



MASSACHUSETTS

Commercial Vehicle Safety Plan

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

**Fiscal Years 2020 - 2022
Annual Update FY 2022**

Date of Approval: August 31, 2022

FINAL CVSP



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

Part 1 - MCSAP Overview

Part 1 Section 1 - Introduction

The Motor Carrier Safety Assistance Program (MCSAP) is a Federal grant program that provides financial assistance to States to help reduce the number and severity of accidents and hazardous materials incidents involving commercial motor vehicles (CMV). The goal of the MCSAP is to reduce CMV-involved accidents, fatalities, and injuries through consistent, uniform, and effective CMV safety programs.

A State lead MCSAP agency, as designated by its Governor, is eligible to apply for grant funding by submitting a commercial vehicle safety plan (CVSP), in accordance with the provisions of [49 CFR 350.209, 350.211 and 350.213](#). The lead agency must submit the State's CVSP to the FMCSA Division Administrator on or before the due date each year. For a State to receive funding, the CVSP needs to be complete and include all required documents. Currently, the State must submit a performance-based plan or annual update each year to receive MCSAP funds.

The online CVSP tool (eCVSP) outlines the State's CMV safety objectives, strategies, activities and performance measures and is organized into the following five parts:

- Part 1: MCSAP Overview (FY 2020 - 2022)
- Part 2: Crash Reduction and National Program Elements (FY 2020 - 2022)
- Part 3: National Emphasis Areas and State Specific Objectives (FY 2020 - 2022)
- Part 4: Financial Information (FY 2022)
- Part 5: Certifications and Documents (FY 2022)

You will find that each of the five eCVSP parts listed above contains different subsections. Each subsection category will provide you with detailed explanation and instruction on what to do for completing the necessary tables and narratives.

The MCSAP program includes the eCVSP tool to assist States in developing and monitoring their grant applications. The eCVSP provides ease of use and promotes a uniform, consistent process for all States to complete and submit their plans. States and territories will use the eCVSP to complete the CVSP and to submit a 3-year plan or an Annual Update to a 3-year plan. As used within the eCVSP, the term 'State' means all the States, the District of Columbia, the Commonwealth of Puerto Rico, the Commonwealth of the Northern Mariana Islands, American Samoa, Guam, and the Virgin Islands.

REMINDERS FOR FY 2022:

Multi-Year plans—All States will be utilizing the multi-year CVSP format. This means that objectives, projected goals, and activities in the plan will cover a full three-year period. The financial information and certifications will be updated each fiscal year.

Annual Updates for Multi-Year plans—States in Year 2 or Year 3 of a multi-year plan will be providing an Annual Update only. States will review the project plan submitted the previous year and indicate any updates for the upcoming fiscal year by answering the "Yes/No" question provided in each Section of Parts 1-3.

- If Yes is indicated selected, the information provided for Year 1 will be editable and State users can make any necessary changes to their project plan. (Note: Trend Analysis information that supports your current activities is not editable.) Answer carefully as there is only one opportunity to select "Yes" before the question is locked.
- If "No" is selected, then no information in this section will be editable and the user should move forward to the next section.

All multi-year and annual update plans have been pre-populated with data and information from their FY 2021 plans. States must carefully review and update this information to reflect FY 2022 activities prior to submission to FMCSA. The financial information and certifications will be updated each fiscal year.

- Any information that is added should detail major programmatic changes. Do not include minor modifications that reflect normal business operations (e.g., personnel changes).
- Add any updates to the narrative areas and indicate changes by preceding it with a heading (e.g., FY 2022 update). Include descriptions of the changes to your program, including how data tables were modified.
- The Trend Analysis areas in each section are only open for editing in Year 1 of a three-year plan. This data is not editable in Years 2 and 3.

Personally Identifiable Information - PII is information which, on its own or matched with other data, would permit identification of an individual. Examples of PII include: name, home address, social security number, driver's license number or State-issued identification number, date and/or place of birth, mother's maiden name, financial, medical, or educational

records, non-work telephone numbers, criminal or employment history, etc. PII, if disclosed to or altered by unauthorized individuals, could adversely affect the Agency's mission, personnel, or assets or expose an individual whose information is released to harm, such as identity theft.

States are reminded **not** to include any PII in their CVSP. The final CVSP approved by FMCSA is required to be posted to a public FMCSA website.

Part 1 Section 2 - Mission/Goal Statement

Please review the description of your State's lead CMV agency's goals or mission. Are there changes that need to be made for the upcoming fiscal year? Before selecting "yes," make sure there are changes to be made as once selected, this answer cannot be changed.

- ☐ Yes, the information in this section must be updated for this upcoming fiscal year. I understand that I must click "Save" to save any changes.
- ☐ No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary.

Instructions:

Briefly describe the mission or goal of the lead State commercial motor vehicle safety agency responsible for administering this Commercial Vehicle Safety Plan (CVSP) throughout the State.

NOTE: Please do not include information on any other FMCSA grant activities or expenses in the CVSP.

The Commonwealth of Massachusetts is committed to reducing the number of traffic crashes and associated injuries/fatalities with coordinated enforcement and educational efforts focused on commercial vehicle operators as well as other vehicles and roadway users operating in the vicinity of commercial vehicles.

The Massachusetts State Police (MSP) has been the lead MCSAP agency in Massachusetts since the inception of the MCSAP program. The MSP Commercial Vehicle Enforcement Section (CVES) is responsible for implementing the MCSAP Program within Massachusetts. Under state statute, we have the authority to enforce all state laws and the appropriate FMCSA regulations anywhere in the territorial confines of Massachusetts.

The Department of Public Utilities (DPU) is a non-funded participating member. The DPU addresses the safety of equipment and operation of motorcoach companies and transit authority buses. The DPU also regulates commercial common carriers that perform residential household goods moved within the Commonwealth. The CVES and DPU continue to have an outstanding working relationship and as a result, passenger and household goods enforcement activities are jointly pursued. The FMCSA, MSP CVES, and DPU conduct quarterly meetings. In addition, the MSP CVES coordinates various safety programs with the Massachusetts Highway Safety Division, Department of Transportation and Registry of Motor Vehicles.

The University of Massachusetts Traffic Safety Research Program (UMassSafe) continues to provide state specific data analysis to help direct safety activities including crash causation, high crash regions and corridors as well as training development.

Part 1 Section 3 - MCSAP Structure Explanation

Please review your State's CMV enforcement program description. You must answer the questions about your grant activities. You must select "yes" to make changes.

- ☐ Yes, the information in this section must be updated for this upcoming fiscal year. I understand that I must click "Save" to save any changes.
- ☐ No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary.

Instructions:

Answer the questions about your grant activities and briefly describe the State's commercial motor vehicle (CMV) enforcement program funded by the MCSAP grant. Please do not include activities or expenses associated with any other FMCSA grant program.

Complete the check boxes below if they affirmatively apply to this CVSP:

- ☒ Initiatives involving "rural roads" are specifically included in this CVSP.
- ☒ The State has voluntarily submitted an annual Training Plan to the National Training Center (NTC).

Original: The MSP CVES is commanded by a Lieutenant and currently has a total of 28 personnel: 26 sworn personnel, and 2 civilian personnel assigned to the section. For FFY 2022 we anticipate 2 additional MCSAP personnel to fill retirements and will be assigned to the CVES for total staffing of 28 sworn officers and 2 civilians. There are five teams deployed on a regional basis. One sergeant, one full-time officer, and 3 part-time officers are assigned to the New Entrant Program.

FY 2021 Update: The state makes the following update to the Multi-Year eCVSP: The MSP CVES is commanded by a Lieutenant and currently has a total of 34 personnel: 31 sworn personnel, and 3 civilian personnel assigned to the section. There are six teams deployed on a regional basis. Three full-time officers are assigned to the New Entrant Program. One full-time officer is assigned 100% to HazMat enforcement.

FY 2022 Update: The state makes the following update to the Multi-Year eCVSP: The MSP CVES is commanded by a Lieutenant and currently has a total of 28 personnel: 26 sworn personnel, and 2 civilian personnel assigned to the section. There are five teams deployed on a regional basis. One Sergeant, one full-time officer, and 3 part-time officers are assigned to the New Entrant Program.

New FY2022 Update: The state makes the following update to the Multi-Year eCVSP: The MSP CVES is commanded by a Lieutenant and currently has a total of 29 personnel: 26 sworn personnel, and 2 civilian personnel assigned to the section. There are five teams deployed on a regional basis. One full-time officer and 3 part-time officers are assigned to the New Entrant Program. There is also 15 Troopers assigned to the New CVES Reserve Unit. These 15 Troopers will be Level 3 certified and will conduct traffic enforcement in the high crash zones of the Commonwealth.

Part 1 Section 4 - MCSAP Structure

Please review your State's MCSAP structure information. Are there changes that need to be made for the upcoming fiscal year? Before selecting "yes," make sure there are changes to be made as once selected, this answer cannot be changed.

- ☐ Yes, the information in this section must be updated for this upcoming fiscal year. I understand that I must click "Save" to save any changes.
- ☐ No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary.

Instructions:

Complete the following tables for the MCSAP lead agency, each subrecipient and non-funded agency conducting eligible CMV safety activities.

The tables below show the total number of personnel participating in MCSAP activities, including full time and part time personnel. This is the total number of non-duplicated individuals involved in all MCSAP activities within the CVSP. (The agency and subrecipient names entered in these tables will be used in the National Program Elements—Roadside Inspections area.)

The national program elements sub-categories represent the number of personnel involved in that specific area of enforcement. FMCSA recognizes that some staff may be involved in more than one area of activity.

Lead Agency Information	
Agency Name:	MA STATE POLICE (MSP) COMMERCIAL VEHICLE ENFORCEMENT SECTION (CVES)
Enter total number of personnel participating in MCSAP activities	41
National Program Elements	Enter # personnel below
Driver and Vehicle Inspections	41
Traffic Enforcement Activities	41
Investigations*	5
Public Education and Awareness	26
Data Collection and Reporting	41
* Formerly Compliance Reviews and Includes New Entrant Safety Audits	

Subrecipient Information	
Agency Name:	RMV
Enter total number of personnel participating in MCSAP activities	20
National Program Elements	Enter # personnel below
Driver and Vehicle Inspections	0
Traffic Enforcement Activities	0
Investigations*	0
Public Education and Awareness	0
Data Collection and Reporting	20
* Formerly Compliance Reviews and Includes New Entrant Safety Audits	

Non-funded Agency Information	
Total number of agencies:	1
Total # of MCSAP Participating Personnel:	11

Part 2 - Crash Reduction and National Program Elements

Part 2 Section 1 - Overview

Part 2 allows the State to provide past performance trend analysis and specific goals for FY 2020 - 2022 in the areas of crash reduction, roadside inspections, traffic enforcement, audits and investigations, safety technology and data quality, and public education and outreach.

Note: For CVSP planning purposes, the State can access detailed counts of its core MCSAP performance measures. Such measures include roadside inspections, traffic enforcement activity, investigation/review activity, and data quality by quarter for the most recent five fiscal years using the Activity Dashboard on the A&I Online website. The Activity Dashboard is also a resource designed to assist the State with preparing their MCSAP-related quarterly reports and is located at: <https://ai.fmcsa.dot.gov>. A user id and password are required to access this system.

In addition, States can utilize other data sources available on the A&I Online website as well as internal State data sources. It is important to reference the data source used in developing problem statements, baselines and performance goals/objectives.

Part 2 Section 2 - CMV Crash Reduction

Please review the description of your State's crash reduction problem statement, goals, program activities and monitoring. Are there changes that need to be made for the upcoming fiscal year? Before selecting "yes," make sure there are changes to be made as once selected, this answer cannot be changed.

- ☐ Yes, the information in this section must be updated for this upcoming fiscal year. I understand that I must click "Save" to save any changes.
- ☐ No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary.

The primary mission of the Federal Motor Carrier Safety Administration (FMCSA) is to reduce crashes, injuries and fatalities involving large trucks and buses. MCSAP partners also share the goal of reducing commercial motor vehicle (CMV) related crashes.

Trend Analysis for 2014 - 2018

Instructions for all tables in this section:

Complete the tables below to document the State's past performance trend analysis over the past five measurement periods. All columns in the table must be completed.

- Insert the beginning and ending dates of the five most recent State measurement periods used in the Measurement Period column. The measurement period can be calendar year, Federal fiscal year, State fiscal year, or any consistent 12-month period for available data.
- In the Fatalities column, enter the total number of fatalities resulting from crashes involving CMVs in the State during each measurement period.
- The Goal and Outcome columns relate to each other and allow the State to show its CVSP goal and the actual outcome for each measurement period. The goal and outcome must be expressed in the same format and measurement type (e.g., number, percentage, etc.).
 - In the Goal column, enter the goal from the corresponding CVSP for the measurement period.
 - In the Outcome column, enter the actual outcome for the measurement period based upon the goal that was set.
- Include the data source and capture date in the narrative box provided below the tables.
- If challenges were experienced while working toward the goals, provide a brief narrative including details of how the State adjusted the program and if the modifications were successful.
- The Trend Analysis area is only open for editing during Year 1 of a 3-year plan. This data is not editable in Years 2 and 3.

ALL CMV CRASHES

Select the State's method of measuring the crash reduction goal as expressed in the corresponding CVSP by using the drop-down box options: (e.g. large truck fatal crashes per 100M VMT, actual number of fatal crashes, actual number of fatalities, or other). Other can include injury only or property damage crashes.

Goal measurement as defined by your State: Large Truck Fatal Crashes per 100M VMT

If you select 'Other' as the goal measurement, explain the measurement used in the text box provided:
Fatal Crashes

Measurement Period (Include 5 Periods)		Fatalities	Goal	Outcome
Begin Date	End Date			
01/01/2018	12/31/2018	39	0.0547	0.0614
01/01/2017	12/31/2017	31	0.0547	0.0495
01/31/2016	12/31/2016	34	0.0547	0.0550
01/01/2015	12/31/2015	32	0.0497	0.0540
01/01/2014	12/31/2014	37	0.0643	0.0655

MOTORCOACH/PASSENGER CARRIER CRASHES

Select the State's method of measuring the crash reduction goal as expressed in the corresponding CVSP by using the drop-down box options: (e.g. large truck fatal crashes per 100M VMT, actual number of fatal crashes, actual number of fatalities, other, or N/A).

