presents the number of serious injuries in Massachusetts between 2006 and 2010. This number declined by 26 percent between 2006 and 2009 but increased in 2010.

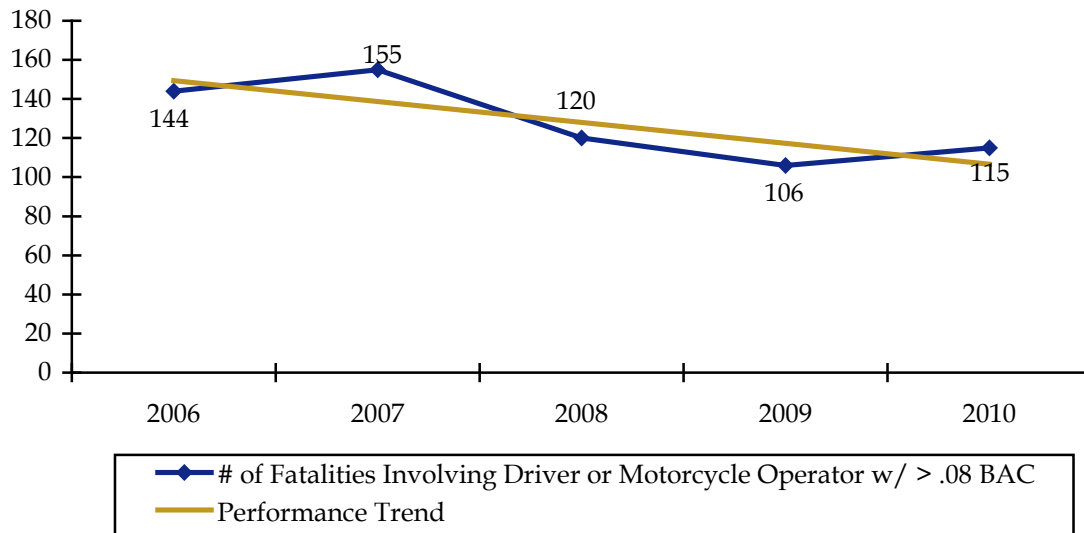
Figure 2.3 Serious Injuries



Note: 2010 data is preliminary
Source: RMV July 2012

Figure 2.4 presents the number of alcohol-impaired fatalities in Massachusetts involving a driver with a BAC of 0.08 or greater between 2006 and 2010. 2010 data show a decline in alcohol-impaired driver fatalities with a 20 percent decrease from 2007.

Figure 2.4 BAC 0.08+ Driver Fatalities

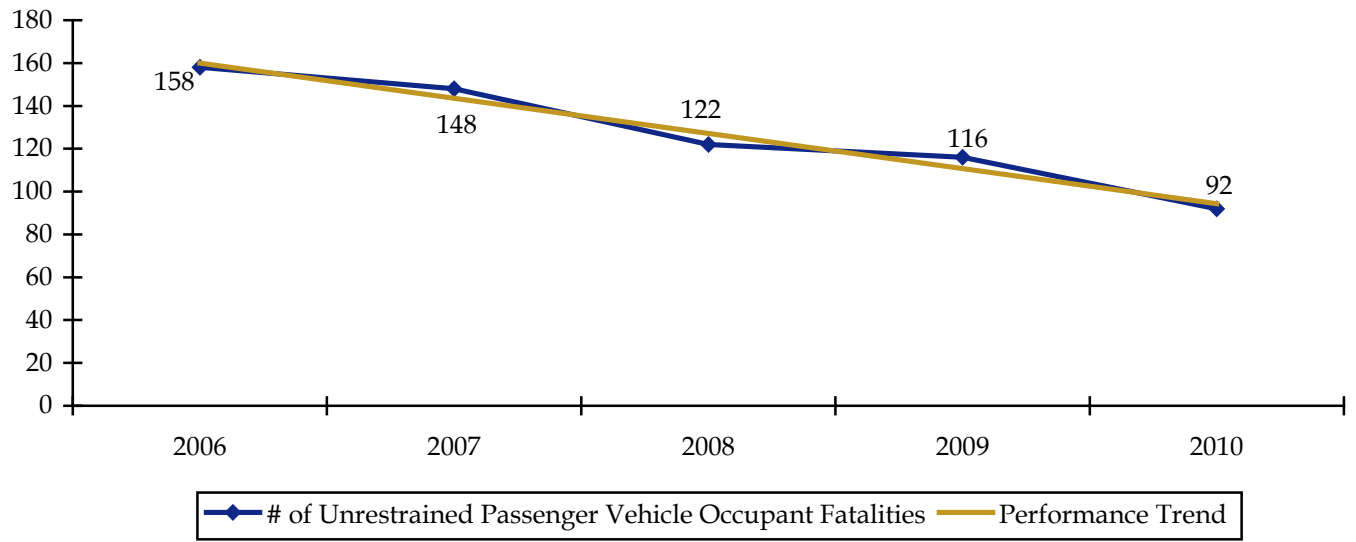


Note: 2010 data is preliminary

Source: STSI July 2012

Figure 2.5 presents the unrestrained passenger vehicle occupant fatalities in Massachusetts between 2006 and 2010. The number of fatalities has declined every year since 2006.

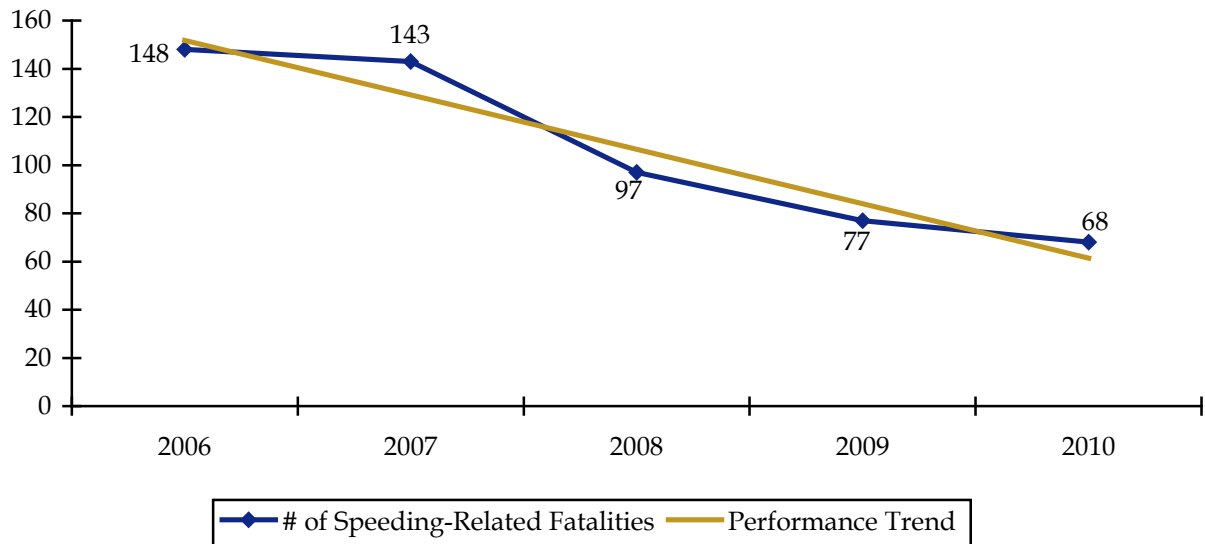
Figure 2.5 Unrestrained Passenger Vehicle Occupant Fatalities



Note: 2010 data is preliminary
Source: RMV July 2012

Figure 2.6 presents the number of speed-related fatalities in Massachusetts between 2006 and 2010. Between 2006 and 2010, the number of speed-related fatalities has dropped from 148 to 68, a 54 percent decrease.

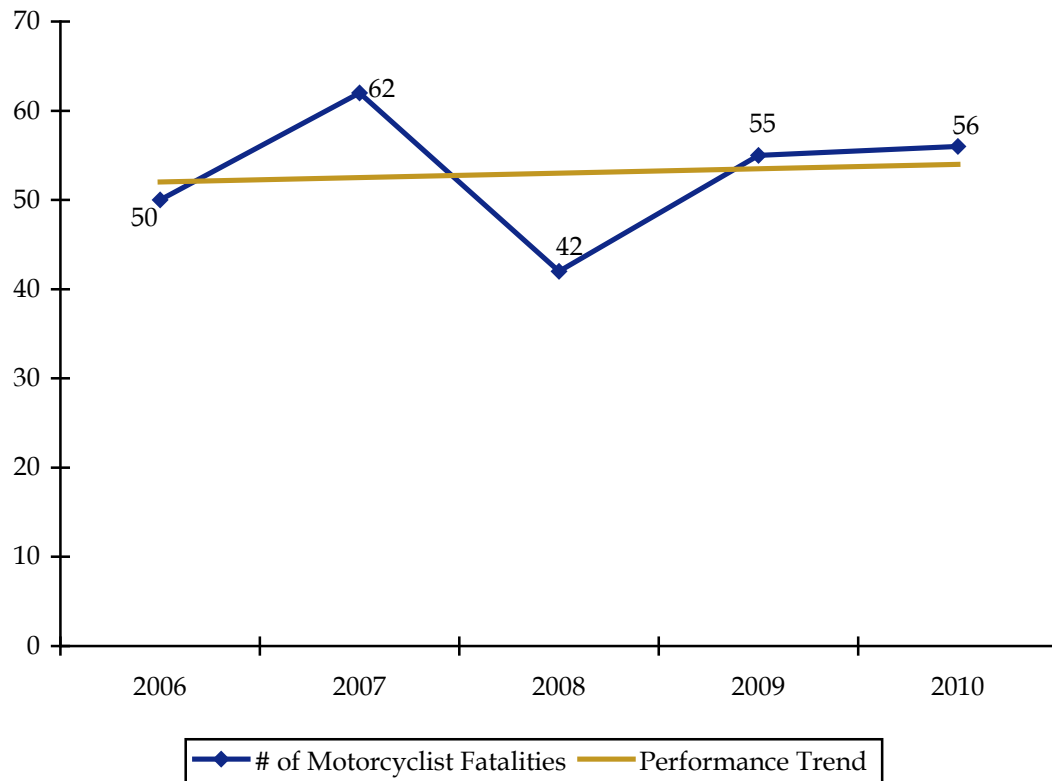
Figure 2.6 Speeding-Related Fatalities



Note: 2010 data is preliminary
Source: STSI July 2012

Figure 2.7 presents the number of motorcyclist fatalities in Massachusetts between 2006 and 2010, which has fluctuated during this time period. The overall rise in fatalities may be due in part to the increasing number of motorcyclists on the roads.

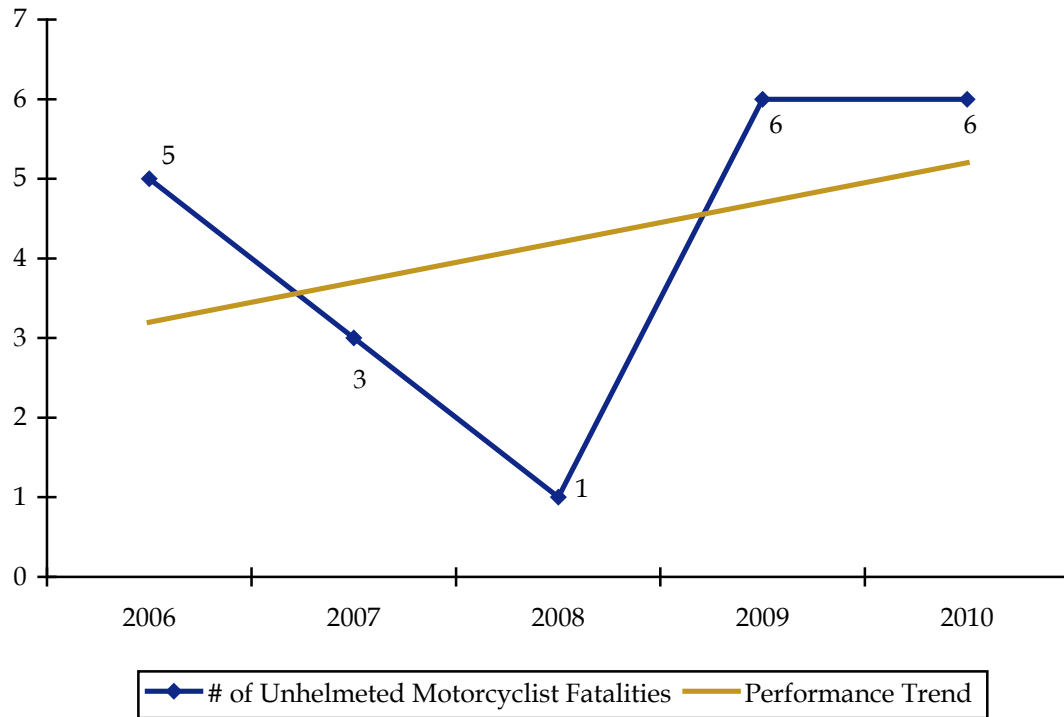
Figure 2.7 Motorcyclist Fatalities



Note: 2010 data is preliminary
Source: STSI July 2012

Figure 2.8 presents the number of unhelmeted motorcycle fatalities from 2006 to 2010. Preliminary data show that the number of unhelmeted deaths remained steady at 6 in 2010.

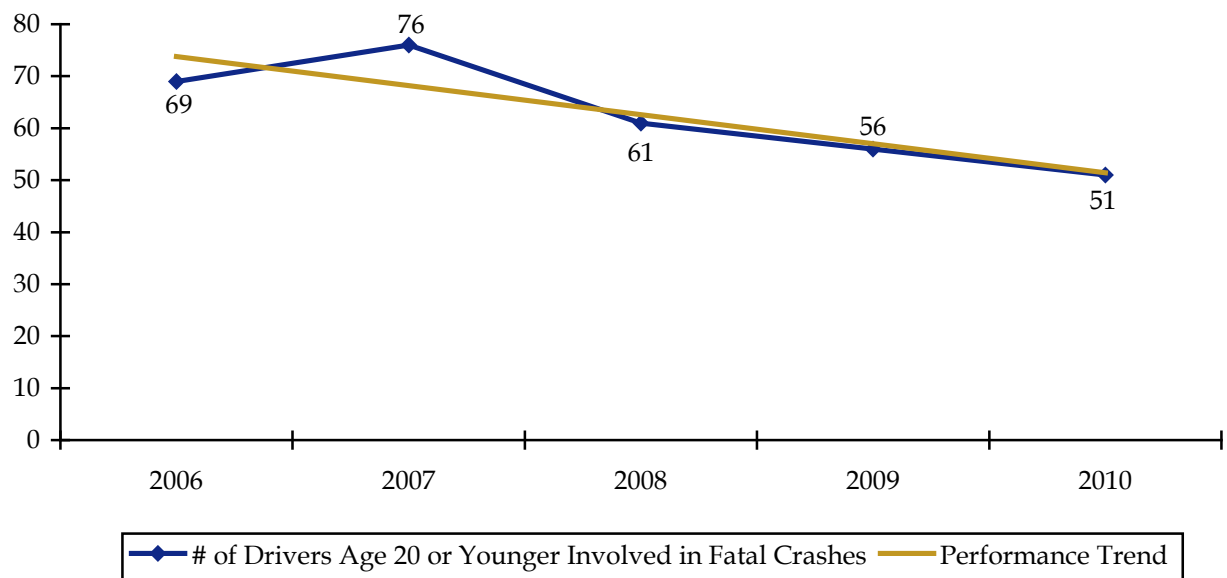
Figure 2.8 Unhelmeted Motorcyclist Fatalities



Note: 2010 data is preliminary
Source: STSI July 2012

Figure 2.9 presents the number of young driver (ages 20 and younger) fatalities in Massachusetts between 2006 and 2010. The number of young driver fatalities has decreased from 69 in 2006 to 51 in 2010. This decline may be due in part to stricter enforcement of the Massachusetts Junior Operator License (JOL) Law in addition to more targeted public outreach efforts to young drivers and their parents to raise motor vehicle safety awareness.

Figure 2.9 Young Drivers (Age 20 or Younger) Fatality



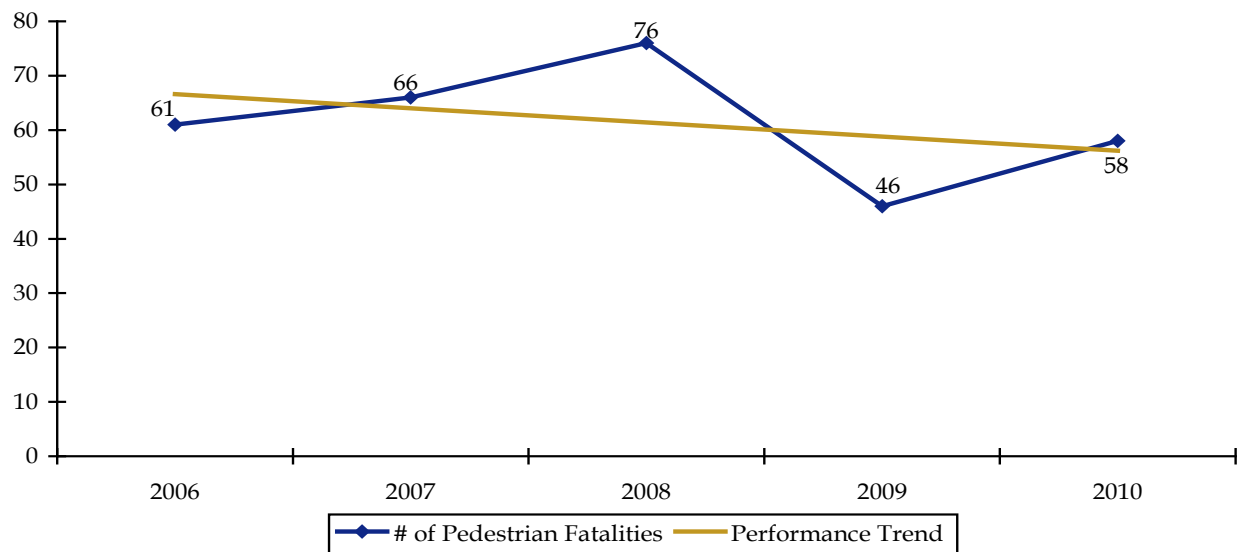
Note: 2010 data is preliminary
 Source: STSI July 2012



Promoting CIOT at Dennis-Yarmouth Regional High School

Figure 2.10 presents the number of pedestrian fatalities in Massachusetts between 2006 and 2010. From 2006 to 2008, pedestrian fatalities increased by 19 percent before a sharp reduction in 2009. Preliminary 2010 data show an increase of 21 percent from 2009 with 58 fatalities.

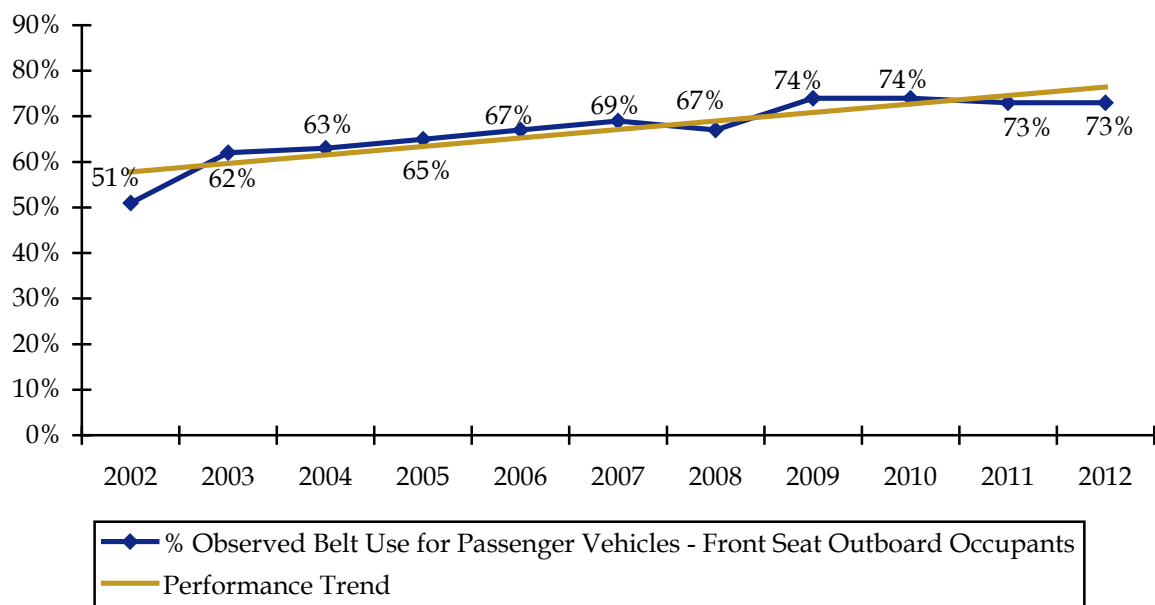
Figure 2.10 Pedestrian Fatalities



Note: 2010 data is preliminary
Source: STSI July 2012

Figure 2.11 presents the observed safety belt use rate in Massachusetts between 2002 and 2012. The rate gradually increased each year from 2003 to 2007, reaching 69 percent, then declined to 67 percent in 2008. However, the rate increased seven percentage points in 2009 and 2010 to 74 percent, the highest the Commonwealth has ever seen. In 2012 the belt use rate remained at the 73 percent rate observed in 2011. Looking at safety belt use between 2002 and 2012, there has been an overall increase of 22 percentage points. The 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 2003-2012



Abington Police Department using resources to raise seat belt awareness

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

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

Crash Data/Trends	2002	2003	2004	2005	2006	2007	2008	2009	2010
Number of Motor Vehicle Crashes of All Types	139,038	141,681	138,632	154,084	149,860	144,510	126,364	117,720	116,696
Fatalities – Male (Actual)	318	311	324	301	293	288	264	245	242
Fatalities – Female (Actual)	141	149	152	140	136	129	99	94	104
Fatal Crashes (Actual)	433	434	447	417	403	408	337	313	330
Urban Fatality Rate/(100 Million VMT)	N/A	N/A	N/A	N/A	0.75	0.78	0.65	0.60	0.55
Rural Fatality Rate/(100 Million VMT)	N/A	N/A	N/A	N/A	1.15	0.85	0.87	0.82	0.48
Number of Crash Injuries	56,562	57,455	55,500	57,833	54,921	43,628	43,822	42,266	42,440
Fatality and Serious/Incapacitating Injury Rate/(100 Million VMT)	10.77	10.86	10.06	9.90	9.08	8.38	7.98	6.79	7.69
Alcohol-Related Fatalities (Actual) BAC = 0.01+	210	194	189	170	186	203	164	143	154
Percent of All Fatalities that are Alcohol-Related	46%	42%	40%	39%	34%	36%	33%	31%	37%
Alcohol-Related Fatality Rate/ (100 Million VMT)	0.39	0.36	0.35	0.31	0.31	0.31	0.27	0.23	0.28
Percent of Vehicle Occupant Fatalities Unrestrained	57%	55%	53%	57%	37%	34%	34%	34%	29%
Percent of All Fatalities that are Speed-Related	38%	34%	33%	33%	34%	33%	26%	22%	20%
Speed-Related Fatality Rate/ (100 Million VMT)	0.33	0.29	0.29	0.26	0.27	0.26	0.17	0.13	0.12
Pedestrian Serious/Incapacitating Injuries (Actual)	287	246	268	241	221	234	233	257	369
Bicyclist Fatalities (Actual)	6	11	11	5	6	11	10	6	8
Bicyclist Serious/Incapacitating Injuries (Actual)	84	70	94	74	103	97	81	102	111
Motorcyclist Serious/Incapacitating Injuries (Actual)	328	291	355	374	314	316	329	306	371
Young Driver Serious/Incapacitating Injuries (Actual) ^a	884	874	889	815	752	622	586	772	908
Older Drivers Involved in Fatal Crashes (Actual) ^b	72	93	63	70	59	70	53	58	61
Older Driver Serious/Incapacitating Injuries (Actual) ^b	629	644	590	700	338	271	265	304	505

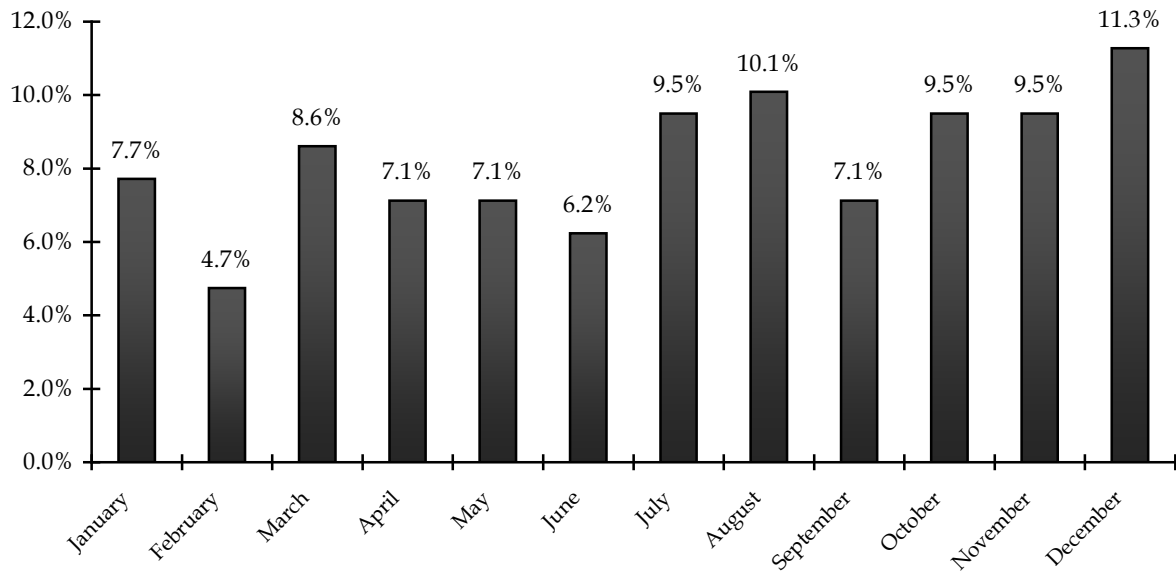
Source: STSI July 2012; RMV July 2012

^a Young drivers are age 16 to 24 ^b Older drivers are age 65+

Note: 1) Some numbers reported in this FFY 2012 Highway Safety Performance Plan may differ slightly from the same numbers reported in previous reports due to changes in data availability and data quality improvements. 2) Any inconsistencies between total of male/female fatalities and overall reported fatalities for given year are due to gender that was either not reported or was unknown on crash report. 3) 2010 data is preliminary.