Goal measurement as defined by your State: N/A

If you select 'Other' or 'N/A' as the goal measurement, explain the measurement used in the text box provided:
fatalities (2-8 per year) too low to measure a goal

Measurement Period (Include 5 Periods)		Fatalities	Goal	Outcome
Begin Date	End Date			
01/01/2018	12/31/2018	1		
01/01/2017	12/31/2017	2		
01/01/2016	12/31/2016	8		
01/01/2015	12/31/2015	3		
01/01/2014	12/31/2014	2		

Hazardous Materials (HM) CRASH INVOLVING HM RELEASE/SPILL

Hazardous material is anything that is listed in the hazardous materials table or that meets the definition of any of the hazard classes as specified by Federal law. The Secretary of Transportation has determined that hazardous materials are those materials capable of posing an unreasonable risk to health, safety, and property when transported in commerce. The term hazardous material includes hazardous substances, hazardous wastes, marine pollutants, elevated temperature materials, and all other materials listed in the hazardous materials table.

For the purposes of the table below, HM crashes involve a release/spill of HM that is part of the manifested load. (This does not include fuel spilled from ruptured CMV fuel tanks as a result of the crash).

Select the State's method of measuring the crash reduction goal as expressed in the corresponding CVSP by using the drop-down box options: (e.g., large truck fatal crashes per 100M VMT, actual number of fatal crashes, actual number of fatalities, other, or N/A).

Goal measurement as defined by your State: N/A

If you select 'Other' or 'N/A' as the goal measurement, explain the measurement used in the text box provided: fatalities (0-1) too low to measure a goal.

Measurement Period (Include 5 Periods)		Fatalities	Goal	Outcome
Begin Date	End Date			
01/01/2018	12/31/2018	1		
01/01/2017	12/31/2017	0		
01/01/2016	12/31/2016	0		
01/01/2015	12/31/2015	0		
01/01/2014	12/31/2014	0		

Enter the data sources and capture dates of the data listed in each of the tables above.

--Fatal Count Source: FMCSA Motor Carrier Management Information System (MCMIS) data snapshot as of 06/28/2019, including crash records through 02/28/2019. MCMIS data are considered preliminary for 22 months to allow for changes - <https://ai.fmcsa.dot.gov/CrashStatistics/rptSummary.aspx>. VMT Source: FHWA Annual Highway Statistics Table VM-2 as of 8/23/2018; 2018 was projected. --MC: FMCSA Motor Carrier Management Information System (MCMIS) data snapshot as of 06/28/2019, including crash records through 02/28/2019. MCMIS data are considered preliminary for 22 months to allow for changes - <https://ai.fmcsa.dot.gov/CrashStatistics/rptSummary.aspx>. --HM: FMCSA Motor Carrier Management Information System (MCMIS) data snapshot as of 06/28/2019, including crash records through 02/28/2019. MCMIS data are considered preliminary for 22 months to allow for changes - <https://ai.fmcsa.dot.gov/CrashStatistics/rptHazmat.aspx?rpt=HMPL>.

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

Compared to the majority of states (as well as the nation as a whole), Massachusetts consistently has a lower CMV fatality rate per 100 million vehicle miles traveled (VMT). In 2018, however, Massachusetts saw a sharp increase in the number of CMV fatalities and rate per 100 VMT. Despite this increase in fatalities, there was a decrease in injury and property damage only (PDO) CMV crashes.

The MSP CVES does not establish a goal specific to the reduction of motorcoach/passenger fatalities because the number of such fatalities is too low to adequately measure change. Instead, there is a goal to reduce all CMV crashes, which includes strategies to reduce motorcoach/passenger fatalities. The MSP CVES does implement motorcoach enforcement and inspection strategies, including a specific passenger transportation safety goal regarding inspections.

Although Massachusetts has only experienced a single HazMat fatality involving a release/spill during the five years reviewed, MA does have a higher OOS rate associated with HazMat inspections than the nation as a whole (FY18 19.08% vs 7.69% and FY19 thus far 12.39% vs. 7.14% nationally). Due to the risk factors associated with the products in transport, it is necessary to preserve vigilant oversight of HazMat transportation by motor carriers. Therefore, MA truck teams will continue conducting HazMat roadside inspections as well as cargo tank task forces in order to maintain safe operating practices.

Narrative Overview for FY 2020 - 2022**Instructions:**

The State must include a reasonable crash reduction goal for their State that supports FMCSA's mission to reduce the national number of crashes, injuries and fatalities involving commercial motor vehicles. The State has flexibility in setting its goal and it can be based on raw numbers (e.g., total number of fatalities or CMV crashes), based on a rate (e.g., fatalities per 100 million VMT), etc.

Problem Statement Narrative: Describe the identified problem, include baseline data and identify the measurement method.

Over the past 10 years there has been an overall decline in the number of commercial motor vehicle crashes. However, 2016 and 2017 saw an increase in CMV crashes, specifically those including fatal and injury crashes. While 2018 saw a notable decrease in injury crashes, along with moderate decrease in towaway crashes, fatal crashes increased. The chart below demonstrates the changes in CMV crashes by severity from 2015 to 2019 with 2019 representing only the first calendar quarter thus far.

 CMV sev part 2 rev

To further reduce the number and severity of crashes involving CMVs, UMassSafe conducted an extensive crash data analysis that included a study of crash locations and characteristics (Data sources were MCMIS crash reports, Mass RMV Crash reports and State Police Records). The findings of this analysis are attached to this E-CVSP and will be utilized by the MSP CVES in planning and conducting crash prevention efforts.

Enter the data source and capture date:

FMCSA Motor Carrier Management Information System (MCMIS) data snapshot as of 06/28/2019, including crash records through 02/28/2019. (<https://ai.fmcsa.dot.gov/CrashStatistics/rptSummary.aspx>).

Projected Goal for FY 2020 - 2022:

In the table below, state the crash reduction goal for each of the three fiscal years. The method of measurement

should be consistent from year to year. For example, if the overall crash reduction goal for the three year period is 12 percent, then each annual goal could be shown as 4 percent.

Fiscal Year	Annual Crash Reduction Goals
2020	2
2021	2
2022	2

Reduce the number of fatal and injury crashes involving CMVs in Massachusetts by 6% from 426 in FY18 to 400 by the end of FY22 (8.5 fewer such crashes per year). FY 2021: The number of reported fatal and injury crashes involving CMVs in Massachusetts in FY18 changed from 426 to 450. In addition, the number of reported injury crashes increased from 414 in FY18 to 765 in FY19 (FMCSA MCMIS data snapshot as of 6/15/19 including crash records through 5/29/20). The MSP CVES is currently examining reasons for this increase. However, changes in law enforcement personnel and improved crash reporting procedures are likely reasons for this increase in crash reporting. Towaway crashes saw a similar increase while fatal crashes did not. Due to the increase described above, though the FY20 crash reduction goal will not be met. However, the full 3 year 6% crash reduction goal continues. FY 2022 Update: The number of reported fatal and injury crashes involving CMVs in Massachusetts in FY18 changed from 450 to 571 and in FY19 from 765 to 868. The number of reported fatal and injury crashes increased significantly from FY18 to FY19 (571 to 868) but decreased by 28% from FY19 to FY20 (868 to 629)*. Fatal crashes declined from 37 in FY18 to 36 in FY19 and 20 in FY20. (FMCSA MCMIS data snapshot as of 4/30/21 including crash records through 12/31/20). The number of Massachusetts reported CMV crashes increased by 62% for FY19, from 1,471 to 2,386. Interestingly, the proportion of statewide CMV crashes which resulted in an injury or fatality decreased from 39% (571/1,471) to 36% (868/2386), unfortunately still resulting in a net increase of injury/fatality crashes by 297 (571 to 868). FY20 CMV crashes were reduced overall by 26% (2,386 to 1,755) and remained consistent with the injury/fatality proportion at 36% (629/1,755). With the overall reduction, the number of crashes with a resulting injury or fatality decreased by 239 crashes (868 to 629). Data Source: FMCSA MCMIS data snapshot as of 4/30/21 including crash records through 12/31/20). *The FY20 crash count may not be complete.

Program Activities for FY 2020 - 2022: States must indicate the activities, and the amount of effort (staff hours, inspections, traffic enforcement stops, etc.) that will be resourced directly for the program activities purpose.

The MSP CVES will implement the following activities toward reducing CMV crashes, and specifically the proportion of injury/fatality resulting from CMV crashes.

- Conduct traffic enforcement activities at high-crash locations and HazMat corridors, as well as EPDO barracks with large numbers of truck crashes.
- New FY 2021: Conduct transportation activities on rural roads/corridors utilizing best practices of the USDOT R.O.U.T.E.S. initiatives.
- New FY 2021: Conduct an analysis of CMV crashes on rural roadways as well as the unique challenges facing rural transportation networks and plan effective countermeasures based on these findings.
- New FY 2021: Officers will utilize ERODS during all inspections on subject drivers when an ELD is present.
- New FY 2022 Update: Continue to conduct enforcement and other safety activities in and around road construction zones.
- New FY2022 Update: Conduct analysis of rural high crash corridors and target enforcement to those corridors.
- New FY 2022 Update: Conduct targeted enforcement in high-density agricultural regions (during peak harvest seasons) to improve the safe transportation of seasonal and migrant agricultural workers.
- New FY 2022 Update: The MSP CVES will continue to improve the detection and enforcement of drivers in prohibited status with DACH. All CVES members access the DACH through CDLIS on all inspections.
- New FY 2022 Update: The MSP CVES has annual awareness and training via the MSP Human Trafficking Investigation Unit.
- Conduct driver and vehicle inspections, as well as carrier interventions/investigations.
- Conduct Public Education and Awareness Activities.
- Conduct Effective Data Collection and Reporting.
- Target enforcement by analyzing fatal and serious injury crash causation data for CMVs and passenger cars, including location, driver behavior, day of the week, and time of day, as well as violation types and specific unsafe driving behaviors.

- Provide CMV traffic enforcement training and technical assistance to MSP and local police who conduct traffic enforcement in order to ensure traditional traffic enforcement addresses unsafe CMV driving behaviors.
- Target 30% (at minimum) of roving patrols using crash causation data for CMVs and passenger cars, with the intent to mitigate high crash zones, times, and days of the week.
- Target 30% (at minimum) of driver/vehicle inspections in high crash zones, during high crash times, and days of the week.
- Focus 10% of traffic enforcement on unsafe operating behaviors of non-CMV around CMVs.
- Targeted I-90 enforcement for following too closely, lane changes, and other infractions.
- Conduct a Fatality Round Table similar to the Child Injury Round Table conducted by the DA's office.
- Conduct refresher ARIDE training for CVES troopers.
- Participate in NTC Electronic Logging Device (ELD) training for new officers and refresher training as necessary.
- Maintain current ELD software on all laptops and run when available.
- New FY 2021: ELD reporting is, and will continue to be done via web services.
- **New FY2022: Utilize Variable Message Boards (VMB) to provide messages to CMV and CDL drivers regarding high crash zones and work zones as well as educational messages regarding driver distraction etc.**
- **New FY2022: Expand the number of CVES troopers by five.**
- **New FY2022: Purchase some tablets and laptop upgrades for CVES road troopers, as needed.**
- **New FY2022: Upgrade office desktop terminals and docking stations so troopers can utilize road laptops while working in the office.**
- **New FY2022: Collaborate with MassDOT and UMassSafe on Methods to Identify Problem Carriers project.**
- **New FY2022: Research Connecticut Online Adjudication of CMV Traffic Offenses program for possible replication in Massachusetts.**
- **New FY2022: Expand CMV traffic enforcement focusing on reckless driving, speeding, following too closely, and unsafe lane changes, in all areas of the state with additional focus in high crash areas.**
- **New FY2022: Implement a pilot part-time truck team troop made up of troopers from other MSP divisions working OT on this pilot part-time truck team to conduct CMV and Non CMV enforcement.**

Performance Measurements and Monitoring: The State will monitor the effectiveness of its CMV Crash Reduction Goal quarterly and annually by evaluating the performance measures and reporting results in the required Standard Form - Performance Progress Reports (SF-PPRs).

Describe how the State will conduct ongoing monitoring of progress in addition to quarterly reporting.

UMassSafe will examine quarterly CMV injury and fatality data from both the MassDOT Registry of Motor Vehicles Crash Data System and MCMIS in order to track progress towards CVSP goals. Furthermore, a quarterly and annual review of inspections, citations, and carrier interventions will be conducted. In addition, the INSPECT activity report will be reviewed by the MCSAP Commander, ensuring that necessary enforcement is conducted in relevant crash zones. Finally, a quarterly count and review of enforcement and roadside inspections conducted, POV citations issued (citations with TE notation), and hours spent patrolling high crash areas will be completed, which will then be measured against baseline data from FY18 and FY19.

Part 2 Section 3 - Roadside Inspections

Please review the description of your State's overall inspection program and identify if changes are needed for the upcoming fiscal year. You must also update the projected roadside inspection goals for the upcoming fiscal year. You must select "yes" to make changes.

- ☐ Yes, the information in this section must be updated for this upcoming fiscal year. I understand that I must click "Save" to save any changes.
- ☐ No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary.

In this section, provide a trend analysis, an overview of the State's roadside inspection program, and projected goals for FY 2020 - 2022. The Trend Analysis area is only open for editing during Year 1 of a 3-year plan. This data is not editable during Years 2 and 3.

Note: In completing this section, do NOT include border enforcement inspections. Border Enforcement activities will be captured in a separate section if applicable.

Trend Analysis for 2014 - 2018

Inspection Types	2014	2015	2016	2017	2018
Level 1: Full	3621	2554	2244	2135	1736
Level 2: Walk-Around	7657	7396	10278	14130	17730
Level 3: Driver-Only	8333	3165	4692	5812	8041
Level 4: Special Inspections	1	12	16	6	56
Level 5: Vehicle-Only	1	830	946	853	1063
Level 6: Radioactive Materials	3	2	3	0	3
Total	19616	13959	18179	22936	28629

Narrative Overview for FY 2020 - 2022**Overview:**

Describe components of the State's general Roadside and Fixed-Facility Inspection Program. Include the day-to-day routine for inspections and explain resource allocation decisions (i.e., number of FTE, where inspectors are working and why).

Enter a narrative of the State's overall inspection program, including a description of how the State will monitor its program to ensure effectiveness and consistency.