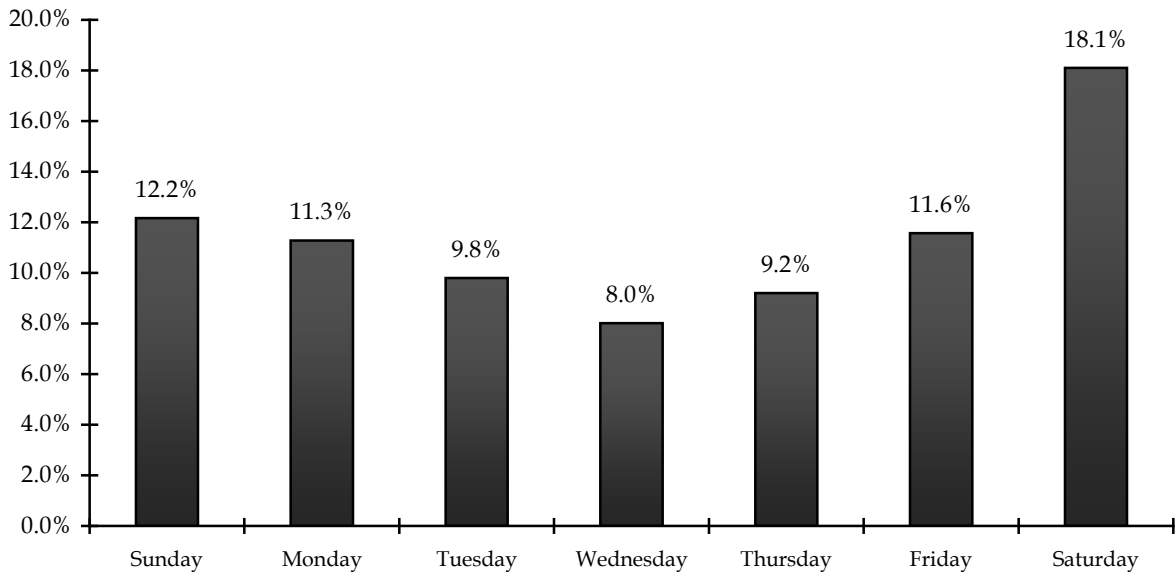
As shown in Figures 2.12 and 2.13, the greatest percentage of fatal crashes occurred in December, August, and on Saturdays. Fatal crashes occurred most frequently between the hours of 3:00 and 5:59 p.m., as shown in Figure 2.14.

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



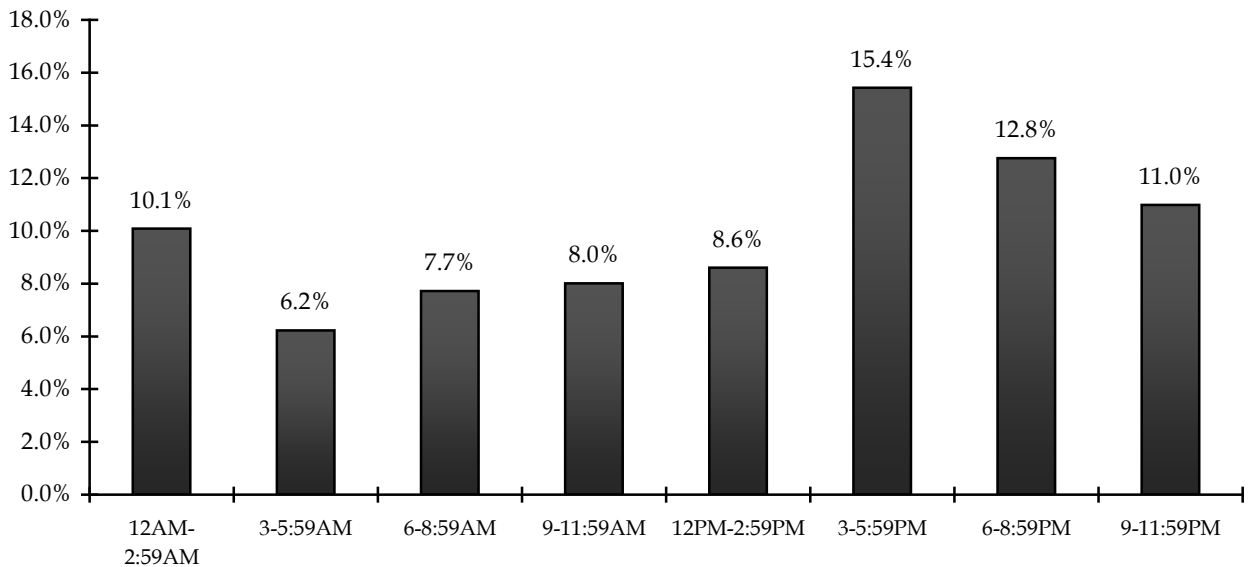
Note: 2010 data is preliminary
Source: RMV August 2011

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



Note: 2010 data is preliminary
Source: RMV June 2011

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



Note: 2010 data is preliminary
Source: RMV June 2011

■ 2.4 FFY 2013 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 2013 Highway Safety Goals

Program Area	Goal	Performance Measure
Overall	<ul style="list-style-type: none"> • To reduce the rolling five-year average (2006-2010) of motor vehicle-related fatalities from 383 by five percent to no more than 364 (2009-2013) • To reduce the rolling five-year average (2006-2010) of serious traffic injuries from 3,993 by five percent to no more than 3,793 (2009-2013) • To reduce the rolling five-year average (2006-2010) of fatalities per 100 M VMT by 5 percent from 0.70 to no more than 0.67 in (2009-2013) • To reduce the rolling five-year average (2006-2010) of rural fatalities per 100 M VMT by 5 percent from 0.83 to no more than 0.79 in (2009-2013) • To reduce the rolling five-year average (2006-2010) of urban fatalities per 100 M VMT by 5 percent from 0.67 to no more than 0.64 in (2009-2013) 	<ul style="list-style-type: none"> • Number of motor vehicle related crash fatalities • Number of serious traffic injuries • Fatality rate per 100 M VMT • Rural fatality rate per 100 M VMT • Urban fatality rate per 100 M VMT

<p>Impaired Driving</p>	<ul style="list-style-type: none"> • To reduce the rolling five-year average (2006-2010) of alcohol-impaired fatalities (with BAC of 0.08 or greater) from 151 by five percent to no more than 145 (2009-2013) • To increase the number of “Vehicles Passed Through” at MSP Sobriety Checkpoints from 14,624 in 2011 by five percent to 15,355 in 2013 • To maintain the number of OUI arrests made during comparable grant-funded mobilizations <ul style="list-style-type: none"> ○ December 2011-January 2012 (31- local police only) ○ May-June 2012 (10- local police and MSP) ○ August-September 2011 (91 local police only) 	<ul style="list-style-type: none"> • Number of fatalities involving a driver or motorcycle operator with a BAC of 0.08 or greater • Number of OUI arrests at MSP Sobriety Checkpoints • Number of OUI arrests made during grant-funded mobilizations
<p>Occupant Protection</p>	<ul style="list-style-type: none"> • To increase by two percentage points the statewide observed safety belt use of front seat outboard occupants in passenger vehicles, from 73 percent in 2012 to 75 percent in 2013 • To reduce the rolling five-year average (2007-2011) of unrestrained passenger vehicle occupant fatalities, in all seat positions, from 127 by 5 percent to no more than 121 (2009-2013) • To maintain the number of seat belt citations during comparable grant-funded mobilizations <ul style="list-style-type: none"> ○ December 2011-January 2012 (535- local police only) ○ May-June 2012 (5,943- local police and MSP) ○ August-September 2010 (1,429- local police only) 	<ul style="list-style-type: none"> • 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 seat belt citations during grant-funded mobilizations

Speed and Distracted Driving	<ul style="list-style-type: none"> • To reduce the rolling five-year average (2007-2011) of speed-related fatalities from 107 by five percent to no more than 102 (2009-2013) • To maintain the number of speeding citations during comparable grant-funded mobilizations <ul style="list-style-type: none"> ○ December 2011-January 2012 (1,129- local police only) ○ May-June 2012 (4,797 local police and MSP) ○ August-September 2011 (2,406- local police only) 	<ul style="list-style-type: none"> • Number of speed-related fatalities • Number of speeding citations issued during grant-funded mobilizations
Young and Older Drivers	<ul style="list-style-type: none"> • To reduce the rolling five-year average (2007 to 2011) of young drivers (age 20 or younger) fatalities from 63 by five percent to no more than 60 (2009-2013) • To reduce the rolling five-year average (2007-2011) of older drivers (age 65 or older) involved in fatal crashes from 60 by five percent to no more than 57 (2009-2013) 	<ul style="list-style-type: none"> • Number of young driver (age 20 or younger) crash fatalities • Number of older driver (age 65 or older) crash fatalities
Pedestrians	<ul style="list-style-type: none"> • To reduce the rolling five-year average (2007-2011) of pedestrian fatalities from 61 by five percent to no more than 58 (2009-2013) 	<ul style="list-style-type: none"> • Number of pedestrian fatalities
Bicyclists	<ul style="list-style-type: none"> • To maintain the rolling five-year average (2007-2011) of bicyclist fatalities at 8 (2009-2013) 	<ul style="list-style-type: none"> • Number of bicyclist fatalities
Motorcyclists	<ul style="list-style-type: none"> • To reduce the rolling five-year average (2007-2011) of motorcycle fatalities from 52 by five percent to no more than 49 (2009-2013) • To maintain the rolling five-year average (2007-2011) of unhelmeted motorcyclist fatalities at the five-year average of 4 (2009 to 2013) • To increase the number of motorcycle riders trained from 8,150 in 2011 to 8,200 in 2013 	<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
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■ 2.5 Program Areas

EOPSS/HSD monitors national traffic safety trends to ensure that its priorities are in line with NHTSA's, unless state or local data and analyses show the need for a different approach. Based on the problem identification information presented above, EOPSS/HSD has prioritized its FFY 2013 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 and Planning and Administration. These topics do, however, have tasks associated with them in the Program Area sections of this document. Also, speed and distracted driving, the young driver and older driver problem identification content in sections five and six have no corresponding parts in the Programs and Projects sections. This is because specific tasks in this area are spread throughout the impaired driving and occupant protection program areas.

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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 annually conduct between two and three DSGPO Mobilizations following a NHTSA model. Additionally, the MSP has continued to deploy two EOPSS/HSD-funded mobile Breath Alcohol Testing (BAT) units for Sobriety Checkpoints.

These efforts have continued to pay off. The number of alcohol-related fatalities in Massachusetts dropped 21 percent between 2006 and 2010. Alcohol-related fatalities in Massachusetts per 100 million VMT also declined between 2006 and 2010, from 0.31 to 0.26. These numbers warrant that EOPSS/HSD treat impaired driving as a major highway safety program area in FFY 2013. Efforts in this area also will address drowsy driving.

Alcohol-Related Driving Fatalities

Alcohol-related fatalities in Massachusetts have had an overall downward trend since 2006. However, the percentage of all motor vehicle-related fatalities had an overall increase from 2006 to 2010, as shown in Table 3.1.



Secretary Heffernan and winners from the Dance. Don't Chance. contest.

Table 3.1 Persons Killed by Highest Driver BAC in Crash in Massachusetts

	2006	2007	2008	2009	2010
Total Alcohol-Related Fatalities (Actual) ^a	172	191	151	131	141
Percent of all Motor Vehicle-Related Fatalities	40%	44%	41%	39%	45%
Alcohol-Related Fatality Rate per 100 million VMT	0.31	0.34	0.27	0.24	0.26

Source: NHTSA Traffic Safety Facts 2010 Data, Alcohol-Impaired Driving

Table 3.2 presents persons killed by highest driver BAC in a crash in Massachusetts. A driver with a BAC of 0.08 or greater is considered alcohol-impaired in all states. The 0.00, 0.01 to 0.07, and 0.08+ BAC ranges in alcohol-related fatalities all fluctuated between 2006 and 2010.

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

	2006		2007		2008		2009		2010	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
BAC = 0.00	263	62%	240	58%	210	58%	201	60%	172	55%
BAC = 0.01-0.07	22	5%	31	7%	27	8%	23	7%	26	8%
BAC = 0.08+	144	34%	155	36%	120	33%	106	31%	115	37%

Source: NHTSA Traffic Safety Facts 2006-2010 Data; Alcohol-Impaired Driving and STSI May 2012

Alcohol-Related Violations

Table 3.3 presents alcohol-related violations in Massachusetts between 2007 and 2011. There has been a steady decline in these violations since 2008.

Table 3.3 Massachusetts Alcohol-Related Violations

	2007	2008	2009	2010	2011
Impaired Driving Violations ^a	14,970	22,295	21,104	19,909	18,116
Underage Drinking Violations ^b	2,286	2,282	1,867	1,661	1,338
Total Violations	16,810	24,577	22,971	21,148	19,454

Source: Merit Rating Board May 2012

Note: 2011 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), MV Homicide/Liq&Negl (90 24GG) ^b Comprising Minor Purchase/Attempt Liquor (138 34 A), Minor Attempt Procure Liquor (138 34 A AP), Minor Procure Liquor (138 34A PR), Liquor Purchase ID Card (138 34 B), Liquor Transported by Minor (138 34 C and 138 C LQ), Liquor Possession by Minor (138 34 C NS)

Table 3.4 presents alcohol-related arrests in Massachusetts between 2006 and 2010 over the past five years. The arrests in these areas have been inconsistent but there were decreases in several areas from 2009 to 2010.