The CVES operates a mixture of fixed weigh stations and mobile patrols in crash zones and local community "hot spots". The MSP requires officers to use daily and monthly activity tally sheets. Program monitoring is performed with AI SSDQ measures as well Crystal reports productivity worksheet. The MSP CVES implemented an electronic record management system to track attendance by computer and radio logins. DQs are processed quickly, reviewed by a supervisor, and thoroughly investigated to ensure conformity with FMCSA regulations, enforcement guidance, and CVSA policies. The DPU conducts level 5 inspections as part of its statutory mandate.

FY2021 Updates: Although Massachusetts does not have a large agricultural industry, further analysis of passenger carrier safety specific to migrant worker transportation in rural areas will be conducted. Furthermore, the MSP CVES will conduct outreach with the Massachusetts Farm Bureau to determine issues and needs as well as to provide public education and outreach. If the qualitative and quantitative data indicate a need, the MSP CVES will conduct recurring roadside enforcement in high-density agricultural regions during peak harvest seasons in order to improve the safe transportation of seasonal and migrant agricultural workers. The MSP is providing recurrent ELD training and a Hours of Service Update. Troopers are now advised not to accept RODS by email instead of the ELD will not transfer to place the driver out of service. We anticipate that will improve our ELD transfer rate to surpass 85 %.

FY 2022 Update: The MSP CVES will continue to conduct a robust HM inspection program including an ongoing examination of locations with a high concentration of HM movement and HM crash/incident corridors and associated enforcement.

FY 2022 Update: The MSP CVES will continue to improve the detection and enforcement of drivers in prohibited status with DACH. All CVES members access the DACH through CDLIS on all inspections.

FY 2022 Update: The MSP CVES has annual awareness and training via the MSP Human Trafficking Investigation Unit.

FY 2022 Update: The MSP CVES will conduct an annual officer refresher training.

New FY2022: Implement a pilot part-time truck team made up of troopers from other MSP divisions working OT on this pilot part-time truck team to conduct CMV and Non CMV enforcement as well as Level 3 inspections.

New FY2022: Expand E-Inspections in weigh stations utilizing Drivewyze.

Projected Goals for FY 2020 - 2022

Instructions for Projected Goals:

Complete the following tables in this section indicating the number of inspections that the State anticipates conducting during Fiscal Years 2020 - 2022. For FY 2022, there are separate tabs for the Lead Agency, Subrecipient Agencies, and Non-Funded Agencies—enter inspection goals by agency type. Enter the requested information on the first three tabs (as applicable). The Summary table totals are calculated by the eCVSP system.

To modify the names of the Lead or Subrecipient agencies, or the number of Subrecipient or Non-Funded Agencies, visit [Part 1, MCSAP Structure](#).

Note: Per the [MCSAP Comprehensive Policy](#), States are strongly encouraged to conduct at least 25 percent Level 1 inspections and 33 percent Level 3 inspections of the total inspections conducted. If the State opts to do less than these minimums, provide an explanation in space provided on the Summary tab.

MCSAP Lead Agency

Lead Agency is: MA STATE POLICE (MSP) COMMERCIAL VEHICLE ENFORCEMENT SECTION (CVES)

Enter the total number of certified personnel in the Lead agency: 41

Projected Goals for FY 2022 - Roadside Inspections					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full	3500	1255	100	4855	25.08%
Level 2: Walk-Around	6000	300	1000	7300	37.72%
Level 3: Driver-Only	6000	75	325	6400	33.07%
Level 4: Special Inspections	0	0	0	0	0.00%
Level 5: Vehicle-Only	0	0	800	800	4.13%
Level 6: Radioactive Materials	0	0	0	0	0.00%
Sub-Total Lead Agency	15500	1630	2225	19355	

MCSAP subrecipient agency

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

Subrecipient is: RMV

Enter the total number of certified personnel in this funded agency: 0

Projected Goals for FY 2022 - Subrecipients					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full				0	%
Level 2: Walk-Around				0	%
Level 3: Driver-Only				0	%
Level 4: Special Inspections				0	%
Level 5: Vehicle-Only				0	%
Level 6: Radioactive Materials				0	%
Sub-Total Funded Agencies	0	0	0	0	

Non-Funded Agencies

Total number of agencies:	1
Enter the total number of non-funded certified officers:	11
Enter the total number of inspections projected for FY 2022:	800

Summary

Projected Goals for FY 2022 - Roadside Inspections Summary

Projected Goals for FY 2022 Summary for All Agencies					
MCSAP Lead Agency: MA STATE POLICE (MSP) COMMERCIAL VEHICLE ENFORCEMENT SECTION (CVES)					
# certified personnel: 41					
Subrecipient Agencies: RMV					
# certified personnel: 0					
Number of Non-Funded Agencies: 1					
# certified personnel: 11					
# projected inspections: 800					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full	3500	1255	100	4855	25.08%
Level 2: Walk-Around	6000	300	1000	7300	37.72%
Level 3: Driver-Only	6000	75	325	6400	33.07%
Level 4: Special Inspections	0	0	0	0	0.00%
Level 5: Vehicle-Only	0	0	800	800	4.13%
Level 6: Radioactive Materials	0	0	0	0	0.00%
Total MCSAP Lead Agency & Subrecipients	15500	1630	2225	19355	

Note: If the minimum numbers for Level 1 and Level 3 inspections are less than described in the [MCSAP Comprehensive Policy](#), briefly explain why the minimum(s) will not be met.

Note: The table below is created in Year 1. It cannot be edited in Years 2 or 3 and should be used only as a reference when updating your plan in Years 2 and 3.

Projected Goals for FY 2021 Roadside Inspections	Lead Agency	Subrecipients	Non-Funded	Total
Enter total number of projected inspections	18000	0	800	18800
Enter total number of certified personnel	32	0	11	43
Projected Goals for FY 2022 Roadside Inspections				
Enter total number of projected inspections	18000	0	0	18000
Enter total number of certified personnel	32	0	0	32

Part 2 Section 4 - Investigations

Please review your State's investigation goals, program activities and monitoring. Are there changes that need to be made for the upcoming fiscal year? Before selecting "yes," make sure there are changes to be made as once selected, this answer cannot be changed.

- ☐ Yes, the information in this section must be updated for this upcoming fiscal year. I understand that I must click "Save" to save any changes.
- ☐ No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary.

Describe the State's implementation of FMCSA's interventions model for interstate carriers. Also describe any remaining or transitioning compliance review program activities for intrastate motor carriers. Include the number of personnel assigned to this effort. Data provided in this section should reflect interstate and intrastate investigation activities for each year. The Trend Analysis area is only open for editing during Year 1 of a 3-year plan. This data is not editable during Years 2 and 3.

☐ The State does not conduct investigations. If this box is checked, the tables and narrative are not required to be completed and won't be displayed.

Trend Analysis for 2014 - 2018

Investigative Types - Interstate	2014	2015	2016	2017	2018
Compliance Investigations	0	0	0	0	0
Cargo Tank Facility Reviews	0	0	0	0	0
Non-Rated Reviews (Excludes CSA & SCR)	2	2	0	0	1
CSA Off-Site	0	0	0	0	0
CSA On-Site Focused/Focused CR	10	4	2	0	0
CSA On-Site Comprehensive	6	17	18	18	18
Total Investigations	18	23	20	18	19
Total Security Contact Reviews	2	4	0	0	1
Total Terminal Investigations	0	0	4	27	5

Investigative Types - Intrastate	2014	2015	2016	2017	2018
Compliance Investigations	0	0	0	0	0
Cargo Tank Facility Reviews	0	0	0	0	0
Non-Rated Reviews (Excludes CSA & SCR)	0	0	0	0	0
CSA Off-Site	0	0	0	0	0
CSA On-Site Focused/Focused CR	0	0	0	0	0
CSA On-Site Comprehensive	0	0	0	0	0
Total Investigations	0	0	0	0	0
Total Security Contact Reviews	0	0	0	0	0
Total Terminal Investigations	0	0	0	0	0

Narrative Overview for FY 2020 - 2022**Instructions:**

Describe the State's implementation of FMCSA's interventions model to the maximum extent possible for interstate carriers and any remaining or transitioning compliance review program activities for intrastate motor carriers. Include the number of personnel assigned to this effort.

Projected Goals for FY 2020 - 2022

Complete the table below indicating the number of investigations that the State anticipates conducting during FY 2020 - 2022.

Projected Goals for FY 2020 - 2022 - Investigations						
Investigation Type	FY 2020		FY 2021		FY 2022	
	Interstate	Intrastate	Interstate	Intrastate	Interstate	Intrastate
Compliance Investigations	0	0	0	0	0	0
Cargo Tank Facility Reviews	0	0	0	0	0	0
Non-Rated Reviews (Excludes CSA & SCR)	0	0	0	0	0	0
CSA Off-Site	0	0	0	0	0	0
CSA On-Site Focused/Focused CR	0	0	0	0	0	0
CSA On-Site Comprehensive	12	0	12	0	12	0
Total Investigations	12	0	12	0	12	0
Total Security Contact Reviews	0	0	0	0	0	0
Total Terminal Investigations	2	0	2	0	2	0

Add additional information as necessary to describe the carrier investigation estimates.

New FY 2021: As documented in the table above, we will implement 12 CSA On-Site Comprehensive Investigations instead of 12 CSA On-Site Focused/Focused CR Investigations. New FY 2022: As documented in the table above, we will implement 12 CSA On-Site Comprehensive Investigations instead of 12 CSA On-Site Focused/Focused CR Investigations provided this does not impact the New Entrant timeliness.

Program Activities: Describe components of the State's carrier investigation activities. Include the number of personnel participating in this activity.

One investigator will conduct an estimated 12 carrier interventions in each fiscal year.

New FY 2020: Activities will include examination of a motor carrier's transportation and safety records, training requirements, controlled substance and alcohol program, commercial driver's license (CDL) records, financial responsibility (insurance), HOS, and inspection and maintenance programs.

New FY 2022: As documented in the table above, we will implement 12 CSA On-Site Comprehensive Investigations instead of 12 CSA On-Site Focused/Focused CR Investigations provided this does not impact the New Entrant timeliness.

Performance Measurements and Monitoring: Describe all measures the State will use to monitor progress toward the annual goals. Further, describe how the State measures qualitative components of its carrier investigation program, as well as outputs.

The State will review the number of carrier interventions quarterly.

Part 2 Section 5 - Traffic Enforcement

Please review the description of your State's traffic enforcement program, projected goals and monitoring. You must answer the questions about your traffic enforcement activities in the Projected Goals area. You must select "yes" to make changes.

- ☐ Yes, the information in this section must be updated for this upcoming fiscal year. I understand that I must click "Save" to save any changes.
- ☐ No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary.

Traffic enforcement means documented enforcement activities of State or local officials. This includes the stopping of vehicles operating on highways, streets, or roads for moving violations of State or local motor vehicle or traffic laws (e.g., speeding, following too closely, reckless driving, and improper lane changes). The Trend Analysis area is only open for editing during Year 1 of a 3-year plan. This data is not editable during Years 2 and 3.

Trend Analysis for 2014 - 2018

Instructions:

Please refer to the [MCSAP Comprehensive Policy](#) for an explanation of FMCSA's traffic enforcement guidance. Complete the tables below to document the State's safety performance goals and outcomes over the past five measurement periods.

1. Insert the beginning and end dates of the measurement period being used, (e.g., calendar year, Federal fiscal year, State fiscal year or any consistent 12-month period for which data is available).
2. Insert the total number CMV traffic enforcement stops with an inspection, CMV traffic enforcement stops without an inspection, and non-CMV stops in the tables below.
3. Insert the total number of written warnings and citations issued during the measurement period. The number of warnings and citations are combined in the last column.

State/Territory Defined Measurement Period (Include 5 Periods)		Number of Documented CMV Traffic Enforcement Stops with an Inspection	Number of Citations and Warnings Issued
Begin Date	End Date		
01/01/2018	12/31/2018	11122	15234
01/02/2017	12/31/2017	9768	14015
01/01/2016	12/31/2016	7303	10538
01/01/2015	12/31/2015	5262	7444
01/01/2014	12/31/2014	6098	8329

☒ The State does not conduct CMV traffic enforcement stops without an inspection. If this box is checked, the "CMV Traffic Enforcement Stops without an Inspection" table is not required to be completed and won't be displayed.

☐ The State does not conduct documented non-CMV traffic enforcement stops and was not reimbursed by the MCSAP grant (or used for State Share or MOE). If this box is checked, the "Non-CMV Traffic Enforcement Stops" table is not required to be completed and won't be displayed.

State/Territory Defined Measurement Period (Include 5 Periods)		Number of Documented Non-CMV Traffic Enforcement Stops	Number of Citations and Warnings Issued
Begin Date	End Date		
01/01/2018	12/31/2018	1090	1090
01/01/2017	12/31/2017	201	201
01/01/2016	12/31/2016	524	524
01/01/2015	12/31/2015	1244	1244
01/01/2014	12/31/2014	417	417

Enter the source and capture date of the data listed in the tables above.

Number of CMV Traffic Stops with an Inspection and Number of Citations/Warnings Issued: FMCSA's Motor Carrier Management Information System (MCMIS) Traffic Enforcement Activity Summary, data snapshot as of 6/28/19 - <https://ai.fmcsa.dot.gov/SafetyProgram/spRptRoadside.aspx?rpt=TEAS>. Number of Non-CMV Traffic Enforcement Stops & Number of Citations Issued: MSP Internal Records, June, 2019.

Narrative Overview for FY 2020 - 2022

Instructions:

Describe the State's proposed level of effort (number of personnel) to implement a statewide CMV (in conjunction with and without an inspection) and/or non-CMV traffic enforcement program. If the State conducts CMV and/or non-CMV traffic enforcement activities only in support of the overall crash reduction goal, describe how the State allocates traffic enforcement resources. Please include number of officers, times of day and days of the week, specific corridors or general activity zones, etc. Traffic enforcement activities should include officers who are not assigned to a dedicated commercial vehicle enforcement unit, but who conduct eligible commercial vehicle/driver enforcement activities. If the State conducts non-CMV traffic enforcement activities, the State must conduct these activities in accordance with the [MCSAP Comprehensive Policy](#).

The Statewide CMV traffic enforcement program is a comprehensive program targeting unsafe driver behaviors associated with Massachusetts specific crash causation factors in high crash regions during high crash times of day and days of the week as determined by UMassSafe conducted crash data analysis. 30 sworn personnel and 3 civilian personnel will be used for the implementation of the program. Targeting both CMV and non-CMV involvement in crashes, the CVES conducts highly visible enforcement. The goal is to maintain the MSP CVES annual level of effort in traffic enforcement associated with and without inspections. If the federal system is down or the computer network is not functioning, Troopers will conduct CMV moving violation enforcement using Massachusetts Uniform Traffic Citations (Troopers will mark citations with a TE notation for data collection purposes).

FY 2022 Update: The Commonwealth of Massachusetts and the MSP have been at the forefront of developing training and control systems to ensure all MSP personnel is engaged inequitable policing. Presently all traffic stop data is collected and analyzed for potential biased policing pursuant to State statutes and department regulations, policies, and procedures. All 26 CVES personnel certified to conduct inspections engage in crash reduction activities.

New FY2022: Conduct cross-training with other MSP Divisions including Traffic Programs, Motorcycle, STOP, and K-9 Teams as well as POP Squad, and DRE.

New FY2022: Troopers from other MSP program divisions will work with the CVES to conduct traditional CMV traffic enforcement and special enforcement details including statewide blitzes. They will also support the CVES at weigh stations.

New FY2022: Expand partnerships with local law enforcement agencies to assist with CMV traffic enforcement and other activities as needed.

New FY2022: Participate in Operation Safe Driver, July 10-16, conducting enforcement efforts to remove unsafe and fatigued CMV drivers from roadways.

New FY2022: Expand use of PBTs during traffic enforcement.

New FY2022: Collaborate with CDL training schools to target specific crash causation factors.

New FY2022: Expand enforcement of CMV regulations related to the work hours/driving times of drivers in order to reduce the incidence of drowsy driving.

New FY2022: Implement a pilot part-time truck team troop made up of troopers from other MSP divisions working OT on this pilot part-time truck team to conduct CMV and Non CMV enforcement.

New FY2022 Projected Goal: The number of Traffic Enforcement Activities/CMV without Inspection was increased by 15% from 200 to 230.

Projected Goals for FY 2020 - 2022

Using the radio buttons in the table below, indicate the traffic enforcement activities the State intends to conduct in FY 2020 - 2022. The projected goals are based on the number of traffic stops, not tickets or warnings issued. These goals are NOT intended to set a quota.

Note: If you answer "No" to "Non-CMV" traffic enforcement activities, the State does not need to meet the average number of 2014/2015 safety activities because no reimbursement will be requested. If you answer "No" and then click the SAVE button, the Planned Safety Activities table will no longer be displayed.

			Enter Projected Goals (Number of Stops only)		
Yes	No	Traffic Enforcement Activities	FY 2020	FY 2021	FY 2022
<input checked="" type="radio"/>	<input type="radio"/>	CMV with Inspection	8000	8000	8000
<input checked="" type="radio"/>	<input type="radio"/>	CMV without Inspection	200	200	200
<input checked="" type="radio"/>	<input type="radio"/>	Non-CMV	200	200	600
<input checked="" type="radio"/>	<input type="radio"/>	Comprehensive and high visibility in high risk locations and corridors (special enforcement details)	2000	2000	3000

In order to be eligible to utilize Federal funding for Non-CMV traffic enforcement, States must maintain an average number of safety activities which include the number of roadside inspections, carrier investigations, and new entrant safety audits conducted in the State for Fiscal Years 2014 and 2015.

The table below displays the information you input into this plan from the roadside inspections, investigations, and new entrant safety audit sections. Your planned activities must at least equal the average of your 2014/2015 activities.

FY 2022 Planned Safety Activities				
Inspections	Investigations	New Entrant Safety Audits	Sum of FY 2022 Activities	Average 2014/15 Activities
20155	12	505	20672	14739

Describe how the State will report on, measure and monitor its traffic enforcement efforts to ensure effectiveness, consistency, and correlation to FMCSA's national traffic enforcement priority.

The State will monitor and evaluate the effectiveness of its traffic enforcement activities through a monthly and annual review of the enforcement and inspection data.

Note: New FY2022 Traffic Enforcement Projects Goals - The number of Non-CMV traffic enforcement activities was increased from 200 to 600 for FY222 and the number of comprehensive and high visibility in high-risk locations and corridors (special enforcement details) was increased from 2,000 to 3,000.

Part 2 Section 6 - Safety Technology

Please verify your State's safety technology compliance levels, responsible agencies, and narrative overview. Are there changes that need to be made for the upcoming fiscal year? Before selecting "yes," make sure there are changes to be made as once selected, this answer cannot be changed.

- ☐ Yes, the information in this section must be updated for this upcoming fiscal year. I understand that I must click "Save" to save any changes.
- ☐ No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary.

Performance and Registration Information Systems Management (PRISM) is a condition for MCSAP eligibility in [49 CFR 350.207\(27\)](#). States must maintain, at a minimum, full PRISM participation. FMCSA defines "fully participating" in PRISM for the purpose of determining eligibility for MCSAP funding, as when a State's or Territory's International Registration Plan (IRP) or CMV registration agency suspends or revokes and denies registration if the motor carrier responsible for safety of the vehicle is under any Federal OOS order and denies registration if the motor carrier possess an inactive or de-active USDOT number for motor carriers operating CMVs in commerce that have a Gross Vehicle Weight (GVW) of 26,001 pounds or more. Further information regarding full participation in PRISM can be found in the MCP Section 4.3.1.

PRISM, Operations and Maintenance (O&M) costs are eligible expenses subject to FMCSA approval. For Innovative Technology Deployment (ITD), if the State has an approved ITD Program Plan/Top-Level Design (PP/TLD) that includes a project that requires ongoing O&M, this is an eligible expense so long as other MCSAP requirements have been met. O&M expenses must be included and described both in this section and in the Financial Information Part per the method these costs are handled in the State's accounting system (e.g., contractual costs, other costs, etc.).

Safety Technology Compliance Status

Please verify the current level of compliance for your State in the table below using the drop-down menu. If the State plans to include O&M costs in this year's CVSP, please indicate that in the table below. Additionally, details must be in this section and in your Spending Plan.

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

Available data sources:

- [FMCSA ITD website](#)
- [PRISM Data and Activity Safety Hub \(DASH\) website](#)

Enter the agency name responsible for ITD in the State: MassDOT Registry of Motor Vehicles

Enter the agency name responsible for PRISM in the State: MassDOT Registry of Motor Vehicles

Narrative Overview for FY 2020 - 2022**Problem Statement Narrative and Projected Goal:**

If the State's PRISM compliance is less than full participation, describe activities your State plans to implement to achieve full participation in PRISM.

The Massachusetts Registry of Motor Vehicles leads the PRISM and CVISN projects. Massachusetts is at PRISM Enhanced Level. The Massachusetts RMV needs funding for OM costs related to the CVIEW and MassIRP components necessary to support and maintain PRISM Enhanced certification. The annual cost is \$250,000. (Vendors are Explore Information Services LLC and ITERIS). The performance measures are maintenance of PRISM Enhanced Level and the number of carrier registrations revoked.

FY2021 Update: The RMV does not need funding for OM costs to the CVIEW and MassIRP components this year.

FY2022 Update: The RMV does not need funding for OM costs to the CVIEW and MassIRP components this year.

Program Activities for FY 2020 - 2022: Describe any actions that will be taken to implement full participation in PRISM.

The State will monitor and evaluate the effectiveness of its traffic enforcement activities through a monthly and annual review of the enforcement and inspection data.

Performance Measurements and Monitoring: Describe all performance measures that will be used and include how the State will conduct ongoing monitoring of progress in addition to quarterly SF-PPR reporting.

The MSP CVES reviews quarterly updates from the RMV to determine if they are continuing to meet compliance standards.

Part 2 Section 7 - Public Education and Outreach

Please review the description of your State's public education and outreach activities, projected goals and monitoring. Are there changes that need to be made for the upcoming fiscal year? Before selecting "yes," make sure there are changes to be made as once selected, this answer cannot be changed.

- ☐ Yes, the information in this section must be updated for this upcoming fiscal year. I understand that I must click "Save" to save any changes.
- ☐ No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary.

A public education and outreach program is designed to provide information on a variety of traffic safety issues related to CMVs and non-CMV's that operate around large trucks and buses. The Trend Analysis area is only open for editing during Year 1 of a 3-year plan. This data is not editable during Years 2 and 3.

Trend Analysis for 2014 - 2018

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

Public Education and Outreach Activities	2014	2015	2016	2017	2018
Carrier Safety Talks	10	10	9	4	16
CMV Safety Belt Education and Outreach	0	0	0	0	0
State Trucking Association Meetings	2	0	2	1	2
State-Sponsored Outreach Events	0	0	1	0	0
Local Educational Safety Events	0	0	0	0	1
Teen Safety Events	20	20	20	0	0

Narrative Overview for FY 2020 - 2022

Performance Objective: To increase the safety awareness of the motoring public, motor carriers and drivers through public education and outreach activities such as safety talks, safety demonstrations, etc.

Describe the type of activities the State plans to conduct, including but not limited to passenger transportation, hazardous materials transportation, and share the road safety initiatives. Include the number of personnel that will be participating in this effort.

The MSP CVES will conduct 40 public education and awareness activities centered on passenger transportation, safety belts, hazardous materials, general crash reduction, and best safety practices. These will include those for driver's education classes and those at fairs, as well as other target audiences and locations, as deemed necessary.

New FY 2021: Instead of 20 Teen Safety Events, the MSP CVES will conduct Farm Bureau Migrant Safety Talks as well as those for prospective drivers (both commercial and non-commercial vehicle drivers) and the senior population. This will be implemented in conjunction with the Massachusetts Strategic Highway Safety Plan Older and Younger Driver emphasis area teams. Crash data analysis will be conducted to identify specific risk factors for these populations. In addition, the findings of the crash data analysis will guide the subject matter which will likely include, but not be limited to, passenger transportation, hazardous materials transportation, and "Share the Road Safely" initiatives.

FY2022 Update: Due to the COVID state of emergency, only one in-person talk was conducted as well as participation in two state trucking association meetings. The MSP CVES participated in three virtual conferences with the industry.

In FY2022 additional public education and awareness activities will be conducted including safety talks, safety demonstrations, and the creation of materials that highlight safe driving and public awareness. Topics will be tailored to Massachusetts-specific safety challenges as well as the FMCSA priority areas of occupant restraint usage, distracted driving prevention, impaired operation, human trafficking, and work zone crash prevention.

Projected Goals for FY 2020 - 2022

In the table below, indicate if the State intends to conduct the listed program activities, and the estimated number, based on the descriptions in the narrative above.

			Performance Goals		
Yes	No	Activity Type	FY 2020	FY 2021	FY 2022
<input checked="" type="radio"/>	<input type="radio"/>	Carrier Safety Talks	10	10	10
<input checked="" type="radio"/>	<input type="radio"/>	CMV Safety Belt Education and Outreach	6	6	6
<input checked="" type="radio"/>	<input type="radio"/>	State Trucking Association Meetings	2	2	2
<input checked="" type="radio"/>	<input type="radio"/>	State-Sponsored Outreach Events	0	0	0
<input checked="" type="radio"/>	<input type="radio"/>	Local Educational Safety Events	2	2	2
<input type="radio"/>	<input checked="" type="radio"/>	Teen Safety Events	0	0	0

Performance Measurements and Monitoring: Describe all performance measures and how the State will conduct monitoring of progress. States must report the quantity, duration and number of attendees in their quarterly SF-PPR reports.

Every month, the MSP CVES Commander will review the content, subject matter, and the number of presentations to ensure compliance with goals and objectives. In addition, the Commander will review feedback and comments from motor carriers and driving schools in order to make appropriate adjustments to class content. The MSP CVES will report the quantity, duration, and the number of attendees in its quarterly Performance Progress Report.

Part 2 Section 8 - State Safety Data Quality (SSDQ)

Please review your State's SSDQ compliance levels and Narrative Overview and identify if changes are needed for the upcoming fiscal year. You must select 'yes' to make changes.

- ☐ Yes, the information in this section must be updated for this upcoming fiscal year. I understand that I must click "Save" to save any changes.
- ☐ No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary.

MCSAP lead agencies are allowed to use MCSAP funds for Operations and Maintenance (O&M) costs associated with Safety Data Systems (SSDQ) if the State meets accuracy, completeness and timeliness measures regarding motor carrier safety data and participates in the national data correction system (DataQs).

SSDQ Compliance Status

Please verify the current level of compliance for your State in the table below using the drop-down menu. If the State plans to include O&M costs in this year's CVSP, select Yes. These expenses must be included in the Spending Plan section per the method these costs are handled in the State's accounting system (e.g., contractual costs, other costs, etc.).

Data Quality Program	Current Compliance Level	Include O & M Costs?
SSDQ Performance	Good	No

Available data sources:

- [FMCSA SSDQ website](#)
- [FMCSA DataQs website](#)

Enter the agency name responsible for Data Quality:

In the table below, use the drop-down menus to indicate the State's current rating within each of the State Safety Data Quality categories, and the State's goal for FY 2020 - 2022.

SSDQ Measure	Current SSDQ Rating	Goal for FY 2020	Goal for FY 2021	Goal for FY 2022
Crash Record Completeness	Good	Good	Good	Good
Crash VIN Accuracy	Good	Good	Good	Good
Fatal Crash Completeness	Good	Good	Good	Good
Crash Timeliness	Fair	Good	Good	Good
Crash Accuracy	Good	Good	Good	Good
Crash Consistency	No Flag	No Flag	No Flag	No Flag
Inspection Record Completeness	Good	Good	Good	Good
Inspection VIN Accuracy	Good	Good	Good	Good
Inspection Timeliness	Good	Good	Good	Good
Inspection Accuracy	Good	Good	Good	Good

Enter the date of the A & I Online data snapshot used for the "Current SSDQ Rating" column.

FY2021 Update: Data current as of May 29, 2020. FY2022 Update: Data current as of April 30, 2021.

Narrative Overview for FY 2020 - 2022

Problem Statement Narrative: Describe any issues encountered for any SSDQ category not rated as "Good" in the Current SSDQ Rating category column above (i.e., problems encountered, obstacles overcome, lessons learned, etc.).

Massachusetts currently has a 'good' SSDQ ranking in all categories except Crash Timeliness, which is 'fair'. However, there has been a slow increase over the last several months in the percent of timely records from 84% to a current 88%. The MSP CVES and RMV are working diligently to increase this each month.