Table 3.4 Massachusetts Alcohol-Related Arrests

	2006		2007		2008		2009		2010	
	Under 18	All Others	Under 18	All Others	Under 18	All Others	Under 18	All Others	Under 18	All Others
Driving Under the Influence	143	8,359	141	11,746	101	12,941	88	12,369	78	11,634
Liquor Laws	1,049	4,575	1,000	5,029	775	4,214	922	5,077	975	4,601
Drunkenness	293	6,287	322	7,378	204	6,021	276	7,144	231	7,443

Source: Federal Bureau of Investigation, Table 69 May 2012

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 drug-related arrests in Massachusetts between 2006 and 2011. Arrests have steadily increased over this time frame. With funding from EOPSS/HSD, the MPTC is responsible for directing the Drug Recognition Expert (DRE) training program providing training to local and state law enforcement officers.

Table 3.5 Massachusetts Drug-Related Arrests

	2006	2007	2008	2009	2010	2011
Total Violations	863	967	988	1,158	1,249	1,308

Source: Merit Rating Board, May 2012

Note: 2011 data is preliminary

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

Goals

- To reduce the rolling five-year average (2006-2010) of alcohol-impaired fatalities (with BAC of 0.08 or greater) from 151 by five percent to no more than 145 (2009-2013)

- To increase the number of “Vehicles Passed Through” at MSP Sobriety Checkpoints from 14,624 in 2011 by five percent to 15,355 in 2013
- To maintain the number of OUI arrests made during comparable grant-funded mobilizations
 - December 2011-January 2012 (31- local police only)
 - May-June 2012 (10- local police and MSP)
 - August-September 2011 (91 local police only)

Performance Measures

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



MSP Troopers dedicating BAT Mobile Two to Sergeant Weddleton who was killed by an alleged drunk driver

Strategies

1. Enhance and evaluate the impact of the DSGPO Mobilizations
2. Encourage state and local law enforcement to participate in sustained enforcement of impaired driving laws
3. Increase the number of and continue to evaluate the impact of Sobriety Checkpoints
4. Enlarge and evaluate the impact of efforts to reduce impaired driving by younger drivers and underage drinking
5. Utilize the TSRP to conduct trainings and provide technical support for prosecutors and law enforcement regarding the prosecution of impaired driving cases
6. 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-13-01

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

Project Description – Funds will be used to develop and implement with a statewide contractor paid and earned media to support anti-impaired driving programs including, but not limited to the following: DSGPO Mobilizations December 2012 to January 2013 and August to September 2013, 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. The primary audience will be males ages 16 to 34. Materials in English, Spanish, Portuguese, Mandarin and other languages will be produced and distributed as need is identified. This task will meet the requirements within the Grant Funding Policy Part II E by ensuring that all television public service announcements include closed captioning. In addition, they will be evaluated based on the criteria set out in the 402 Advertising Space Guidance. EOPSS/HSD follows a system similar to the NHTSA Communications Pyramid. Strong internal policies are followed noting that all media and communication activities should be in support of our data-driven objectives and in coordination with our other activities and programs, in particular enforcement. Crash and citation data is used not only for targeting enforcement activities but also to determine the primary audience and location and types of media that we purchase. NHTSA's guidelines are followed for messaging, demographics, best practices and target groups for each media effort. In-kind match expected to exceed \$75,000.

Project Staff -Emma Morrison and Caroline Hymoff

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

Project Number - AL-13-02

Project Title: - DSGPO Local Police Enforcement Campaign

Project Description - Provide funds for high-visibility overtime enforcement for approximately 150 local police departments for the December 2012 to January 2013 and August to September 2013 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. Departments will be selected based on crash and crime data and past performance. Local in-kind match expected to exceed \$150,000.

Project Staff -Deb Firlit and Cindy Campbell

Project Budget/Source - \$520,000 of Section 410

Project Number - AL-13-03

Project Title - MSP Sobriety Checkpoint/BAT Mobile Partnership

Project Description - Provide overtime funds for approximately 100 Sobriety Checkpoints and saturation patrols for the MSP with support from the BAT mobile units whenever operationally possible. This project will take place throughout the year in locations throughout Massachusetts. The goal will be to deter motorists from driving while impaired and to apprehend impaired motorists. An internal evaluation of the project

effectiveness will be conducted to help improve future activities. In-kind match expected to exceed \$10,600,000.

Project Staff - Deb Firlit and Cindy Campbell

Project Budget/Source - \$965,000 of Section 410

Project Number - AL-13-04

Project Title - Impaired Driving Law Enforcement Specialized Training Program

Project Description - Provide funds to MPTC to conduct up to 79 trainings for local police officers. Trainings will take place at MPTC facilities. Trainings will include courses in SFST, SFST Update and Breath Test Operator training in order to better detect impaired drivers. In-kind match will exceed \$18,750.

Project Staff - Bob Kearney and Cindy Campbell

Project Budget/Source - \$75,000 of Section 410

Project Number - AL-13-05

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

Project Description - Provide funds to MPTC to conduct up to seven trainings for local police officers. Training courses will include DEC, DITEP, and Advanced Roadside Impaired Driving Enforcement (ARIDE) and will take place at MPTC facilities. Funding will also support the statewide DRE Coordinator and out-of-state travel for hands-on training and oversight of field evaluations for students seeking to become certified DREs. In-kind match will be \$17,500.

Project Staff - Bob Kearney and Cindy Campbell

Project Budget/Source - \$70,000 of Section 402

Project Number - AL-13-06

Project Title - Underage Drinking Compliance Checks Program

Project Description - Provide funds to the Massachusetts Alcoholic Beverages Control Commission (ABCC) to conduct enhanced liquor enforcement compliance checks and Cops in Shops to reduce underage drinking and impaired driving. Overtime funds will be provided to ABCC investigators to perform compliance checks in approximately 150 communities with a focus on those that have not been targeted recently or that demonstrated a high-failure rate from 2011 to 2012. The goal of this program is to prevent

the sale of alcohol to individuals under 21 years of age and will take place throughout the year. ABCC in-kind match will exceed \$50,000.

Project Staff - Dan DeMille and Cindy Campbell

Project Budget/Source - \$120,000 of Section 410

Project Number - AL-13-07

Project Title - Statewide Underage Drinking Enforcement Training Program

Project Description - Provide funds to ABCC to conduct trainings for up to 150 departments representing 900 officers for enforcement of the Massachusetts Liquor Control Act as well as false identification and fraudulent document detection. Trainings will take place at local police departments throughout Massachusetts. The main outcome of this program is to prevent underage drivers from driving while intoxicated. ABCC in-kind match will exceed \$5,000.

Project Staff - Dan DeMille and Cindy Campbell

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

Project Number - AL-13-08

Project Title - Underage Alcohol Enforcement Grant Program

Project Description - Provide overtime funds for approximately 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. Eligible activities will include: compliance checks, party patrols, surveillance patrols, Cops in Shops, and shoulder taps. Grant award will range from \$5,000 to \$15,000 per department for overtime enforcement. Sample press releases are provided to award winners and educational activities are part of in-kind match. Activities will run from the spring through fall. Local police department in-kind match will be a minimum of \$50,000.

Project Staff - Dan DeMille and Cindy Campbell

Project Budget/Source - \$165,000 of Section 410

Project Number - AL-13-09

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

Project Description - This funding will support a full-time TSRP to implement EOPSS/HSD and MDAA projects. Funding will be provided to the MDAA for the TSRP

to 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. The Massachusetts OUI Prosecutors Manual will be updated. In-kind match will exceed \$40,000.

Project Staff - Dan DeMille and Cindy Campbell

Project Budget/Source - \$95,000 total of Section 410

Project Number - AL-13-10

Project Title - SurveyMonkey Subscription

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

Project Staff - Cindy Campbell

Project Budget/Source - \$120 of Section 402

Project Number - AL-13-11

Project Title - Student Athlete Underage Drinking Prevention Conferences

Project Description - Fund a contractor to plan, conduct, and assess two or three educational conferences aimed at student athletes and others impacted by underage drinking. This cost reimbursement contract will be used for conference planning, speakers, venue costs, and video production. Conferences will take place in the spring in locations to be determined. This program is meant to prevent underage drivers from operating a vehicle while intoxicated. The goal will be to increase the number of students who participate in this program. In-kind match expected to exceed \$8,000.

Project Staff - Dan DeMille and Cindy Campbell

Project Budget/Source - \$74,000 of Section 410 (pending funding availability)

Project Number - AL-13-12

Project Title - District Attorneys Underage Drinking Prevention Conferences

Project Description - Provide funds for up to four Offices of the District Attorney to conduct one-day underage drinking prevention conferences within their jurisdictions. Attendees would include prosecutors, parents, youth service providers, state and local law enforcement, court personnel, school officials, coaches/athletic providers, health care

providers, media outlets, business and government leaders. Evaluations will be conducted. Timing of the conferences will vary by county. One of the main outcomes of this program is to prevent underage drivers from operating a vehicle while intoxicated. In-kind match to be approximately \$5,000.

Project Staff - Dan DeMille and Cindy Campbell

Project Budget/Source - \$20,000 of Section 410 (Pending funding availability)

Project Number - AL-13-13

Project Title - NHTSA OUI/Drug Court Training

Project Description - Negotiations are underway for the first-of-its-kind series of statewide Massachusetts-based NHTSA OUI/Drug Court Team trainings in cooperation with NHTSA Washington and Region 1 and the National Drug Court Center. EOPSS/HSD will fund one training in October and NHTSA Washington will provide \$80,000 for a training in November. The initiative will be conducted in cooperation with the Administrative Office of the Trial Court. In-kind match will exceed \$26,000.

Project Staff - Caroline Hymoff

Project Budget/Source - \$68,000 of Section 410 (Carry over project from FFY 2012)

Project Number - AL-13-14

Project Title - Implementation of SFST

Project Description - EOPSS/HSD will implement EOPSS-approved recommendations from the FFY 2012 SFST assessment. EOPSS/HSD will send a modification letter to NHTSA Region 1 detailing funding specifics when they have been decided. In-kind match will exceed \$125,000.

Project Staff - Caroline Hymoff and Dan DeMille

Project Budget/Source - \$500,000 of Section 410

Project Number - AL-13-15

Project Title - Program Management

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

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

Project Budget/Source - \$301,447.00 of Section 402

Alcohol: Budget Summary

Project Number	Project Title	Budget	Budget Source
AL-13-01	Paid and Earned Media in Support of Impaired Driving Programs	\$150,000	410
AL-13-02	DSGPO Local Police Enforcement Campaign	\$520,000	410
AL-13-03	MSP Sobriety Checkpoint/BAT Mobile Partnership	\$965,000	410
AL-13-04	Impaired Driving Law Enforcement Specialized Training Program	\$75,000	410
AL-13-05	DEC/DITEP	\$70,000	402
AL-13-06	Underage Drinking Compliance Checks Program	\$120,000	410
AL-13-07	Statewide Underage Drinking Enforcement Training Program	\$20,000	410
AL-13-08	Underage Alcohol Enforcement Grant Program	\$165,000	410
AL-13-09	MDAA/TSRP	\$95,000	410
AL-13-10	SurveyMonkey	\$120	402

	Subscription		
AL-13-11	Student Athlete Underage Drinking Prevention Conferences	\$74,000	410
AL-13-12	District Attorneys Underage Drinking Prevention Conferences	\$20,000	410
AL-13-13	NHTSA OUI/Drug Court Training	\$68,000	410
AL-13-14	SFST Assessment Implementation	\$500,000	410
AL-13-15	Program Management	\$301,447.00	402
Total all Funds		\$3,143,567.00	

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4.0 Occupant Protection Program Area

Problem Identification and Analysis

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

The statewide safety belt rate increased by seven percentage points in 2009 to 74 percent, the highest safety belt rate the Commonwealth has ever recorded. However, it still lagged nine points behind the nationwide rate. The 74 percent use rate was maintained in 2010 but dropped one point in 2011 to 73 percent. In 2012, the 73 percent usage rate was maintained.

Due to the fact that safety belts remain the single most effective means of preventing death or injury as a result of a crash and that the Massachusetts belt use rate remains at an unacceptably low rate, EOPSS/HSD will continue to make occupant protection a major highway safety program area in FFY 2013.