FY 2020 Update: The MSP CVES will also continue to participate in DataQs.

Program Activities FY 2020 - 2022: Describe activities that will be taken to maintain a “Good” overall SSDQ rating. These activities should include all measures listed in the table above. Also, describe program activities to achieve a “Good” rating for all SSDQ measures based upon the Problem Statement Narrative including measurable milestones.

The MSP CVES will continue to monitor each SSDQ category rating on a quarterly basis, making any adjustments as needed. In addition, a monthly review of any crash report backlog in the RMV to MSP queue will continue, with personnel being adjusted as deemed necessary. Furthermore, the MSP will continue providing data quality training for law enforcement officers in order to reduce the need for MSP to conduct extensive research when the data received is of poor quality.

New FY2022: Review crash report backlog in the queue from RMV to MSP on a monthly basis, and adjust personnel as needed.

New FY2022: Increase civilian workforce in order to review crash data quality and the updating of crash report data for SafetyNet.

Performance Measurements and Monitoring: Describe all performance measures that will be used and include how the State will conduct ongoing monitoring of progress in addition to quarterly SF-PPR reporting.

The quarterly FMCSA SSDQ ratings will be monitored and compared to FY19 baseline data on a quarterly basis.

Part 2 Section 9 - New Entrant Safety Audits

Please review the agency responsible for conducting New Entrant activities and the description of your State's strategies, activities and monitoring. You must complete the safety audit data questions for the current year. You must select "yes" to make changes.

- ☒ Yes, the information in this section must be updated for this upcoming fiscal year. I understand that I must click "Save" to save any changes.
- ☐ No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary.

States must conduct interstate New Entrant safety audits in order to participate in the MCSAP ([49 CFR 350.207](#).) A State may conduct intrastate New Entrant safety audits at the State's discretion if the intrastate safety audits do not negatively impact their interstate new entrant program. The Trend Analysis area is only open for editing during Year 1 of a 3-year plan. This data is not editable during Years 2 and 3.

For the purpose of this section:

- **Onsite safety audits** are conducted at the carrier's principal place of business.
- **Offsite safety audit** is a desktop review of a single New Entrant motor carrier's basic safety management controls and can be conducted from any location other than a motor carrier's place of business. Offsite audits are conducted by States that have completed the FMCSA New Entrant training for offsite audits.
- **Group audits** are neither an onsite nor offsite audit. Group audits are conducted on multiple carriers at an alternative location (i.e., hotel, border inspection station, State office, etc.).

Note: A State or a third party may conduct New Entrant safety audits. If a State authorizes a third party to conduct safety audits on its behalf, the State must verify the quality of the work conducted and remains solely responsible for the management and oversight of the New Entrant activities.

Yes	No	Question
<input checked="" type="radio"/>	<input type="radio"/>	Does your State conduct Offsite safety audits in the New Entrant Web System (NEWS)? NEWS is the online system that carriers selected for an Offsite Safety Audit use to submit requested documents to FMCSA. Safety Auditors use this same system to review documents and communicate with the carrier about the Offsite Safety Audit.
<input checked="" type="radio"/>	<input type="radio"/>	Does your State conduct Group safety audits at non principal place of business locations?
<input type="radio"/>	<input checked="" type="radio"/>	Does your State intend to conduct intrastate safety audits and claim the expenses for reimbursement, state match, and/or Maintenance of Effort on the MCSAP Grant?

Trend Analysis for 2014 - 2018

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

New Entrant Safety Audits	2014	2015	2016	2017	2018
Interstate	417	242	536	578	509
Intrastate	0	0	0	0	0
Total Audits	417	242	536	578	509

Note: Intrastate safety audits will not be reflected in any FMCSA data systems—totals must be derived from State data sources.

Narrative Overview for FY 2020 - 2022

Enter the agency name conducting New Entrant activities, if other than the Lead MCSAP Agency: Massachusetts State Police

Please complete the information below by entering data from the NEWS Dashboard regarding Safety Audits in your State. Data Source: New Entrant website	
Date information retrieved from NEWS Dashboard to complete eCVSP	06/07/2021
Total Number of New Entrant Carriers in NEWS (Unassigned and Assigned)	1930
Current Number of Past Dues	112

Program Goal: Reduce the number and severity of crashes, injuries, and fatalities involving commercial motor vehicles by reviewing interstate new entrant carriers. At the State's discretion, intrastate motor carriers are reviewed to ensure they have effective safety management programs.

Program Objective: Meet the statutory time limit for processing and completing interstate safety audits of 120 days for Motor Carriers of Passengers and 12 months for all other Motor Carriers.

Projected Goals for FY 2020 - 2022

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

Projected Goals for FY 2020 - 2022 - New Entrant Safety Audits						
	FY 2020		FY 2021		FY 2022	
Number of Safety Audits/Non-Audit Resolutions	Interstate	Intrastate	Interstate	Intrastate	Interstate	Intrastate
# of Safety Audits (Onsite)	65	0	65	0	65	0
# of Safety Audits (Offsite)	440	0	440	0	440	0
# Group Audits	0	0	0	0	0	0
TOTAL Safety Audits	505	0	505	0	505	0
# of Non-Audit Resolutions	300	0	0	0	0	0

Strategies: Describe the strategies that will be utilized to meet the program objective above. Provide any challenges or impediments foreseen that may prevent successful completion of the objective.

The CVES employs four full-time officers to conduct New Entrant Investigations. Three investigators are deployed regionally, while one officer is the program administrator.

New Entrant training will be offered to any officer who is interested in performing audits.

UPDATE 2021:

The program administrator's responsibilities include vetting the applicant to ensure a review is needed, assigning investigations, and monitoring the queue to ensure the audits are completed in a timely manner. Due to the influx of New Entrant registrations due to the new intrastate number requirement, we are in the process of telephonically vetting each New Entrant application in the queue and adjusting carriers who wrongly selected "interstate" instead of intrastate. The process is to find carriers without an interstate trip, contact the carrier by telephone, review the requirements for an interstate DOT number, and when appropriate advise the carrier to change their DOT category to intrastate. We expect this will reduce the size of the overdue list. This should result in 100% on-time completion.

It should be noted that the CVSP measures the number of audits completed. However, the actual number of NE applicants who must be vetted by SP personnel is 40% greater than the audits completed.

UPDATE 2022: We have trained and certified three New Entrant investigators. Each of these officers is conducting New Entrant audits. One officer is assigned to New Entrant investigations full-time.

Activity Plan for FY 2020 - 2022: Include a description of the activities proposed to help achieve the objectives. If group audits are planned, include an estimate of the number of group audits.

The MSP CVES utilizes a combination of off-site and on-site audits. Approximately 85 percent of audits are conducted off-site and 15 percent on-site. If we see an opportunity to improve efficiency by using group audits, we may implement this technique if clusters of carriers located near our working locations are identified.

FY 2020 Update: All activities meet current requirements for completion of safety audits as well as addressing and preventing overdue audits. These audits provide educational and technical assistance on safety and the operational requirements of the FMCSRs and HMRs, as applicable. In addition, these safety audits gather critical safety data needed to assess the carrier's safety performance and basic safety management controls.

New FY2022: Five CVES Troopers just finished the New Entrant course and are in the FTO portion. Once they are certified they will conduct New Entrant Audits as a part-time function. Having these additional troopers conduct New Entrant Audits will enable us to eliminate the overdue numbers to zero and maintain them for the future.

Performance Measurement Plan: Describe how you will measure progress toward meeting the objective, such as quantifiable and measurable outputs (staffing, work hours, carrier contacts, inspections, etc.). The measure must include specific benchmarks to be reported on in the quarterly progress report, or as annual outputs.

The program administrator monitors the queue, makes assignments, checks audits for completeness and accuracy, assembles monthly activity/performance reports, and provides a monthly and quarterly performance report. Our goal is to reach 100% on-time performance.

Part 3 - National Emphasis Areas and State Specific Objectives

FMCSA establishes annual national priorities (emphasis areas) based on emerging or continuing issues, and will evaluate CVSPs in consideration of these national priorities. Part 3 allows States to address the national emphasis areas/priorities outlined in the Notice of Funding Opportunity (NOFO) and any State-specific objectives as necessary. Specific goals and activities must be projected for the three fiscal year period (FYs 2020 - 2022).

Part 3 Section 1 - Enforcement of Federal OOS Orders during Roadside Activities

Please review your State's Federal OOS catch rate during roadside enforcement activities, projected goals, program activities and monitoring. Are there changes that need to be made for the upcoming fiscal year? Before selecting "yes," make sure there are changes to be made as once selected, this answer cannot be changed.

- ☐ Yes, the information in this section must be updated for this upcoming fiscal year. I understand that I must click "Save" to save any changes.
- ☐ No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary.

Instructions:

FMCSA has established an Out-of-Service (OOS) catch rate of 85 percent for carriers operating while under an OOS order. In this part, States will indicate their catch rate is at least 85 percent by using the check box or completing the problem statement portion below.

Check this box if:

☐ As evidenced by the data provided by FMCSA, the State identifies at least 85 percent of carriers operating under a Federal IH or UNSAT/UNFIT OOS order during roadside enforcement activities and will not establish a specific reduction goal. However, the State will maintain effective enforcement of Federal OOS orders during roadside inspections and traffic enforcement activities.

Narrative Overview for FY 2020 - 2022

Enter your State's OOS Catch Rate percentage if below 85 percent: 0%

Projected Goals for FY 2020 - 2022: Enter a description of the State's performance goals.

Fiscal Year	Goal (%)
2020	75
2021	80
2022	85

Massachusetts' objective is to maintain the identification of Federal out-of-service vehicles to 100%, compliant with the FMCSA's national goals.

FY2022 Update: The FY21 (YTD, 4/21) OOS catch rate is now 100%.

Note the catch rate is based on a small sample size of current OOS Carriers Inspections.

Program Activities for FY 2020 - 2022: Describe policies, procedures, and/or technology that will be utilized to identify OOS carriers at roadside. Include how you will conduct quality assurance oversight to ensure that inspectors are effectively identifying OOS carriers and preventing them from operating.

Although the Massachusetts OOS catch rate is 67% thus far in FY19, as shown below, it was almost 90% for the previous two years.

FY 2022 Update: The FY21 (YTD 4/21) Massachusetts OOS catch rate is now 100%.

 MA OOS Catch Rate Chart

All personnel are currently required to check for Federal out-of-service orders. All Massachusetts carriers who are issued a Federal OOS orders have their vehicle registrations analyzed and suspended as appropriate.

The MSP CVES will further examine the data on the FMCSA Activity Dashboard to determine reasons for the decrease in the catch rate as well as the available tools suggested to identify OOS carriers. Based on these findings, any needed changes in policies and procedures will be implemented.

FY2021 Update: the MSP CVES will conduct retraining for all CVES troopers, as a refresher on the FMCSA enforcement memorandum.

FY 2022 Update: Annual Officer training refresher training will also be conducted.

Performance Measurements and Monitoring: Describe all performance measures and how the State will conduct ongoing monitoring of progress in addition to quarterly SF-PPR reporting.

The MSP CVES will utilize monthly PRISM reports generated within our agency to monitor the performance measures for OOS orders. Furthermore, the Commander will monitor reports and accountability for Troopers in the field. Finally, a review of the OOS catch rate reports on the FMCSA Activity Dashboard will be reviewed.

Part 3 Section 2 - Passenger Carrier Enforcement

Please review your State's passenger carrier transportation goals, problem statement narrative, program activities and monitoring. Are there changes that need to be made for the upcoming fiscal year? Before selecting "yes," make sure there are changes to be made as once selected, this answer cannot be changed.

- ☐ Yes, the information in this section must be updated for this upcoming fiscal year. I understand that I must click "Save" to save any changes.
- ☐ No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary.

Instructions:

FMCSA requests that States conduct enhanced investigations for motor carriers of passengers and other high risk carriers. Additionally, States are asked to allocate resources to participate in the enhanced investigations training being offered by FMCSA. Finally, States are asked to continue partnering with FMCSA in conducting enhanced investigations and inspections at carrier locations.

Check this box if:

☐ As evidenced by the trend analysis data, the State has not identified a significant passenger transportation safety problem. Therefore, the State will not establish a specific passenger transportation goal in the current fiscal year. However, the State will continue to enforce the Federal Motor Carrier Safety Regulations (FMCSRs) pertaining to passenger transportation by CMVs in a manner consistent with the [MCSAP Comprehensive Policy](#) as described either below or in the roadside inspection section.

Narrative Overview for FY 2020 - 2022

Problem Statement Narrative: Describe the problem as identified by performance data and include the baseline data.

The number of Massachusetts crashes involving passenger carriers (all bus types as defined by SafetyNet) declined from 2017 to 2018. As shown in the chart below, all crash types (fatal, injury, and towaway) were marked with reductions, with notably only one fatality in 2018. Preliminarily, the first quarter of 2019 seems to be on a similar trajectory, although it is too soon to make observations.

 bus 6

To further reduce the number of crashes involving passenger carriers, UMassSafe conducted a extensive crash data analysis that included a study of crash locations and characteristics. The findings of this analysis are attached to this E-CVSP and will be utilized by the MSP CVES in planning and conducting all passenger carrier crash prevention efforts.

Projected Goals for FY 2020 - 2022: Enter the performance goal for the three year CVSP period for the State's passenger carrier enforcement initiative. Annual passenger carrier enforcement benchmarks for FY 2020, 2021 and 2022 must also be included.

The MSP CVES does not establish a goal specific to the reduction of motorcoach/passenger fatalities because the number of such fatalities is too low to adequately measure change. Instead, there is a goal to reduce all CMV crashes, which includes strategies to reduce motorcoach/passenger fatalities. In addition, the MSP CVES has a passenger transportation safety goal regarding inspections. The goal is to conduct 2,000 passenger carrier inspections per fiscal year.

Program Activities for FY 2020 - 2022: Provide additional information regarding how these activities will be implemented.

In addition to conducting ongoing inspections, Massachusetts will implement 75 multi-agency task forces annually as well as participate in national and regional strike force activities.

FY 2021 Updates: The MSP CVES will conduct enhanced investigations for motor carriers of passengers and other high risk carriers as well as allocate resources to participate in the enhanced investigations training being offered by FMCSA. We will continue partnering with FMCSA in conducting enhanced investigations and inspections at carrier locations.

FY 2022 Updates: The MSP CVES will continue bi-monthly passenger carrier task forces in the Metro Boston area.

Performance Measurements and Monitoring: Describe all performance measures and how the State will conduct ongoing monitoring of progress in addition to quarterly SF-PPR reporting.

Passenger transportation safety activities will be monitored and evaluated by the State during a monthly and annual evaluation of activities, inspections, enforcement efforts, CSA SMS scores, and presentations. The performance measures and milestones described in this document will be used to measure progress. Passenger Carrier Enforcement goals will be monitored quarterly and annually through evaluation of both the number and percent of passenger carrier inspections.

Part 3 Section 3 - State Specific Objectives – Past

No updates are required for this section.

Instructions:

Describe any State-specific CMV problems that were addressed with FY 2019 MCSAP funding. Some examples may include hazardous materials objectives, Electronic Logging Device (ELD) implementation, and crash reduction for a specific segment of industry, etc. Report below on year-to-date progress on each State-specific objective identified in the FY 2019 CVSP.

Progress Report on State Specific Objectives(s) from the FY 2019 CVSP

Please enter information to describe the year-to-date progress on any State-specific objective(s) identified in the State's FY 2019 CVSP. Click on "Add New Activity" to enter progress information on each State-specific objective.

Activity #1**Activity: Describe State-specific activity conducted from previous year's CVSP.**

Target OOS Carriers at Roadside as well as Re-inspection In order to address the high OOS rates in Massachusetts, which are significantly higher than the nation, the MSP CVES conducted extensive enforcement of OOS at roadside as well as targeted high OOS carriers for re-inspections.

Goal: Insert goal from previous year CVSP (#, %, etc., as appropriate).

Conduct 1,000 inspections/re-inspections

Actual: Insert year to date progress (#, %, etc., as appropriate).

In FY18 and FY19, there were 11,115 and 7,425 driver inspections, 6,874 and 4,705 vehicle inspections as well as 528 and 344 HazMat inspections conducted during traffic enforcement. It is not discernible how many of these were specifically enforcement of OOS at roadside but all of these reviewed conditions impacting OOS rates. Massachusetts OOS rates from driver, vehicle and HazMat inspections are significantly higher than that for the Nation. In FY18, the MA driver OOS rate was 10.57% which was slightly higher than the FY17 rate of 10.46% and compares to the FY18 national rate of 8.30%. The vehicle OOS rate was 30.77% in FY18 a decline since the FY17 rate of 34.79% but compared to 26.53% nationally. The FY18 HazMat OOS rate was 26.33% compared to 23.48% in FY17. The national HazMat OOS rate was 10.25% in FY18. OOS rates in FY19 thus far were also higher than the national rates.

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

Part 3 Section 4 - State Specific Objectives – Future

Please review your State specific objectives and narrative overview. Are there changes that need to be made for the upcoming fiscal year? Before selecting "yes," make sure there are changes to be made as once selected, this answer cannot be changed.

- ☐ Yes, the information in this section must be updated for this upcoming fiscal year. I understand that I must click "Save" to save any changes.
- ☐ No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary.

Instructions:

The State may include additional objectives from the national priorities or emphasis areas identified in the NOFO as applicable. In addition, the State may include any State-specific CMV problems identified in the State that will be addressed with MCSAP funding. Some examples may include hazardous materials objectives, Electronic Logging Device (ELD) implementation, and crash reduction for a specific segment of industry, etc.

Describe any State-specific objective(s) identified for FY 2020 - 2022. Click on "Add New Activity" to enter information on each State-specific objective. This is an optional section and only required if a State has identified a specific State problem planned to be addressed with grant funding.

State Objective #1

Enter the title of your State-Identified Objective.

Safety of Workers on Roadways - Work Zone Crash Reduction

Narrative Overview for FY 2020 - 2022

Problem Statement Narrative: Describe problem identified by performance data including baseline data.

In Massachusetts, commercial motor vehicles (CMVs) have more than twice as many crashes in work zones as other motor vehicles. Of all 2018 crashes involving CMVs, 4.1% occurred in work zones compared to a work zone crash rate of 1.8% for all vehicle types. A similar trend exists for 2019 crashes thus far, where CMV involved crashes are overrepresented in work zone crashes at 3.8% compared to 2.7% of crashes with any vehicle type. Considering summer months have yet to be accounted for, this is too preliminary to draw conclusions. To further reduce the number of CMV crashes in work zones, UMassSafe conducted a extensive crash data analysis. The findings of this analysis are attached to this E-CVSP and will be utilized by the MSP CVES in planning and conducting all work zone crash prevention efforts.

Projected Goals for FY 2020 - 2022:

Enter performance goal.

Conduct 2,000 truck inspections in or near work zones per year.

Program Activities for FY 2020 - 2022: Describe the activities that will be implemented including level of effort.

The activities which will be implemented to address work zone crashes include enforcement of Move Over Law, driver and vehicle inspections, and extensive traffic enforcement utilizing CMV crash causation analysis to target enforcement. In addition, the MSP CVES will work with the MA Strategic Highway Safety Plan's Safety of Workers on Roadways emphasis area team on various safety initiatives. New FY2022: Participate in the Strategic Highway Safety Plan Safety of Workers on Roadways Emphasis Area and Traffic Incident Management System Task Force. This includes implementing or assisting with the implementation of the following activities (5-Year Plan): -Establish a TIM training hands-on provide a controlled environment for hands on, multi-agency/multi-disciplinary TIM and work zone safety training (MassDOT Highway, MSP, DFS) -Enforce vehicle emergency/ warning lighting laws (MassDOT Highway, MSP, local law enforcement) - Develop and implement plan to expand the promotion of the Move Over Law; Consider

additional static signs strategically placed on roadways (MassDOT Highway, MSP, STA) - Use Authority Removal Law (MGL Chapter 89 § 7D) allowing vehicles involved in a crash to be moved from a travel lane (MSP, local law enforcement) Develop a tracking system for roadway workers injured in the work zone, incorporating crash, injury, and fatality data. -Enforce Driver Removal Law (MGL Chapter 89 § 7D) requiring vehicles involved in a crash to be moved from a travel lane if it is safe to do (MSP, local law enforcement) Enforce Move Over Law (MGL Chapter 89 § 7C) (MSP) Conduct Massachusetts Work Zone Safety Awareness (WZSA) campaign in conjunction with National WZSA Week (MassDOT Highway, MSP) -Examine ways to address the issue of heavy trucks parking on the highway, as well as in and out of rest areas (MassDOT Highway, MSP) -Conduct work zone enforcement campaigns to reduce speeding, distracted driving, and aggressive driving behavior (MassDOT Highway, MSP, local law enforcement)

Performance Measurements and Monitoring: Describe all performance measures and how the State will conduct ongoing monitoring of progress in addition to quarterly SF-PPR reporting.

The MSP CVES will examine quarterly CMV injury and fatality data in order to track progress towards work zone goals. Furthermore, the MSP CVES Commander will conduct a quarterly and annual review of inspections and citations.

Part 4 - Financial Information

Part 4 Section 1 - Overview

The Spending Plan is an explanation of each budget component, and should support the cost estimates for the proposed work. The Spending Plan should focus on how each item will achieve the proposed project goals and objectives, and explain how costs are calculated. The Spending Plan must be clear, specific, detailed, and mathematically correct. Sources for assistance in developing the Spending Plan include [2 CFR part 200](#), [2 CFR part 1201](#), [49 CFR part 350](#) and the [MCSAP Comprehensive Policy](#).

Before any cost is billed to or recovered from a Federal award, it must be allowable ([2 CFR §200.403](#), [2 CFR §200 Subpart E – Cost Principles](#)), reasonable and necessary ([2 CFR §200.403](#) and [2 CFR §200.404](#)), and allocable ([2 CFR §200.405](#)).

- **Allowable** costs are permissible under the OMB Uniform Guidance, DOT and FMCSA regulations and directives, MCSAP policy, and all other relevant legal and regulatory authority.
- **Reasonable and Necessary** costs are those which a prudent person would deem to be judicious under the circumstances.
- **Allocable** costs are those that are charged to a funding source (e.g., a Federal award) based upon the benefit received by the funding source. Benefit received must be tangible and measurable.
 - For example, a Federal project that uses 5,000 square feet of a rented 20,000 square foot facility may charge 25 percent of the total rental cost.

Instructions

The Spending Plan should include costs for FY 2022 only. This applies to States completing a multi-year CVSP or an Annual Update to their multi-year CVSP.

The Spending Plan data tables are displayed by budget category (Personnel, Fringe Benefits, Travel, Equipment, Supplies, Contractual and Subaward, and Other Costs). You may add additional lines to each table, as necessary. Please include clear, concise explanations in the narrative boxes regarding the reason for each cost, how costs are calculated, why they are necessary, and specific information on how prorated costs were determined.

The following definitions describe Spending Plan terminology.

- **Federal Share** means the portion of the total project costs paid by Federal funds. The budget category tables use 85.01 percent in the federal share calculation.
- **State Share** means the portion of the total project costs paid by State funds. The budget category tables use 14.99 percent in the state share calculation. A State is only required to contribute 14.99 percent of the total project costs of all budget categories combined as State share. A State is NOT required to include a 14.99 percent State share for each line item in a budget category. The State has the flexibility to select the budget categories and line items where State match will be shown.
- **Total Project Costs** means total allowable costs incurred under a Federal award and all required cost sharing (sum of the Federal share plus State share), including third party contributions.
- **Maintenance of Effort (MOE)** means the level of effort Lead State Agencies are required to maintain each fiscal year in accordance with [49 CFR § 350.301](#). The State has the flexibility to select the budget categories and line items where MOE will be shown. Additional information regarding MOE can be found in the MCSAP Comprehensive Policy (MCP) in section 3.6.

On Screen Messages

The system performs a number of edit checks on Spending Plan data inputs to ensure calculations are correct, and values are as expected. When anomalies are detected, alerts will be displayed on screen.

- Calculation of Federal and State Shares

Total Project Costs are determined for each line based upon user-entered data and a specific budget category formula. Federal and State shares are then calculated by the system based upon the Total Project Costs and are added to each line item.

The system calculates an 85.01 percent Federal share and 14.99 percent State share automatically and populates

these values in each line. Federal share is the product of Total Project Costs x 85.01 percent. State share equals Total Project Costs minus Federal share. It is important to note, if Total Project Costs are updated based upon user edits to the input values, the share values will not be recalculated by the system and should be reviewed and updated by users as necessary.

States may edit the system-calculated Federal and State share values at any time to reflect actual allocation for any line item. For example, States may allocate a different percentage to Federal and State shares. States must ensure that the sum of the Federal and State shares equals the Total Project Costs for each line before proceeding to the next budget category.

An error is shown on line items where Total Project Costs does not equal the sum of the Federal and State shares. Errors must be resolved before the system will allow users to 'save' or 'add' new line items.

Territories must insure that Total Project Costs equal Federal share for each line in order to proceed.

- **MOE Expenditures**

States may enter MOE on individual line items in the Spending Plan tables. The Personnel, Fringe Benefits, Equipment, Supplies, and Other Costs budget activity areas include edit checks on each line item preventing MOE costs from exceeding allowable amounts.

- If "Percentage of Time on MCSAP grant" equals 100%, then MOE must equal \$0.00.
- If "Percentage of Time on MCSAP grant" equals 0%, then MOE may equal up to Total Project Costs as expected at 100%.
- If "Percentage of Time on MCSAP grant" > 0% AND < 100%, then the MOE maximum value cannot exceed "100% Total Project Costs" minus "system-calculated Total Project Costs".

An error is shown on line items where MOE expenditures are too high. Errors must be resolved before the system will allow users to 'save' or 'add' new line items.

The Travel and Contractual budget activity areas do not include edit checks for MOE costs on each line item. States should review all entries to ensure costs reflect estimated expenditures.

- **Financial Summary**

The Financial Summary is a summary of all budget categories. The system provides warnings to the States on this page if the projected State Spending Plan totals are outside FMCSA's estimated funding amounts. States should review any warning messages that appear on this page and address them prior to submitting the eCVSP for FMCSA review.

The system will confirm that:

- Overtime value does not exceed the FMCSA limit.
- Planned MOE Costs equal or exceed FMCSA limit.
- States' proposed Federal and State share totals are each within \$5 of FMCSA's Federal and State share estimated amounts.
- Territories' proposed Total Project Costs are within \$5 of \$350,000.

ESTIMATED Fiscal Year Funding Amounts for MCSAP			
	85.01% Federal Share	14.99% State Share	Total Estimated Funding
Total	\$7,532,494.00	\$396,447.00	\$7,928,941.00

Summary of MCSAP Funding Limitations	
Allowable amount for Overtime without written justification (14.99% of MCSAP Award Amount):	\$1,189,341.00
MOE Baseline:	\$335,450.37

Part 4 Section 2 - Personnel

Personnel costs are salaries for employees working directly on a project.

Note: Do not include any personally identifiable information (PII) in the CVSP. The final CVSP approved by FMCSA is required to be posted to a public FMCSA website.

Salary and Overtime project costs must be separated when reporting to FMCSA, regardless of the Lead MCSAP Agency or Subrecipient pay structure.

List grant-funded staff who will complete the tasks discussed in the narrative descriptive sections of the CVSP. Positions may be listed by title or function. It is not necessary to list all individual personnel separately by line. The State may use average or actual salary and wages by personnel category (e.g., Trooper, Civilian Inspector, Admin Support, etc.). Additional lines may be added as necessary to capture all your personnel costs.

The percent of each person's time must be allocated to this project based on the amount of time/effort applied to the project. For budgeting purposes, historical data is an acceptable basis.

Note: Reimbursement requests must be based upon documented time and effort reports. Those same time and effort reports may be used to estimate salary expenses for a future period. For example, a MCSAP officer's time and effort reports for the previous year show that he/she spent 35 percent of his/her time on approved grant activities. Consequently, it is reasonable to budget 35 percent of the officer's salary to this project. For more information on this item see [2 CFR §200.430](#).

In the salary column, enter the salary for each position.

Total Project Costs equal the Number of Staff x Percentage of Time on MCSAP grant x Salary for both Personnel and Overtime (OT).

If OT will be charged to the grant, only OT amounts for the Lead MCSAP Agency should be included in the table below. If the OT amount requested is greater than the 14.99 percent limitation in the MCSAP Comprehensive Policy (MCP), then justification must be provided in the CVSP for review and approval by FMCSA headquarters.