Conducting a safety belt survey in Charlton

Table 4.1 Massachusetts Safety Belt Use Rates 2008 to 2012

		2008	2009	2010	2011	2012
Nationwide Belt Use		83%	84%	84%	84%	N/A
MA Statewide Belt Use		67%	74%	74%	73%	73%
Gender	Male	61%	68%	67%	68%	65%
	Female	74%	79%	82%	80%	81%
Age Group	Teen	59%	67%	72%	69%	72%

		2008	2009	2010	2011	2012
	Adult	66%	73%	72%	73%	71%
	Elder Adult	76%	82%	84%	79%	83%
Occupant Role	Driver Alone	66%	72%	73%	73%	71%
	Front Seat Passenger	68%	75%	74%	74%	76%
Vehicle Type	Passenger Car	69%	76%	77%	76%	75%
	SUV	72%	77%	79%	78%	78%
	Van	70%	80%	80%	79%	80%
	Pick-Up Truck	49%	61%	58%	59%	57%
	Commercial Vehicle	43%	50%	51%	47%	44%
Functional Classification	Freeway	74%	80%	79%	80%	80%
	Arterial	66%	73%	75%	72%	74%
	Local	72%	73%	74%	68%	71%
State of Vehicle Registration	Massachusetts	66%	73%	73%	72%	72%
	New Hampshire	69%	72%	72%	73%	73%
	Other State	78%	85%	82%	84%	80%
Region*	Region 1 (Berkshire, Franklin, Hampden, Hampshire Counties)	N/A	N/A	N/A	N/A	72%
	Region 2 (Worcester County)	N/A	N/A	N/A	N/A	76%
	Region 3 (Middlesex County)	N/A	N/A	N/A	N/A	77%
	Region 4 (Essex County)	N/A	N/A	N/A	N/A	69%
	Region 5 (Norfolk, Suffolk Counties)	N/A	N/A	N/A	N/A	75%
	Region 6 (Bristol County)	N/A	N/A	N/A	N/A	68%
	Region 7 (Barnstable, Plymouth Counties)	N/A	N/A	N/A	N/A	70%

Source: EOPSS/HSD's 2006 to 2012 Massachusetts Safety Belt Use Observations Surveys

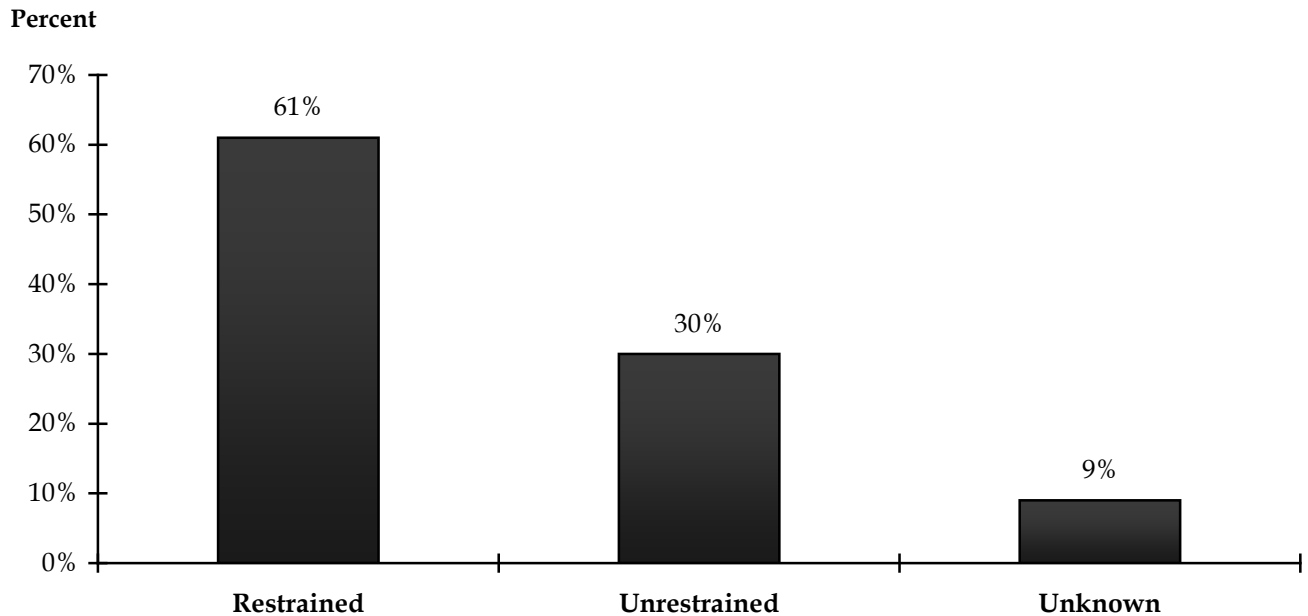
*Region borders changed with the new methodology in 2012

Several observations resulted from the 2012 data. The overall safety belt usage rate of 73 percent was maintained from 2011. Males again had a significantly lower belt usage than females and male usage dropped by three percentage points from 2011. Additionally, female belt usage increased from 2011 to 2012. Teen and elder adult belt use both increased from 2011. Regionally, the highest belt use is in Worcester and Middlesex Counties.

The effects of increased belt use in Massachusetts are revealed in fatal crashes. Figure 4.1 presents belt use status for fatally injured vehicle occupants of crashes in Massachusetts

during 2010. In Massachusetts, 61 percent of fatally injured occupants were restrained while 30 percent were not restrained.

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



Source: RMV August 2011
Note: 2010 data is preliminary

Safety Belt Violations

Table 4.2 presents safety belt and child safety violations issued along Massachusetts state- and locally-controlled roadways for all police departments. The number of citations given has been steadily decreasing since 2007.



Table 4.2 Massachusetts Safety Belt and Child Safety Seat Violations

	2007	2008	2009	2010	2011
Safety Belt Violations ^a	82,512	81,027	78,919	61,424	46,797
No Child Restraint Violations ^b	4,217	4,133	4,136	3,718	2,994
Total Safety Violations	86,729	85,160	83,055	64,814	49,096

Source: Merit Rating Board May 2012 Note: 2011 data is preliminary

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

Massachusetts Intercept Survey Results

Pre- and post-Intercept Surveys were completed at eight RMV offices for the May-June CIOT Mobilizations in 2009 and 2010. Intercept surveys were not conducted in 2011 or 2012. 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 and July 2010

Goals

- To increase by two percentage points the statewide observed safety belt use of front seat outboard occupants in passenger vehicles, from 73 percent in 2012 to 75 percent in 2013
- To reduce the rolling five-year average (2007-2011) of unrestrained passenger vehicle occupant fatalities, in all seat positions, from 127 by 5 percent to no more than 121 (2009-2013)
- To maintain the number of seat belt citations during comparable grant-funded mobilizations
 - December 2011-January 2012 (535- local police only)
 - May-June 2012 (5,943- local police and MSP)
 - August-September 2010 (1,429- local police only)

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 seat belt citations during grant-funded enforcement activities



Installing a child seat at a Lowell CPS event

Strategies

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

Program Area Projects

Project Number – OP-13-01

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 responses 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. The primary audience will be males ages 16 to 34. Materials in English, Spanish, Portuguese, Mandarin, and other languages will be produced and distributed as need is identified. This task will meet the requirements within the Grant Funding Policy Part II E by ensuring that all television public service announcements include closed captioning. In addition, they will be evaluated based on the criteria in the 402 Advertising Space Guidance. EOPSS/HSD follows a system like the NHTSA Communications Pyramid. Strong internal policies are followed noting that all media and communications activities should be in support of our data-driven objectives and in coordination with our other activities and programs, in particular enforcement. Crash and citation data are used not only for targeting enforcement activities but also to determine the primary audience and location and types of media that we purchase.

NHTSA's guidelines are followed for messaging, demographics, best practices and target groups for each media effort. In-kind match expected to exceed \$50,000.

Project Staff -Emma Morrison and Caroline Hymoff

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

Project Number - OP-13-02

Project Title - CIOT MSP Enforcement Campaign

Project Description - Provide funds for overtime by the MSP to participate in one CIOT Mobilization during May-June 2013. Enforcement efforts will focus on increasing compliance with occupant protection laws and will take place at times and locations shown to have high incidence of motor vehicle crashes based on the most current state and local crash and citation data. In-kind match will be approximately \$2,000,000.

Project Staff - Deb Firlit and Cindy Campbell

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

Project Number - OP-13-03

Project Title - CIOT Local Police Enforcement Campaign

Project Description - Provide funds for overtime enforcement to approximately 150 local police departments for the May-June 2013 CIOT Mobilization. Departments will be selected based on crash and crime data and past performance. Enforcement will focus on increasing safety belt use. In-kind match to be determined but will exceed \$100,000.

Project Staff - Deb Firlit and Cindy Campbell

Project Budget/Source - \$260,000 of Section 405

Project Number - OP-13-04

Project Title - Seat Belt Observation Survey

Project Description - Provide funding for a Umass Amherst to conduct statewide safety belt observation survey utilizing NHTSA methodology. Final report is submitted to EOPSS/HSD for review and dissemination. This survey is required from all states by NHTSA and will take place following the May-June CIOT Mobilization. This program does not require an in-kind match.

Project Staff - Bob Kearney and Cindy Campbell

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

Project Number - OP-13-05

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. Grants will range from \$2,000 to \$10,000 each and will be awarded in the spring. Funds will be used to purchase CPS equipment. Equipment includes, but is not limited to, car seats, booster seats, special needs seats, signage, installation items, and other equipment and supplies to complete a fitting station or checkup location. EOPSS/HSD will receive prior authorization for all equipment for any single item to be purchased over \$5,000. EOPSS/HSD will internally track equipment inventory. In-kind match expected to exceed \$20,000.

Project Staff - Bob Kearney and Cindy Campbell

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

Project Number - OP-13-06

Project Title - CPS Program Administration and Training

Project Description - Through the MPTC, provide statewide CPS program to support existing 559 child passenger safety technicians and 19 instructors. Up to 22 courses will be conducted. Topics will include CPS Technician, CPS Technician Renewal, CPS Update and Special Needs. The CPS telephone hotline and website will continue to be maintained by HSD. In-kind match expected to exceed \$34,500.

Project Staff - Bob Kearney and Cindy Campbell

Project Budget/Source - \$138,000 of Section 2011

Project Number - OP-13-07

Project Title - CPS Conference

Project Description - EOPSS/HSD will conduct the 2013 Annual Massachusetts CPS Conference for up to 300 attendees, including all certified technicians and instructors in the summer or fall in a location to be determined. Topics will include national and state updates and changes in current CPS laws, regulations, and standards for child passenger safety seats. Continuing Education Units will be offered for technicians. No in-kind is required for this project.

Project Staff - Bob Kearney and Cindy Campbell

Project Budget/Source - \$10,000 of Section 2011

Project Number - OP-13-08

Project Title - SurveyMonkey Subscription

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

Project Staff - Cindy Campbell

Project Budget/Source - \$120 of Section 402

Project Number - OP-13-09

Project Title - Program Management

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

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

Project Budget/Source - \$332,449.00 of Sections 402

Occupant Protection: Budget Summary

Project Number	Project Title	Budget	Budget Source
OP-13-01	Paid and Earned Media in Support of Occupant Protection	\$100,000	405
OP-13-02	CIOT MSP Enforcement Campaign	\$175,000	405
OP-13-03	Local Police Enforcement Campaign	\$260,000	405
OP-13-04	Seat Belt Observation Survey	\$100,000	402
OP-13-05	CPS Equipment Grants	\$80,000	2011
OP-13-06	CPS Program Administration and Training	\$138,000	2011

OP-13-07	CPS Conference	\$10,000	2011
OP-13-08	SurveyMonkey Subscription	\$120	402
OP-13-09	Program Management	\$332,449	402
Total all Funds		\$1,195,569	

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5.0 Speed and Distracted Driving Program Area

Problem Identification and Analysis

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

In Massachusetts, 20 percent of crash fatalities were speed-related in 2010. EOPSS/HSD will continue to treat speeding as a major highway safety program area in FFY 2013.

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



Enforcing speed laws in Burlington

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 2006 to 2010.

Table 5.1 Massachusetts Speed-Related Fatalities

	2006	2007	2008	2009	2010
Speed-Related Fatalities (Actual)	148	143	97	77	68
Percent of All Motor Vehicle Fatalities	34%	33%	27%	20%	20%
Speed Fatality Rate per 100 Million VMT	0.27	0.26	0.17	0.13	0.12

Source: STSI July 2012

Speed-Related Violations

Speeding and aggressive driving violations both decreased in 2011 as shown in Table 5.2.

Table 5.2 Massachusetts Speeding Violations

	2007	2008	2009	2010	2011
Speeding Violations ^a	305,301	301,374	274,244	241,910	209,535
Aggressive Driving Violations ^b	176,516	183,647	172,462	154,925	132,358

Source: Merit Rating Board May 2012

Note: 2011 data is preliminary

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

^b Comprising Fail to Keep Right (89 1), Improper Passing (89 2), Keep Right No View (89 4), Lane Violation/Unsafe Passing (89 4A), Keep in Right Lane (89 4B), Right of Way Intersectn (89 8), Failure to Stop (89 9), Yield to Pedestrians (89 11), Fail to Use Safety (90 14), Fail to Signal Stop (90 14B), Speed Drag Racing (90 17B), Adult Drag Racing (90 17B AD), Operating Recklessly (90 24 OR), Vehicular Homicide (90 24G), MDC Sign/Signal (350 401), Mass Pike Tandem Trailers (730 400)

Goals

- To reduce the rolling five-year average (2007-2011) of speed-related fatalities from 107 by five percent to no more than 102 (2009-2013)
- To maintain the number of speeding citations during comparable grant-funded mobilizations
 - December 2011 -January 2012 (1,129- local police only)
 - May-June 2012 (4,797- local police and MSP)
 - August-September 2011 (2,406- local police only)



Former MSP Colonel McGovern speaking about traffic safety

Performance Measures

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

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

6.0 Higher Risk Transportation System Users Program Area

■ 6.1 Young and Older Drivers

Problem Identification and Analysis

In 2010 fatalities involving younger drivers, ages 16 to 20, accounted for 15 percent of all motor vehicle-related fatalities in Massachusetts. Also in 2010, fatalities for older drivers (those over 65 years of age) represented 14 percent of all motor vehicle-related fatalities in Massachusetts. Table 6.1 shows the numbers of younger and older driver fatalities and incapacitating injuries in Massachusetts between 2006 and 2010.