Activities conducted on OT by subrecipients under subawards from the Lead MCSAP Agency must comply with the 14.99 percent limitation as provided in the MCP. Any deviation from the 14.99 percent limitation must be approved by the Lead MCSAP Agency for the subrecipients.

Summary of MCSAP Funding Limitations	
Allowable amount for Lead MCSAP Agency Overtime without written justification (14.99% of MCSAP Award Amount):	\$1,189,341.00

Overtime Costs budgeted must be equal to or less than the 14.99 percent FMCSA funding limitation (+/- \$5 allowed.) Please include a justification to exceed the limit in the Personnel section.

Personnel: Salary and Overtime Project Costs							
Salary Project Costs							
Position(s)	# of Staff	% of Time on MCSAP Grant	Salary	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
Trooper (Gray)	1	100.0000	\$147,278.35	\$147,278.35	\$0.00	\$147,278.35	\$0.00
Administrative	1	100.0000	\$134,587.44	\$134,587.44	\$127,858.07	\$6,729.37	\$0.00
Clerical	1	50.0000	\$174,790.20	\$87,395.10	\$83,025.35	\$4,369.75	\$0.00
Lieutenant	1	40.0000	\$300,057.16	\$120,022.86	\$114,021.72	\$6,001.14	\$0.00
Trooper	1	100.0000	\$245,463.92	\$245,463.92	\$233,190.72	\$12,273.20	\$0.00
Trooper	1	100.0000	\$245,463.92	\$245,463.92	\$233,190.72	\$12,273.20	\$0.00
Trooper	4	40.0000	\$196,371.24	\$314,193.98	\$298,484.28	\$15,709.70	\$0.00
Trooper	1	40.0000	\$245,463.92	\$98,185.56	\$93,276.28	\$4,909.28	\$0.00
Trooper	1	40.0000	\$191,683.96	\$76,673.58	\$72,839.90	\$3,833.68	\$0.00
New Entrant Reviewer	1	100.0000	\$120,000.00	\$120,000.00	\$120,000.00	\$0.00	\$0.00
Trooper	1	40.0000	\$200,531.24	\$80,212.49	\$76,201.87	\$4,010.62	\$0.00
CVES Troopers	4	0.0000	\$335,451.00	\$0.00	\$0.00	\$0.00	\$335,451.00
Subtotal: Salary				\$1,669,477.20	\$1,452,088.91	\$217,388.29	\$335,451.00
Overtime Project Costs							
Lieutenant	1	100.0000	\$129,399.65	\$129,399.65	\$129,399.65	\$0.00	\$0.00
Administrative	1	100.0000	\$40,376.23	\$40,376.23	\$40,376.23	\$0.00	\$0.00
Clerical	1	100.0000	\$52,437.06	\$52,437.06	\$52,437.06	\$0.00	\$0.00
Sergeant	2	100.0000	\$105,986.63	\$211,973.26	\$211,973.26	\$0.00	\$0.00
Trooper	24	100.0000	\$88,818.10	\$2,131,634.40	\$2,131,634.40	\$0.00	\$0.00
Trooper	15	100.0000	\$29,456.96	\$441,854.40	\$441,854.40	\$0.00	\$0.00
Subtotal: Overtime				\$3,007,675.00	\$3,007,675.00	\$0.00	\$0.00
TOTAL: Personnel				\$4,677,152.20	\$4,459,763.91	\$217,388.29	\$335,451.00
Accounting Method:	Cash						

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

Costs are based upon FMCSA policies and guidance, the FMCSA grants manuals, and OMB circulars. MCSAP activities delineated in this eCVSP are funded by MCSAP funds. Without MCSAP funding, these activities would not be conducted. The State Police has adequate policies and monitoring to ensure compliance with federal grant rules. There are 3 civilian and 31 sworn personnel presently assigned to the Commercial Vehicle Enforcement Section. MCSAP funds only support MCSAP activities. The regular salary costs above are for a 2-year period (52 pay periods).

Funding for staffing is provided in the following manner:

- 1 Full-time civilian administrative personnel is assigned to MCSAP activities 100% of the time (37.5 hours/week)
- 1 Full-time civilian administrative personnel is assigned to MCSAP activities 50% of the time. (18.75 hours/week)
- 1 Lieutenant & 4 Troopers are assigned to MCSAP activities 40% of the time. (14 hours/week)
- 2 Troopers are assigned to MCSAP activities 100% of the time (2 New Entrant) (40 hours/week)
- 1 New Entrant Reviewer assigned 100% of the time..

All personnel work an average of 28 hours/week overtime on MCSAP activities as part of the MCSAP program. This time is tracked by a separate activity sheet and operational activity reports are maintained and verified by administrative staff.

UPDATE 2022 : Overtime Justification :

The CVES has modified the former Premium Time calculation to reflect the new FMCSA overtime calculation policy. The Premium time calculation is regular time plus a 50 % premium. The overtime calculation allows for approximately 56 hours of overtime per officer per pay period. If approved the new overtime calculation will allow us to continue our successful MCSAP operations such as Data Driven High Visibility Crash Reduction Enforcement in High Crash Corridors, New Entrant Auditors extending their workday, Off hours education and Out Reach including and Joint Passenger Carrier Task Forces with the Mass. Department of Public Utilities.

According to the State Police Collective Bargaining agreement, regular work hours are 0700-1530 hours Monday through Friday. The requested overtime will allow us to complete the tasks delineated in the CVSP during off hour periods. Due to an unprecedented number of retirements (8) the CVES staffing has temporarily dropped by 25 %. The CVES has requested an additional 9 full time MCSAP personnel from a new recruit class presently in training in order to reduce premium time expense. The new personnel upon arrival will be assigned to the MCSAP program full-time. Their salary cost will be deducted from the overtime premium via an amended budget modification submitted to FMCSA for approval. At this time the total number of incoming personnel is unknown.

Part 4 Section 3 - Fringe Benefits

*Fringe costs are benefits paid to employees, including the cost of employer's share of FICA, health insurance, worker's compensation, and paid leave. Only non-Federal grantees that use the **accrual basis** of accounting may have a separate line item for leave, and is entered as the projected leave expected to be accrued by the personnel listed within Part 4.2 – Personnel. Reference [2 CFR §200.431\(b\)](#).*

Show the fringe benefit costs associated with the staff listed in the Personnel section. Fringe costs may be estimates, or based on a fringe benefit rate. If using an approved rate by the applicant's Federal cognizant agency for indirect costs, a copy of the indirect cost rate agreement must be provided in the "My Documents" section in eCVSP and through grants.gov. For more information on this item see [2 CFR §200.431](#).

Show how the fringe benefit amount is calculated (i.e., actual fringe rate, rate approved by HHS Statewide Cost Allocation or cognizant agency, or an aggregated rate). Include a description of the specific benefits that are charged to a project and the benefit percentage or total benefit cost.

Actual Fringe Rate: a fringe rate approved by your cognizant agency or a fixed rate applied uniformly to each position.

Aggregated Rate: a fringe rate based on actual costs and not a fixed rate (e.g. fringe costs may vary by employee position/classification).

Depending on the State, there are fixed employer taxes that are paid as a percentage of the salary, such as Social Security, Medicare, State Unemployment Tax, etc. For more information on this item see the [Fringe Benefits Job Aid](#) below.

Fringe costs method: Actual Fringe Rate

Total Project Costs equal the Fringe Benefit Rate x Percentage of Time on MCSAP grant x Base Amount divided by 100.

Fringe Benefit Rate: The rate that has been approved by the State's cognizant agency for indirect costs; or a rate that has been calculated based on the aggregate rates and/or costs of the individual items that your agency classifies as fringe benefits.

Base Amount: The salary/wage costs within the proposed budget to which the fringe benefit rate will be applied.

Fringe Benefits Project Costs							
Position(s)	Fringe Benefit Rate	% of Time on MCSAP Grant	Base Amount	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
Clerical	40.0000	50.0000	\$174,790.20	\$34,958.04	\$33,210.14	\$1,747.90	\$0.00
Administrative	40.0000	100.0000	\$134,587.44	\$53,834.97	\$51,143.22	\$2,691.75	\$0.00
Lieutenant	50.0000	40.0000	\$300,057.16	\$60,011.43	\$57,010.86	\$3,000.57	\$0.00
Trooper	50.0000	100.0000	\$245,463.92	\$122,731.96	\$116,595.36	\$6,136.60	\$0.00
Trooper	50.0000	100.0000	\$245,463.92	\$122,731.96	\$116,595.36	\$6,136.60	\$0.00
Trooper	50.0000	40.0000	\$196,371.24	\$39,274.24	\$37,310.53	\$1,963.71	\$0.00
Trooper	50.0000	40.0000	\$196,371.24	\$39,274.24	\$37,310.53	\$1,963.71	\$0.00
Trooper	50.0000	40.0000	\$196,371.24	\$39,274.24	\$37,310.53	\$1,963.71	\$0.00
Trooper	50.0000	40.0000	\$196,371.24	\$39,274.24	\$37,310.53	\$1,963.71	\$0.00
Trooper	50.0000	40.0000	\$245,463.92	\$49,092.78	\$46,638.14	\$2,454.64	\$0.00
Trooper	50.0000	40.0000	\$191,683.96	\$38,336.79	\$36,419.95	\$1,916.84	\$0.00
Trooper	50.0000	40.0000	\$200,531.24	\$40,106.24	\$38,100.93	\$2,005.31	\$0.00
New Entrant Reviewer	40.0000	100.0000	\$120,000.00	\$48,000.00	\$48,000.00	\$0.00	\$0.00
Payroll Tax - all	1.8900	100.0000	\$4,677,152.39	\$88,398.18	\$84,289.54	\$4,108.64	\$0.00
Trooper (Gray)	50.0000	100.0000	\$147,278.35	\$73,639.17	\$0.00	\$73,639.17	\$0.00
TOTAL: Fringe Benefits				\$888,938.48	\$777,245.62	\$111,692.86	\$0.00

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

These rates are established by the Commonwealth of Massachusetts and the cognizant federal agency – The US Department of Justice.

The Civilian Fringe rate effective 7/1/2022 is 40.00%.

The Sworn Fringe rate effective 7/1/2022 is 50.00%.

Fringe benefit is only assessed against regular salary costs (not overtime).

The Payroll Tax rate effective 7/1/2022 is 1.89%.

Payroll tax is assessed against both regular salary and overtime costs.

Part 4 Section 4 - Travel

Itemize the positions/functions of the people who will travel. Show the estimated cost of items including but not limited to, airfare, lodging, meals, transportation, etc. Explain in detail how the MCSAP program will directly benefit from the travel.

Travel costs are funds for field work or for travel to professional meetings.

List the purpose, number of persons traveling, number of days, percentage of time on MCSAP Grant, and total project costs for each trip. If details of each trip are not known at the time of application submission, provide the basis for estimating the amount requested. For more information on this item see [2 CFR §200.474](#).

Total Project Costs should be determined by State users, and manually input in the table below. There is no system calculation for this budget category.

Travel Project Costs							
Purpose	# of Staff	# of Days	% of Time on MCSAP Grant	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
Training Travel	10	6	100.0000	\$50,000.00	\$50,000.00	\$0.00	\$0.00
Routine MCSAP Travel	3	3	100.0000	\$10,000.00	\$10,000.00	\$0.00	\$0.00
Conference Travel	3	3	100.0000	\$6,000.00	\$6,000.00	\$0.00	\$0.00
TOTAL: Travel				\$66,000.00	\$66,000.00	\$0.00	\$0.00

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

Training travel is for NTC approved and required courses for Troopers who are NTC Instructors to attend recertification classes, 3 officers to attend the NTC instructor development course, 6 officers to attend New Entrant Certification or Investigations Training typically in Colorado or Texas etc) Travel includes CVSA meetings- Fall Workshop, Conference, COHMED, NAIC, and the FMCSA Annual Grants conference. MCSAP funds are only used for FMCSA approved travel and MCSAP eligible travel. All costs are the same as all other MCSAP states; lowest cost air fare, government rate hotels, and the Massachusetts state per diem on \$24.50 per day. The number of travelers varies from 1-2 depending on the work to be accomplished at the conference.

Part 4 Section 5 - Equipment

Equipment is tangible or intangible personal property. It includes information technology systems having a useful life of more than one year, and a per-unit acquisition cost that equals or exceeds the lesser of the capitalization level established by the non-Federal entity (i.e., the State) for financial statement purposes, or \$5,000.

- If your State's equipment capitalization threshold is below \$5,000, check the box below and provide the threshold amount. See [§200.12](#) Capital assets, [§200.20](#) Computing devices, [§200.48](#) General purpose equipment, [§200.58](#) Information technology systems, [§200.89](#) Special purpose equipment, and [§200.94](#) Supplies.

Show the total cost of equipment and the percentage of time dedicated for MCSAP related activities that the equipment will be billed to MCSAP. For example, you intend to purchase a server for \$5,000 to be shared equally among five programs, including MCSAP. The MCSAP portion of the total cost is \$1,000. If the equipment you are purchasing will be capitalized (depreciated), you may only show the depreciable amount, and not the total cost ([2 CFR §200.436](#) and [2 CFR §200.439](#)). If vehicles or large IT purchases are listed here, the applicant must disclose their agency's capitalization policy.

Provide a description of the equipment requested. Include the quantity, the full cost of each item, and the percentage of time this item will be dedicated to MCSAP grant.

Total Project Costs equal the Number of Items x Full Cost per Item x Percentage of Time on MCSAP grant.

Equipment Project Costs							
Item Name	# of Items	Full Cost per Item	% of Time on MCSAP Grant	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
Truck Caps & Equipment	5	\$10,000.00	100	\$50,000.00	\$50,000.00	\$0.00	\$0.00
Vehicles/Cruisers	4	\$75,000.00	100	\$300,000.00	\$300,000.00	\$0.00	\$0.00
Computers/Laptops	9	\$5,000.00	100	\$45,000.00	\$45,000.00	\$0.00	\$0.00
Vehicle - Mobile Office Van	1	\$80,000.00	100	\$80,000.00	\$80,000.00	\$0.00	\$0.00
Brake Inspection System	1	\$100,000.00	100	\$100,000.00	\$100,000.00	\$0.00	\$0.00
Air Brake Training System	1	\$35,000.00	100	\$35,000.00	\$35,000.00	\$0.00	\$0.00
TOTAL: Equipment				\$610,000.00	\$610,000.00	\$0.00	\$0.00
Equipment threshold is \$1,000							

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

The equipment is necessary to conduct speed enforcement under the CMV traffic enforcement program. The truck caps & equipment racks are necessary to store the MCSAP equipment. Vehicles are pro rated given the level of MCSAP participation of the officer. The vehicles are procured under the Massachusetts State Procurement program. The truck equipment: caps and racks are used to protect and secure MCSAP necessary equipment from damage for each officer performing MCSAP duties. ±

The computer/laptop expense relates to laptops, tablets, desktops and docking stations. These items are necessary to ensure each officer has a device that is configured to connect to the FMCSA systems on a separate VPN and to provide a screen large enough to view and manipulate the FMCSA enforcement programs. Docking stations enable the use of road laptops for Troopers while working in the office. Items will be purchased as needed for upgrades, replacements, and personnel new to the unit.