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

	2006	2007	2008	2009	2010
Fatalities					
Young Driver (under 20)	69	76	61	56	51
Older Driver (65+)	40	39	35	59	50
Incapacitating Injuries					
Young Driver (16-24)	753	622	586	772	908
Older Driver (65+)	319	258	265	304	505

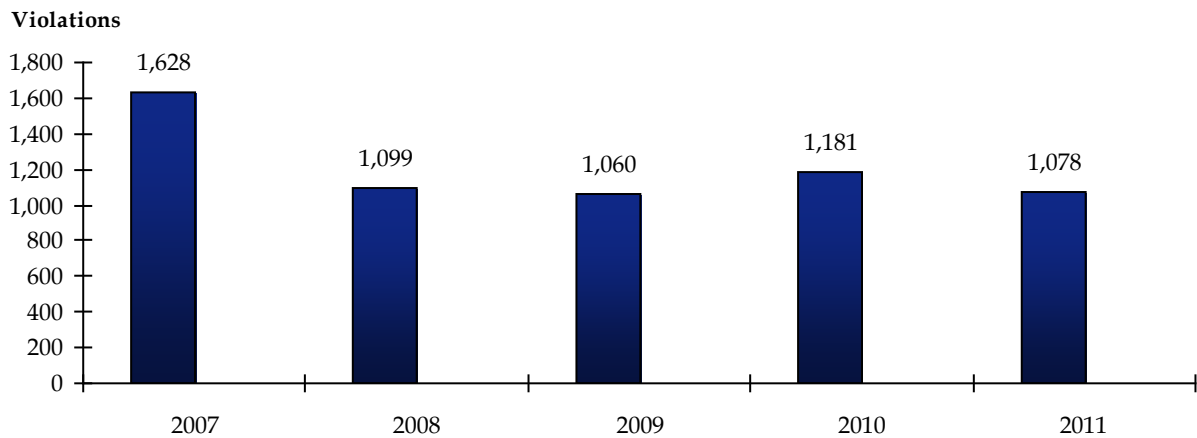
Source: STSI July 2012; RMV July 2012

Note: 2010 data are preliminary

JOL Law Violations

Figure 6.1 presents JOL law violations issued in Massachusetts between 2007 and 2011. The overall number of JOL law violations declined steadily during this time period. Massachusetts has made significant efforts to enhance enforcement of the JOL law, in particular after it was strengthened in 2007. Strict enforcement along with promotion of the law reduced the number of improperly trained and inexperienced young drivers on roadways. Violations in this area have remained relatively steady since 2008.

Figure 6.1 JOL Law Violations



Source: Merit Rating Board May 2012

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

Note: 2011 data is preliminary

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

Every two years, the MDPH conducts a survey of Massachusetts youth to address health and risk-taking behaviors with respect to a variety of topics, including classroom/classmate interactions, use of illegal substances, and motor vehicle safety. Table 6.2 presents data findings from the bi-annual survey of Health and Risk Behaviors of Massachusetts Youth. While seat belt use has improved, driving while impaired has increased from 2009 to 2011.

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

	2003	2005	2007	2009	2011
Students who Rode with an Intoxicated Driver	27%	27%	26%	27%	N/A
Students who Drove after Drinking in the past 30 days	11%	11%	11%	9%	15%
Students who Never or Rarely Wore a Safety Belt	16%	15%	15%	14%	7%
Students who ever sent text messages while driving	N/A	N/A	N/A	N/A	42%

Source: MDPH June 2012

Goals

- To reduce the rolling five-year average (2007 to 2011) of young drivers (age 20 or younger) fatalities from 63 by five percent to no more than 60 (2009-2013)
- To reduce the rolling five-year average (2007-2011) of older drivers (age 65 or older) involved in fatal crashes from 60 by five percent to no more than 57 (2009-2013)

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



Teamwork demonstration during an Underage Drinking Prevention Conference

■ 6.2 Pedestrians and Bicyclists

Pedestrian Safety

Problem Identification and Analysis

As would be expected in a more urbanized state, pedestrian fatalities represent a higher proportion of total fatalities in Massachusetts than at the national level. In 2010, pedestrians represented 16 percent of the total motor vehicle fatalities in Massachusetts. In 2009 the Massachusetts rate was 13.5 percent compared to the 12 percent national rate.

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

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

Executive Office of Public Safety and Security - Highway Safety Division	2006	2007	2008	2009	2010

Pedestrian Fatalities	61	66	76	46	58
Pedestrian Incapacitating Injuries	221	234	233	257	271
Total	282	300	309	303	329

Table 6.3 Pedestrian Fatalities and Incapacitating Injuries in Massachusetts

Source: RMV July 2012
 Note: 2010 data is preliminary

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



A Woburn Police Officer enforces crosswalk laws

Goals

- To reduce the rolling five-year average (2007-2011) of pedestrian fatalities from 61 by five percent to no more than 58 (2009-2013)

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. Participate in Statewide Pedestrian and Bicycle Safety “Moving Together” Conference for over 200 attendees in FFY 2013

Bicycle Safety

Problem Identification and Analysis

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

Nationally in 2009 the average age of bicyclists killed was 41 years old. Seventy percent of deaths occurred in urban areas.

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

Table 6.4 Massachusetts Bicyclist Fatalities and Incapacitating Injuries

	2006	2007	2008	2009	2010
Bicyclist Fatalities	6	11	10	6	8
Bicyclist Incapacitating Injuries	103	97	81	102	111
Total	109	108	91	108	119

Source: RMV July 2012

Note: 2010 data is preliminary

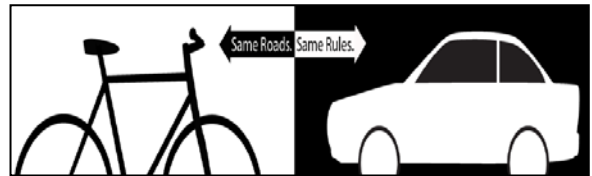
In order to further decrease the number of bicyclist fatalities and incapacitating injuries, drivers must continue to share the roadway and show consideration for bicycle lanes of travel. Bicyclists need to use helmets and obey applicable rules of the road.

Goals

- To maintain the rolling five-year average (2007-2011) of bicyclist fatalities at 8 (2009-2013)

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. Participate in Statewide Pedestrian and Bicycle Safety “Moving Together” Conference for over 200 attendees in FFY 2013

Pedestrians and Bicyclists Program Area Projects

Note: These projects address both pedestrian and bicyclist safety.

Project Number – PS-13-01

Project Title – Statewide Pedestrian and Bicycle Safety Conference

Project Description – Participate in Annual Moving Together Conference about bicycle and pedestrian safety issues with the Executive Office of Transportation, MassDOT, MDPH, and other state partners for up to 200 attendees representing public health, law enforcement, highway planners, traffic safety advocates, and highway engineers. The conference will take place in October 2012. This program does not require an in-kind match.

Project Staff –Bob Kearney and Cindy Campbell

Project Budget/Source – \$0

Project Number - PS-13-02**Project Title -** Pedestrian, Bicycle, and Moped-Type Enforcement, Education and Equipment Program**Project Description -** Award up to 20 grants of up to \$7,500 each to local police departments to conduct enforcement and education aimed at reducing the incidence of pedestrian, bicycle, and moped-type injuries and fatalities. Police departments will be invited to apply based on state and local crash and citation data. Equipment and materials will include but not be limited to retro-reflective signage, speed measurement equipment, programmable message boards, or speed boards. Funds will be awarded starting in the spring. EOPSS/HSD will receive prior authorization for all equipment for any single item costing over \$5,000, if applicable. EOPSS/HSD will internally track equipment inventory. In-kind match will exceed \$25,000.**Project Staff -** Bob Kearney and Cindy Campbell**Project Budget/Source -** \$75,000 of Section 402

Project Number - PS-13-03**Project Title -** Program Management**Project Description -** Provide sufficient staff to conduct pedestrian- and bicycle-related programming described in this plan as well as cover travel and miscellaneous expenses.**Project Staff -**Bob Kearney and Cindy Campbell**Project Budget/Source -** \$35,051.00 of Section 402

Pedestrian and Bicycle: Budget Summary

Project Number	Project Title	Budget	Budget Source
PS-13-01	Statewide Pedestrian and Bicycle Safety Conference	\$0	
PS-13-02	Pedestrian, Bicycle, and Moped Type Enforcement, Education and Equipment Program	\$75,000	402

PS-13-03	Program Management	\$35,051.00	402
Total all Funds		\$110,051.00	

■ 6.3 Motorcyclists

Problem Identification and Analysis

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

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

Table 6.5 Massachusetts Motorcyclist Fatalities and Incapacitating Injuries

	2006	2007	2008	2009	2010
Motorcyclist Fatalities	50	62	42	55	56
Motorcyclist Incapacitating Injuries	314	316	329	306	371
Total	364	378	371	361	427

Source: RMV July 2012
 Note: 2010 data is preliminary

In 2009 in Massachusetts, 88 percent of operators/passengers involved in fatal crashes were wearing helmets, as compared to 43 percent nationwide. Preliminary 2010 data for the Commonwealth show an increase in unhelmeted motorcycle-related fatalities to 19 percent. However, helmet use is only part of the educational efforts that must be conducted in order to ensure motorcyclist safety in Massachusetts; riders



RMV Staff demonstrates how to inspect a motorcycle

statewide must be further trained and educated about all aspects of motorcycle safety, including roadway rules and regulations, licensing requirements, and proper equipment usage.

Goals

- To reduce the rolling five-year average (2007-2011) of motorcycle fatalities from 52 by five percent to no more than 49 (2009-2013)
- To maintain the rolling five-year average (2007-2011) of unhelmeted motorcyclist fatalities at the five-year average of 4 (2009 to 2013)
- To increase the number of motorcycle riders trained from 8,150 in 2011 to 8,200 in 2013

Performance Measures

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

Strategies

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

Program Area Projects

Project Number – MC-13-01

Project Title – Motorcycle Safety Program Enhancements

Project Description – Funds will be provided to the RMV to enhance their 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.

Funds will also be used for Rider Coach Training on a statewide basis. More details are provided in the Section 2010 Application. This program does not require an in-kind match.

Project Staff - Barbara Rizzuti and Caroline Hymoff

Project Budget/Source - \$150,000 of Section 2010

Project Number - MC-13-02

Project Title - Increase the Number of Properly Endorsed Motorcyclists

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

Project Staff - Barbara Rizzuti and Caroline Hymoff

Project Budget/Source - \$77,000 of Section 403 Cooperative Agreement

Project Number - MC-13-03

Project Title -Program Management

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

Project Staff - Barbara Rizzuti and Caroline Hymoff

Project Budget/Source - \$39,273.40 of Section 402

Motorcycles: Budget Summary

Project Number	Project Title	Budget	Budget Source
MC-13-01	Motorcycle Safety Program Enhancements	\$150,000	2010
MC-13-02	Grant to Increase the Number of Properly Endorsed Motorcyclists	\$77,000	Section 403 Cooperative Agreement
MC-13-03	Program Management	\$39,273.40	402
Total all Funds		\$266,273.40	

7.0 Traffic Records Program Area

Problem Identification and Analysis

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

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

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

The FFY 2012 Section 408 application and 2012 Strategic Plan for Traffic Records Improvements, which was submitted to NHTSA in June 2012, contains extensive details pertaining to the current capabilities and challenges of the Massachusetts traffic records system. It also describes the progress made to date on projects funded with previous Section 408 funds. In addition, the application details how FFY 2012 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 2013 as well as the proposed projects for the anticipated FFY 2012 Section 408 funds.

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

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



Presentation at the MA Association of Crime Analysts Conference

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 2012 Section 408 Grant application include:

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

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

Strategies

1. Enhance the workings of the METRCC and TRCC
2. Ensure ongoing implementation of the 2012 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 2012 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-13-01

Project Title - MassTRAC

Project Description - Funding will be provided to a vendor to maintain and improve MassTRAC. MassTRAC is a web-based solution for crash records analysis, mapping, and reporting. This tool helps EOPSS/HSD meet federal reporting requirements and supports safety planning processes across the Commonwealth. The software provides quick and easy user access to crash data, tabulations, maps, and counts of crashes, vehicles, drivers, passengers, and non-motorists. This program does not require an in-kind match.

Project Staff - Barbara Rizzuti and Caroline Hymoff

Project Budget/Source - \$215,000 of Section 402

Project Number - TR-13-02

Project Title - MassTRAC/DDACTS Training

Project Description - MassTRAC is a web-based tool for use by law enforcement to access crash records, citation and other traffic safety data. Users can produce maps, charts, tabulations and formatted reports to generate meaningful statistics and analyses that support and enhance highway safety programs and polices. DDACTS is a law enforcement operational model which integrates crime and traffic crash data. To further understand DDACTS, users must be able to work within the framework of MassTRAC by utilizing all available data. Since these two programs complement each other, the MPTC will offer these programs in conjunction with one another during FFY 2013. Funds will be used to conduct up to 17 courses throughout Massachusetts. In-kind match will be approximately \$5,750.

Project Staff - Bob Kearney and Cindy Campbell

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

Project Number - TR-13-03

Project Title - FARS

Project Description -NHTSA will be provided with required fatal crash data for FARS and FastFARS through an RMV position. The FARS Analyst will collect data concerning traffic related motor vehicle fatalities, utilizing all available resources, in order to develop a database sufficient to meet Federal requirements. This program does not require an in-kind match.

Project Staff - Barbara Rizzuti and Caroline Hymoff

Project Budget/Source - \$91,531 of FARS Cooperative Agreement

Project Number - TR-13-04

Project Title - Motor Vehicle Automated Citation and Crash System (MACCS) (formerly known as the Statewide Electronic Data Capture project or "eCitation/eCrash")

Project Description - This secure, web-based system will be offered to state and local police departments for the collection of citation, crash, alcohol test refusal, and traffic stop data (fair and impartial policing) data. The MACCS application will be accessible to law enforcement via the CJIS Network. A major goal of the project is to improve the quality of data being collected at the point of capture as well as to improve officer safety by reducing roadside exposure time. The data will be electronically exchanged with the Merit Rating Board, Registry of Motor Vehicles, and the Administrative Office of the Trial Court as authorized to eliminate existing redundant data entry processes. Funds will be contracted to the EOPSS Program Management Office and will be used for system development and equipment. EOPSS/HSD will receive prior authorization for all equipment for any single item costing over \$5,000. In-kind match will exceed \$1,500,000.

Project Staff - Barbara Rizzuti and Caroline Hymoff

Project Budget/Source - \$5,875,960, of Section 402 (\$3,875,960 is rollover, \$1,875,960 from 2011 and \$2,000,000 from 2012)

Project Number - TR-13-05

Project Title - Scanning Solution for Police Crash Reports

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

Project Staff - Barbara Rizzuti and Caroline Hymoff

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

Project Number - TR-13-06

Project Title - E-Submission Project

Project Description -Funding will be provided to the RMV to complete their electronic crash submission project. This project involves the purchase of a tool to redact personal information on electronic reports requested on the web. In-kind match will exceed \$17,087.87.

Project Staff - Barbara Rizzuti and Caroline Hymoff

Project Budget/Source - \$68,351.46 of Section 408 (continuation of FFY 2010 project)

Project Number - TR-13-07

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

Project Description - Funding will be provided to MDPH for the creation of a State Trauma System Plan that entails action processes for the ongoing use of State Trauma Registry Data and EMS data for system performance improvement. In-kind match will meet or exceed \$30,455.50.

Project Staff - Barbara Rizzuti and Caroline Hymoff

Project Budget/Source - \$121,822 of Section 408

Project Number - TR-13-08

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

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

Project Staff - Barbara Rizzuti and Caroline Hymoff

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

Project Number - TR-13-09

Project Title - Automated Traffic Crash Reporting with GPS Location Identification

Project Description - The primary project goal is to enable the Danvers Police Department to electronically capture license and motor vehicle data sets at roadside operations, thereby enhancing officer safety, reducing workload, and enhancing data quality and accuracy,

coupled with accurately identifying crash locations and providing more timely transmission of crash reports and citations to stakeholders. In-kind match will meet or exceed \$6,304.85.

Project Staff - Barbara Rizzuti and Caroline Hymoff

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

Project Number - TR-13-10

Project Title - Continued Deployment of Trauma Quality Improvements for Crash Injury Reports

Project Description - MDPH will customized reports to the RMV for FARS analysis and will integrate the State's Trauma Registry data with pre-hospital EMS data into a routine system performance review process to improve motor vehicle crash survival. In-kind match will be \$30,520.

Project Staff - Barbara Rizzuti and Caroline Hymoff

Project Budget/Source - \$122,068 of Section 408 (pending funding availability)

Project Number - TR-13-11

Project Title - Electronic Crash Reporting and Data Collection

Project Description - This project will help the Brookline Police Department improve the timeliness and accuracy of crash data and will funnel all information, crashes, citations, and racial profiling data through one collection point. They will be able to provide more timely transmission of crash reports and citations to stakeholders. In-kind match will be \$20,625.

Project Staff - Barbara Rizzuti and Caroline Hymoff

Project Budget/Source - \$82,500 of Section 408 (pending funding availability)

Project Number - TR-13-12

Project Title - Predictive Traffic Analytics Using MassTRAC Data

Project Description -Funding will be provided to the Center for Leadership in Public Service at Fisher College to assess and contribute to the improvement of the accuracy and completeness of the crash data system as well as citation/adjudication data. The project will also demonstrate methods to improve data accessibility, in particular in the context of

advanced data analysis, i.e. data mining, predictive analytics, and business or policy intelligence. In-kind match will be \$39,212.

Project Staff - Barbara Rizzuti and Caroline Hymoff

Project Budget/Source - \$156,845.76 of Section 408 (pending funding availability)

Project Number - TR-13-13

Project Title - Boston Vehicle and Pedestrian Accident Information System Enhancement

Project Description - Funding will be provided to Boston Emergency Medical Services/Boston Public Health Commission to improve Boston's motor vehicle, bike and pedestrian crash information system by addressing information gaps, inconsistent data gathering and analysis and the lack of usable real time data to guide decisions on traffic safety and transportation policy. In-kind match will be \$34,180.

Project Staff - Barbara Rizzuti and Caroline Hymoff

Project Budget/Source - \$96,720 of Section 408 (pending funding availability)

Project Number - TR-13-14

Project Title - Automatic Traffic Crash Reporting with GPS Location Identification (Part 2 of Danvers Police Department's FFY 2011 Application)

Project Description - The Danvers Police received \$25,219.42 in 408 funding from the FFY 2011 award process. With this funding, the Danvers Police will purchase hardware and software that will improve roadside collection of quality data that will accurately pinpoint crash locations while reducing time spent at crash scenes. In-kind match will be \$1,387.

Project Staff - Barbara Rizzuti and Caroline Hymoff

Project Budget/Source - \$5,548.05 of Section 408 (pending funding availability)

Project Number - TR-13-15

Project Title - Detecting Drug Impaired Drivers

Project Description - The Massachusetts State Police Forensic Services Group will purchase items that will enhance the operation of an Accurate Mass Q-TOF LC/MS system to detected drugs and other substances of impairment in the blood and urine of operators arrested for driving under the influence of alcohol and/or drugs. In-kind match will be \$8,500.

Project Staff - Barbara Rizzuti and Caroline Hymoff

Project Budget/Source - \$34,000 of Section 408 (pending funding availability)

Project Number - TR-13-16

Project Title - Grant to Increase BAC Reporting

Project Description - Provide funding to the RMV to update their crash data system and to the MPTC to provide training to law enforcement on the procedure for indicating BAC information on police crash reports. The MPTC will develop the curriculum and assess whether it would be more beneficial to provide classroom training or online training.

Project Staff - Barbara Rizzuti and Caroline Hymoff

Project Budget/Source - \$66,000 of NHTSA Cooperative Agreement

Project Number - TR-13-17

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, Cindy Campbell, Caroline Hymoff, Bob Kearney, and Sheila Burgess

Project Budget/Source - \$95,335.48 of Section 402

Traffic Records: Budget Summary

Project Number	Project Title	Budget	Budget Source
TR-13-01	MassTRAC	\$215,000	402
TR-13-02	MassTRAC/DDACTS	\$22,770.34	402
TR-13-03	FARS	\$91,531	FARS Cooperative Agreement
TR-13-04	Motor Vehicle Automated Citation and Crash System (MACCS)	\$5,875,960	402
TR-13-05	Scanning Solution for Police Crash Reports	\$287,745.32	408

TR-13-06	E-Submission	\$68,351.46	408
TR-13-07	Massachusetts Strategic Deployment of New Statewide Trauma Quality Improvement Utilizing Population-Based Highway Safety Information Systems	\$121,822	408
TR-13-08	Improving Crash Data System Location Data Entry/Validation Tables and Inclusion of Police Incident Number in Crash Data	\$300,000	408
TR-13-09	Automated Traffic Crash Reporting with GPS Location Identification	\$25,219.40	408
TR-13-10	Continued Deployment of Trauma Quality Improvements for Crash Injury Reports	\$122,068	408
TR-13-11	Electronic Crash Reporting and Data Collection	\$82,500	408
TR-13-12	Predictive Traffic Analytics Using MassTRAC Data	\$156,845.76	408
TR-13-13	Boston Vehicle and Pedestrian Accident Information System Enhancement	\$96,720	408

TR-13-14	Automatic Traffic Crash Reporting with GPS Location Identification	\$5,548.05	408
TR-13-15	Detecting Drug Impaired Drivers	\$34,000	408
TR-13-16	Grant to Increase BAC Reporting	\$66,000	NHTSA Cooperative Agreement
TR-13-17	Program Management	\$95,335.48	402
Total all Funds		\$7,667,416.81	

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8.0 Additional Program Areas

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

■ 8.1 Police Traffic Services Program Area

Project Number - PT-13-01

Project Title - FAIP

Project Description - Through funding to the MPTC, continue efforts established during the past four years to include new curriculum development and implementation of training for state and municipal law enforcement in FAIP. Up to 10 courses for law enforcement supervisors will be conducted at MPTC facilities. In-kind match will be \$5,000.

Project Staff - Bob Kearney and Cindy Campbell

Project Budget/Source - \$20,000 total- \$18,594.66 of Section 1906 and \$1,405.34 of Section 402

Project Number - PT-13-02

Project Title - Municipal Police Training

Project Description - The MPTC will conduct up to 27 courses across the Commonwealth for local police departments to improve traffic safety. Specialized training topics will include Speed Measurement, Work Zone Safety, Motorcycle Safety and Enforcement, Basic Traffic Crash Investigation, Advanced Traffic Crash Investigation, Traffic Crash Reconstruction, Crash Investigation/Reconstruction Refresher, and Crash Investigation/Reconstruction, topic-specific classes for Commercial Vehicles, Pedestrians/Bicycles and Nighttime. In-kind match will be \$25,000.

Project Staff - Bob Kearney and Cindy Campbell

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

Project Number - PT-13-03

Project Title - Law Enforcement Liaison (LEL)

Project Description - The Executive Director of the MPTC serves as the LEL for the Commonwealth. In this capacity, the LEL will work closely with EOPSS/HSD to promote strategies and policies with state and local law enforcement to strengthen our mission and make the roadways safer. Funds will be provided for travel related expenses related to state and national trainings and conferences. In-kind match will be \$625.

Project Staff - Bob Kearney and Cindy Campbell

Project Budget/Source - \$2,500 of Section 402

Project Number - PT-13-04

Project Title - MDAA/TSRP

Project Description - Funds will be used to support TSRP salary to conduct trainings and conferences, provide technical assistance, create and maintain vehicular crimes pages and resources for district attorneys, prosecutors, and judiciary and law enforcement about motor vehicle issues other than impaired driving. In-kind match will exceed \$10,250.

Project Staff - Dan DeMille and Cindy Campbell

Project Budget/Source - \$41,000 of Section 402

Project Number - PT-13-05

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 - Cindy Campbell, Bob Kearney, and Dan DeMille

Project Budget/Source - \$77,309.75 of Section 402

Police Traffic Services: Budget Summary

Project Number	Project Title	Budget	Budget Source
PT-13-01	FAIP	\$20,000	\$18,594.66 1906 \$1,405.34 402

PT-13-02	Municipal Police Training	\$100,000	402
PT-13-03	LEL	\$2,500	402
PT-13-04	MDAA/TSRP	\$41,000	402
PT-13-05	Program Management	\$77,309.75	402
Total all Funds		\$240,809.75	

■ 8.2 Planning and Administration Program Areas

Project Number - PA-13-01

Project Title - Administration of Statewide Traffic Safety Program

Project Description - Plan, implement, monitor, and evaluate programs and projects for the FFY 2013 HSPP. Provide required staff salaries, professional development, travel, office space, equipment, materials, and fiscal support. Produce FFY 2012 Annual Report and FFY 2014 HSP.

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

Project Budget/Source - \$91,396.90 of Section 402

Project Number - PA-13-02

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 - \$11,000 total- \$5,000 of Section 402, \$3,000 of Section 410, and \$3,000 of Section 2011

Planning and Administration: Budget Summary

Project Number	Project Title	Budget	Budget Source
PA-13-01	Administration of Statewide Traffic Safety Program	\$91,396.90	402
PA-13-02	ADA Compliance Services	\$11,000	\$5,000 402 \$3,000 410 \$3,000 2011
Total all Funds		\$102,396.90	

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.**
- **Coordination of its highway safety plan, data collection, and information systems with the State strategic highway safety plan (as defined in section 148)(a).**

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

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

Other Federal Requirements

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

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

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

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

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

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

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

Federal Funding Accountability and Transparency Act (FFATA)

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

- Name of the entity receiving the award;
- Amount of the award;
- Information on the award including transaction type, funding agency, the North American Industry Classification System code or Catalog of Federal Domestic Assistance number (where applicable), program source;
- Location of the entity receiving the award and the primary location of performance under the award, including the city, State, congressional district, and country; , and an award title descriptive of the purpose of each funding action;
- A unique identifier (DUNS);
- The names and total compensation of the five most highly compensated officers of the entity if-- of the entity receiving the award and of the parent entity of the recipient, should the entity be owned by another entity;

(i) the entity in the preceding fiscal year received—

(I) 80 percent or more of its annual gross revenues in federal awards; and (II) \$25,000,000 or more in annual gross revenues from federal awards; and (ii) the public does not have access to information about the compensation of the senior executives of the entity through periodic reports filed under section 13(a) or 15(d) of the Securities Exchange Act of 1934 (15 U.S.C. 78m(a), 78o(d)) or section 6104 of the Internal Revenue Code of 1986;

- Other relevant information specified by OMB guidance.

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

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

The State will provide a drug-free workplace by:

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

1. The dangers of drug abuse in the workplace.

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

workplace through implementation of paragraphs (a), (b), (c), (d), (e), and (f) above.

BUY AMERICA ACT

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

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

POLITICAL ACTIVITY (HATCH ACT).

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

CERTIFICATION REGARDING FEDERAL LOBBYING

Certification for Contracts, Grants, Loans, and Cooperative Agreements

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

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

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by section 1352, title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

RESTRICTION ON STATE LOBBYING

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

CERTIFICATION REGARDING DEBARMENT AND SUSPENSION

Instructions for Primary Certification

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

which this proposal is being submitted for assistance in obtaining a copy of those regulations.

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

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

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

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

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

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

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

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

(b) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing

a public (federal, state or local) transaction or contract under a public transaction; violation of federal or state antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of record, making false statements, or receiving stolen property;

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

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

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

Instructions for Lower Tier Certification

1. By signing and submitting this proposal, the prospective lower tier participant is providing the certification set out below.
2. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.
3. The prospective lower tier participant shall provide immediate written notice to the person to which this proposal is submitted if at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
4. The terms *covered transaction*, *debarred*, *suspended*, *ineligible*, *lower tier covered transaction*, *participant*, *person*, *primary covered transaction*, *principal*, *proposal*, and *voluntarily excluded*, as used in this clause, have the meanings set out in the Definition and Coverage sections of 49 CFR Part 29. You may contact the person to whom this proposal is submitted for assistance in obtaining a copy of those regulations.
5. The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency with which this transaction originated.

6. The prospective lower tier participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion -- Lower Tier Covered Transaction," without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions. (See below)
7. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the List of Parties Excluded from Federal Procurement and Non-procurement Programs.
8. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.
9. Except for transactions authorized under paragraph 5 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.

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

1. The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any federal department or agency.
2. Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal.

POLICY TO BAN TEXT MESSAGING WHILE DRIVING

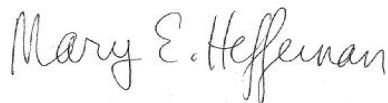
In accordance with Executive Order 13513, Federal Leadership On Reducing Text Messaging While Driving, and DOT Order 3902.10, Text Messaging While Driving, States are encouraged to:

- (1) Adopt and enforce workplace safety policies to decrease crashes caused by distracted driving including policies to ban text messaging while driving—

- a. Company-owned or –rented vehicles, or Government-owned, leased or rented vehicles; or
 - b. Privately-owned when on official Government business or when performing any work on or behalf of the Government.
- (2) Conduct workplace safety initiatives in a manner commensurate with the size of the business, such as –
- a. Establishment of new rules and programs or re-evaluation of existing programs to prohibit text messaging while driving; and
 - b. Education, awareness, and other outreach to employees about the safety risks associated with texting while driving.

ENVIRONMENTAL IMPACT

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



Mary Elizabeth Heffernan

Governor's Representative for Highway Safety

Massachusetts
State or Commonwealth

FFY 2013
For Fiscal Year

8/23/12

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 2012-HSP-1 is provided in this Section as Table 10.1.

Table 10.1 Highway Safety Plan Cost Summary

U.S Department of Transportation National Highway Traffic Safety Administration						
HIGHWAY SAFETY PLAN COST SUMMARY						
2013-HSP-1						
State: Massachusetts						Date: August 23, 2012
PROGRAM AREA	APPROVED PROGRAM COSTS	STATE/LOCAL FUNDS	CURRENT YEAR FUNDS	CARRY FORWARD FUNDS	CURRENT BALANCE	FEDERAL SHARE TO LOCAL
PA	\$ 225,000.00	\$ 225,000.00	\$ 175,000.00	\$ 50,000.00	\$ 225,000.00	
AL	\$ 371,567.00	\$ 17,500.00	\$ 286,567.00	\$ 85,000.00	\$ 371,567.00	\$ 70,000.00
MC	\$ 39,273.40		\$ 31,273.40	\$ 8,000.00	\$ 39,273.40	
OP	\$ 432,569.00		\$ 357,569.00	\$ 75,000.00	\$ 432,569.00	
PS	\$ 110,051.00	\$ 25,000.00	\$ 100,051.00	\$ 10,000.00	\$ 110,051.00	\$ 75,000.00
TR	\$ 6,209,295.48	\$ 2,005,750.00	\$ 2,333,335.48	\$ 3,875,960.00	\$ 6,209,295.48	\$ 2,796,000.00
PT	\$ 222,215.09	\$ 36,475.00	\$ 122,215.09	\$ 100,000.00	\$ 222,215.09	\$ 103,905.34
K2 (405)	\$ 460,000.00	\$ 2,100,000.00	\$ 300,000.00	\$ 160,000.00	\$ 460,000.00	
K2PM	\$ 75,000.00	\$ 50,000.00	\$ 50,000.00	\$ 25,000.00	\$ 75,000.00	
K3 (2011)	\$ 231,000.00	\$ 54,500.00		\$ 231,000.00	\$ 231,000.00	
K6 (2010)	\$ 150,000.00		\$ 117,510.00	\$ 32,490.00	\$ 150,000.00	
K8PM (410)	\$ 112,500.00	\$ 50,000.00	\$ 50,000.00	\$ 62,500.00	\$ 112,500.00	
K8 (410)	\$ 2,662,500.00	\$ 11,102,750.00	\$ 2,003,493.00	\$ 659,007.00	\$ 2,662,500.00	
K9 (408)	\$ 1,300,821.99	\$ 339,271.72	\$ 475,000.00	\$ 825,821.99	\$ 1,300,821.99	
K10 (1906)	\$ 18,594.66	\$ 4,648.75		\$ 18,594.66	\$ 18,594.66	
TOTAL	\$ 12,620,387.62	\$ 16,010,895.47	\$ 6,402,013.97	\$ 6,218,373.65	\$ 12,620,387.62	\$ 3,044,905.34

10.2 Acronym Glossary

Advanced Roadside Impaired Driving Enforcement (ARIDE)
Alcoholic Beverages Control Commission (ABCC)
Americans with Disabilities Act (ADA)
Availability of Grant Funding (AGF)
Automated License and Registration System (ALARS)
Blood Alcohol Content (BAC)
Breath Alcohol Testing (BAT)
Child Passenger Safety (CPS)
Click It or Ticket (CIOT)
Data-Driven Approach to Crime and Traffic Safety (DDACTS)
Drive Sober or Get Pulled Over (DSGPO)
Drug Evaluation and Classification Program (DEC)
Drug Impairment Training and Educational Professionals (DITEP)
Drug Recognition Expert (DRE)
Emergency Medical Services (EMS)
Executive Office of Public Safety and Security (EOPSS)
Fair and Impartial Policing (FAIP)
Fatality Analysis Reporting System (FARS)
Federal Fiscal Year (FFY)
Federal Highway Administration (FHWA)
Highway Safety Division (HSD)
Highway Safety Performance Plan (HSPP)
Junior Operator License (JOL)
Law Enforcement Liaison (LEL)
Massachusetts Ambulance Trip Record Information System (MATRIS)
Massachusetts Department of Public Health (MDPH)
Massachusetts Department of Transportation (MassDOT)
Massachusetts District Attorneys Association (MDAA)
Massachusetts Executive-Level Traffic Records Coordinating Committee (METRCC)
Massachusetts Law Enforcement Challenge (MLEC)
Massachusetts General Laws (M.G.L.)
Massachusetts State Police (MSP)
Massachusetts Traffic Records Analysis Center (MassTRAC)
Massachusetts Traffic Records Coordinating Committee (TRCC)
Merit Rating Board (MRB)
Moving Ahead for Progress in the 21st Century (MAP-21)
Municipal Police Training Committee (MPTC)
National Highway Traffic Safety Administration (NHTSA)
Office of Grants and Research (OGR)
Office of Juvenile Justice Delinquency Prevention (OJJDP)
Prevent Injuries Now Network (PINN)
Registry of Motor Vehicles (RMV)

Requests for Responses/Quotes (RFR/RFQ)
Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A
Legacy for Users (SAFETEA-LU)
Standardized Field Sobriety Test (SFST)
State Traffic Safety Information (STSI)
Traffic Occupant Protection Strategies (TOPS)
Traffic Safety Resource Prosecutor (TSRP)
Vehicle Miles Traveled (VMT)



U.S. Department
of Transportation
**National Highway
Traffic Safety
Administration**

Region 1
Connecticut
Maine
Massachusetts
New Hampshire
Rhode Island
Vermont

Volpe Center
Kendall Square
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Cambridge, MA 02142-1093
Tel. 617-494-3427
Fax 617-494-3646

October 1, 2012

The Honorable Deval Patrick
Commonwealth of Massachusetts
Office of the Governor
State House, Room 360
Boston, Massachusetts 02133

Dear Governor Patrick:

We are pleased to inform you that we have reviewed and accepted Massachusetts' fiscal year (FY) 2013 Highway Safety Plan for Federally funded highway safety activities under the streamlined Moving Ahead for Progress in the 21st Century Act (MAP-21). Reimbursement of the Federal share is subject to the availability of Federal funds and the execution of the Cost Summary HS Form 217. Specific comments relative to the approval action have been provided to your representative for highway safety Secretary Mary Elizabeth Heffernan, Executive Office of Public Safety and Security (EOPSS), for her consideration and action.

In FY2012 Massachusetts has had success by qualifying for Federal highway safety incentive grants to support programs for booster seats, occupant protection, motorcycle safety, impaired driving, and traffic records. To sustain gains and to advance the national mission of saving lives and preventing injury from motor vehicle crashes, a continued emphasis must be placed on reducing impaired driving, speed-related crashes and increasing seat belt use as well as a focused approach on those specific problem areas that have been identified by the Highway Safety Division.

Your leadership on highway safety issues has been essential to the sustained progress needed to save lives on Massachusetts roadways. We look forward to working with the EOPSS's Highway Safety Division and the network of public and private sector partners in making your highways as safe as possible in FY 2013.

Sincerely,

Michael N. Geraci
Regional Administrator

cc: Secretary Mary Elizabeth Heffernan, Governor's Representative for Highway Safety
Sheila Burgess, Director, Highway Safety Division
Maggie Gunnels, NHTSA, ROPD, NTI-200
Pamela Stephenson, MA Division Administrator, FHWA
Richard Bates, MA Division Administrator, FMCSA



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**National Highway
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Region 1
Connecticut
Maine
Massachusetts
New Hampshire
Rhode Island
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October 1, 2012

Mary Elizabeth Heffernan, Secretary
Executive Office of Public Safety and Security
One Ashburton Place
Boston, Massachusetts 02108

Dear Secretary Heffernan:

We have received and conducted a review of your FY 2013 Highway Safety Plan (HSP). As you know, Moving Ahead for Progress in the 21st Century Act (MAP-21) changed the process for review and approval of the HSP that requires the Secretary, through the Regional Offices to “determine that (I) the plan and the performance targets contained in the plan are evidence-based and supported by data; and (II) the plan, once implemented, will allow the State to meet the State’s performance measures.” In order for the Regional Office to make the required determination whether the plan’s implementation would meet the performance measures, it is necessary for sufficient information regarding where and how activities are conducted to be included to determine the likelihood of success to meet the identified performance measures. As a result, as outlined below, we may need additional program information to allow us to make an informed decision regarding possible outcomes based on the new legislation.

This determination does not constitute an obligation of Federal funds for the fiscal year identified above or an authorization to incur costs against those funds. The obligation of Section 405 program funds will be effected in writing by the NHTSA Administrator at the commencement of the fiscal year identified above. However, Federal funds reprogrammed from the prior-year Highway Safety Program (carry forward funds) will be available for immediate use by the State on October 1. Reimbursement will be contingent upon the submission of an updated HS Form 217 (or its electronic equivalent), consistent with the requirements of 23 CFR 1200.14(d), within 30 days after either the beginning of the fiscal year identified above or the date of this letter, whichever is later.



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We commend you, your staff and state and local law enforcement agencies for the continued participation in the National Enforcement Mobilizations such as CIOT. This year, Massachusetts's 2012 observed seat belt use rate of 73 percent continues to be significantly below the national use rate of 84 percent (2011).

With MAP-21, the national Fatality Analysis Reporting System (FARS) data has taken on new importance in the past year as the source for core performance measure goal setting and tracking highway safety performance. We thank you in continuing to support the FARS program to ensure the integrity of the FARS data and its function as the basic data for program planning and evaluation purposes.

Congratulations to you and your staff, in FY2012 Massachusetts has had success by qualifying for Federal highway safety incentive grants to support programs for booster seats, occupant protection, motorcycle safety, impaired driving, and traffic records. Prompt and effective use of these funds should be of assistance for Massachusetts to address programs where data have identified critical problems.

To sustain gains and to advance the national mission of saving lives and preventing injury from motor vehicle crashes, a continued emphasis must be placed on reducing impaired driving, speed-related crashes and increasing seat belt use as well as a focused approach on those specific problem areas that have been identified by the Highway Safety Division.

For additional information or discussion of these items, please contact NHTSA Regional Program Manager, Charlene F. Oakley, at 617-494-1781.

Sincerely yours,



Michael N. Geraci
Regional Administrator

cc: Sheila Burgess, Director, Highway Safety Division
Maggie Gunnels, NHTSA, ROPD, NTI-200
Pamela Stephenson, MA Division Administrator, FHWA
Richard Bates, MA Division Administrator, FMCSA



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Massachusetts FY 2013 Highway Safety Plan NHTSA Region 1 Conditions, Comments and Recommendations

Equipment Purchase

Approval for any capital equipment acquisition, as defined in 23 CFR 1200.21, and not approved herein, will need to be requested by letter to the NHTSA Region 1 Administrator, providing the description of the equipment and identifying its use in Massachusetts' highway safety program.

Conditional Approvals-More information needed prior to approval

- Task AL-11-14 Implementation of SFST (410): Please identify the specific activities planned as a result of the SFST Assessment.
- Task TR-13-04 Motor Vehicle Automated Citation and Crash System (MACCS) (402): This task has been conditionally approved for \$30,000. The remainder of the project will be reviewed and a determination will be made by October 17, 2012. Once a determination has been made, the NHTSA regional office will notify the HSD.

Suggestions for Consideration

Implementation of countermeasures and utilization of resources that have been proven to be effective including, but not limited to Judicial Outreach Liaison (JOL), continued expansion of Advance Roadside Impaired Driving Enforcement (ARIDE) and deployment of Data Driven Approaches to Crime and Traffic Safety (DDACTS) in areas of the Commonwealth with demonstrated needs.

Massachusetts belt rate has remained relatively level over the past three years; however seat belt enforcement projects, outside the national campaigns, are limited in this HSP. This issue is a priority focus for our office and as such, we would like to begin discussions regarding future strategies.



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