The Mobile Office Van will be used for on and off site New Entrant Audits. This van would allow troopers the ability to conduct audits in a comfortable and spacious environment. The vehicle would be a Ford Transit Van (or similar), outfitted with two small workstations in the back of it. The mobile office would be brought to the various inspection/weigh station sites throughout the state. A trooper will be assigned to the "mobile office" to monitor Drivewyze and the various data bases that CVES utilizes. This will also give the troopers an adequate workstation in the field as needed. Also, the 'Mobile Office' can be used at critical incidents involving commercial vehicles - i.e. TT rollovers and Hazmat Spills.

The Brake Inspection system will be deployed throughout the Commonwealth's weigh station/inspection sites to assist troopers in finding CMVs where the braking system isn't functioning correctly.

The Air Brake Training System will be installed at the State Police Academy and used for training troopers/officers from the region in North American Standard Part A and B. Additionally, each trooper from Mass will receive training on the brake board annually.

Part 4 Section 6 - Supplies

Supplies means all tangible property other than that described in §200.33 Equipment. A computing device is a supply if the acquisition cost is less than the lesser of the capitalization level established by the non-Federal entity for financial statement purposes or \$5,000, regardless of the length of its useful life. See also §200.20 Computing devices and §200.33 Equipment.

Estimates for supply costs may be based on the same allocation as personnel. For example, if 35 percent of officers' salaries are allocated to this project, you may allocate 35 percent of your total supply costs to this project. A different allocation basis is acceptable, so long as it is reasonable, repeatable and logical, and a description is provided in the narrative.

Provide a description of each unit/item requested, including the quantity of each unit/item, the unit of measurement for the unit/item, the cost of each unit/item, and the percentage of time on MCSAP grant.

Total Project Costs equal the Number of Units x Cost per Unit x Percentage of Time on MCSAP grant.

Supplies Project Costs							
Item Name	# of Units/ Unit of Measurement	Cost per Unit	% of Time on MCSAP Grant	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
Printers	18 each	\$500.00	100.0000	\$9,000.00	\$9,000.00	\$0.00	\$0.00
Office Supplies	1 ea	\$40,231.00	100.0000	\$40,231.00	\$40,231.00	\$0.00	\$0.00
Uniforms	20 each	\$2,000.00	100.0000	\$40,000.00	\$40,000.00	\$0.00	\$0.00
Supplies for vehicles	70 ea	\$500.00	100.0000	\$35,000.00	\$35,000.00	\$0.00	\$0.00
Tablets/iPads	5 ea	\$3,000.00	100.0000	\$15,000.00	\$15,000.00	\$0.00	\$0.00
Body Armor	27 ea	\$1,500.00	100.0000	\$40,500.00	\$40,500.00	\$0.00	\$0.00
TOTAL: Supplies				\$179,731.00	\$179,731.00	\$0.00	\$0.00

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

Uniform expense is for replacement uniform parts for inspectors to include inspection coats, boots, gloves, etc.

Office supplies are for general office supplies, paper, toner, etc.

Individuals assigned to this unit are 100% dedicated to CMV activities. However only 35-53% of their time is paid for with federal funding, which explains the difference between the personnel dollars and fact that the equipment is 100% allocated to the program. Supplies for vehicles is to provide flood/spot lights, push bumpers, police lights, tools, and CB radios for CVES vehicles. CB radios are necessary to communicate directions and guidance for stopping, maneuvering, and other movements for the safety of the officers, truck drivers, and the motor public. The printers provide a non thermal paper copy of the truck inspections. The department thermal printers provide a low resolution copy that is easily damaged and fades. The CVES has found the thermal paper copies of post inspection repair certifications were illegible.

Tablets/iPads are needed for roadside inspections. With a tablet/iPad troopers would have the ability to take the tablet up to the truck they are inspecting. This will help to improve the inspection documentation, because they'll have the ability to take and upload photos onsite with the tablet.

Ballistic-resistant body armor/riot gear is required for and will be standard issue for all MSP sworn personnel. The NIJ standards for ballistic-resistant body armor will be updated in 2022, necessitating new gear and components for all sworn personnel including members of the Truck Team.

Part 4 Section 7 - Contractual and Subaward

This section includes contractual costs and subawards to subrecipients. Use the table below to capture the information needed for both contractual agreements and subawards. The definitions of these terms are provided so the instrument type can be entered into the table below.

Contractual – A contract is a legal instrument by which a non-Federal entity purchases property or services needed to carry out the project or program under a Federal award ([2 CFR §200.22](#)). All contracts issued under a Federal award must comply with the standards described in [2 CFR §200 Procurement Standards](#).

Note: Contracts are separate and distinct from subawards; see [2 CFR §200.330](#) for details.

Subaward – A subaward is an award provided by a pass-through entity to a subrecipient for the subrecipient to carry out part of a Federal award received by the pass-through entity. It does not include payments to a contractor or payments to an individual that is a beneficiary of a Federal program. A subaward may be provided through any form of legal agreement, including an agreement that the pass-through entity considers a contract ([2 CFR §200.92](#) and [2 CFR §200.330](#)).

Subrecipient - Subrecipient means a non-Federal entity that receives a subaward from a pass-through entity to carry out part of a Federal program, but does not include an individual who is a beneficiary of such program. A subrecipient may also be a recipient of other Federal awards directly from a Federal awarding agency ([2 CFR §200.93](#)).

Enter the legal name of the vendor or subrecipient if known. If unknown at this time, please indicate 'unknown' in the legal name field. Include a description of services for each contract or subaward listed in the table. Entering a statement such as "contractual services" with no description will not be considered meeting the requirement for completing this section.

Enter the DUNS or EIN number of each entity. There is a drop-down option to choose either DUNS or EIN, and then the State must enter the corresponding identification number.

Select the Instrument Type by choosing either Contract or Subaward for each entity.

Total Project Costs should be determined by State users and input in the table below. The tool does not automatically calculate the total project costs for this budget category.

Operations and Maintenance-If the State plans to include O&M costs that meet the definition of a contractual or subaward cost, details must be provided in the table and narrative below.

Please describe the activities these costs will be using to support (i.e., ITD, PRISM, SSDQ or other services.)

Contractual and Subaward Project Costs							
Legal Name	DUNS/EIN Number	Instrument Type	% of Time on MCSAP Grant	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
SHI	DUNS 611429481	Contract	100.0000	\$35,000.00	\$35,000.00	\$0.00	\$0.00
Description of Services: ITERIS INSPECT CLOUD APPLICATION							
UMASS	DUNS 153926712	Contract	100.0000	\$150,000.00	\$150,000.00	\$0.00	\$0.00
Description of Services: Data Analysis							
EOPSS	DUNS	Contract	100.0000	\$30,000.00	\$30,000.00	\$0.00	\$0.00
Description of Services: ALPR support & maintenance							
EOPSS	DUNS	Contract	100.0000	\$50,000.00	\$50,000.00	\$0.00	\$0.00
Description of Services: SERVER/CLOUD FOR INSPECTION DATA							
TOTAL: Contractual and Subaward				\$265,000.00	\$265,000.00	\$0.00	\$0.00

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

An annual subscription to "INSPECT" will be purchased so that real-time inspection data is available road-side to the inspectors. This software is necessary to insure we are able to maintain our 100% Out of Service Match rate. This

purchase is approved by FMCSA policy. This is purchased through the state approved vendor, SHI..

UMassSafe develops a data based CVSP, crash data analysis and enforcement planning as well as developing quarterly performance metrics and monitoring the data stream for possible issues that might affect the SSDQ rating.

UMassSafe was selected following a statewide RFP solicitation.

EOPSS will provide support and maintenance for the ALPR database. The ALPRs are used to find out-of-service or high ISS score carriers roadside.

The server/cloud backup will be dedicated to inspection data and will replace the outdated server at MSP headquarters.

Part 4 Section 8 - Other Costs

Other Costs are those not classified elsewhere and are allocable to the Federal award. These costs must be specifically itemized and described. The total costs and allocation bases must be explained in the narrative. Examples of Other Costs (typically non-tangible) may include utilities, leased property or equipment, fuel for vehicles, employee training tuition, meeting registration costs, etc. The quantity, unit of measurement (e.g., monthly, annually, each, etc.), unit cost, and percentage of time on MCSAP grant must be included.

Operations and Maintenance—If the State plans to include O&M costs that do not meet the definition of a contractual or subaward cost, details must be provided in the table and narrative below. Please identify these costs as ITD O&M, PRISM O&M, or SSDQ O&M. Sufficient detail must be provided in the narrative that explains what components of the specific program are being addressed by the O&M costs.

Enter a description of each requested Other Cost.

Enter the number of items/units, the unit of measurement, the cost per unit/item, and the percentage of time dedicated to the MCSAP grant for each Other Cost listed. Show the cost of the Other Costs and the portion of the total cost that will be billed to MCSAP. For example, you intend to purchase air cards for \$2,000 to be shared equally among five programs, including MCSAP. The MCSAP portion of the total cost is \$400.

Total Project Costs equal the Number of Units x Cost per Item x Percentage of Time on MCSAP grant.

Indirect Costs

Information on Indirect Costs ([2 CFR §200.56](#)) is captured in this section. This cost is allowable only when an approved indirect cost rate agreement has been provided in the “My Documents” area in the eCVSP tool and through Grants.gov. Applicants may charge up to the total amount of the approved indirect cost rate multiplied by the eligible cost base. Applicants with a cost basis of salaries/wages and fringe benefits may only apply the indirect rate to those expenses. Applicants with an expense base of modified total direct costs (MTDC) may only apply the rate to those costs that are included in the MTDC base ([2 CFR §200.68](#)).

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

Your State will claim reimbursement for Indirect Costs.

Indirect Costs					
Cost Basis	Approved Rate	Eligible Indirect Expenses	Total Indirect Costs	Federal Share	State Share
Salaries and Wages (SW)	19.69	\$4,459,764.10	\$878,127.55	\$878,127.55	\$0.00
TOTAL: Indirect Costs			\$878,127.55	\$878,127.55	\$0.00

Other Costs Project Costs							
Item Name	# of Units/ Unit of Measurement	Cost per Unit	% of Time on MCSAP Grant	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
Training Costs - Hazwoper	1 each	\$10,000.00	100.0000	\$10,000.00	\$10,000.00	\$0.00	\$0.00
Mail Machine Postage	24 ea	\$180.00	100.0000	\$4,320.00	\$4,320.00	\$0.00	\$0.00
CVSA DUES	2 EACH	\$12,900.00	100.0000	\$25,800.00	\$25,800.00	\$0.00	\$0.00
CVES air cards and phones	24 months	\$400.00	100.0000	\$9,600.00	\$9,600.00	\$0.00	\$0.00
Training Fees Crash Investigations	1 annual	\$14,000.00	100.0000	\$14,000.00	\$14,000.00	\$0.00	\$0.00
Conference Costs CVSA	10 each	\$600.00	100.0000	\$6,000.00	\$6,000.00	\$0.00	\$0.00
CVSA Decals	8 each	\$200.00	100.0000	\$1,600.00	\$1,600.00	\$0.00	\$0.00
Training Costs CMVE Crash Reconstruction	1 each	\$25,000.00	100.0000	\$25,000.00	\$25,000.00	\$0.00	\$0.00
Training costs - Engine Download Software	1 ea	\$10,000.00	100.0000	\$10,000.00	\$10,000.00	\$0.00	\$0.00
Training Costs - Drug Interdiction	1 ea	\$20,000.00	100.0000	\$20,000.00	\$20,000.00	\$0.00	\$0.00
Training Costs - Human Trafficking	1 ea	\$20,000.00	100.0000	\$20,000.00	\$20,000.00	\$0.00	\$0.00
Fuel for Cruisers	1 ea	\$197,675.00	100.0000	\$197,675.00	\$130,305.00	\$67,370.00	\$0.00
VMS Message Boards	5 ea	\$4,000.00	100.0000	\$20,000.00	\$20,000.00	\$0.00	\$0.00
TOTAL: Other Costs				\$363,995.00	\$296,625.00	\$67,370.00	\$0.00

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

A valid indirect cost rate agreement is still pending. We will upload it when received. Indirect costs will not be requested for reimbursement until the approved agreement has been provided.

CVES air cards, phones, data plans are for communications necessary to upload to FMCSA systems. This covers the cost of air cards and data plans for cell phones and iPads as well as the internet services for the CVES unit in Concord.

Training Costs - These cost estimates are based on historical information and market analysis. All travel and training requests must comply with the Executive Office for Administration and Finance (A&F) Administrative Bulletin #8 and must have a Travel Authorization Form (TAF) that has been approved through chain of command. As the lead agency in Massachusetts, CVES members respond to the majority of serious and fatal truck crashes. These trainings give them the skill to conduct post-crash investigations with FMCSA, NTSB, DOT OIG and to verify mechanical defects from wrecked CMVs. Most of the training is offered out of state at the Florida Highway Patrol Academy and is part of the emerging CVSA post crash investigation protocol. The CMV Drug interdiction and human trafficking is for the CVES to send one or two CVES Troopers to training that is not available in state. The CVES Troopers then act as trainers and disseminate the information to team members during our training updates. Crash Investigation: For fees (\$ 25,000.00) associated with commercial motor vehicle crash investigation training for CVES personnel to access and interpret CMV data from vehicle system engines and systems. The CVES and the State Police Crash Reconstruction Section respond to truck fatalities in Massachusetts. These reports are forwarded to FMCSA and for consideration in FMCSA enforcement actions. The fee is the class instructor cost to provide a class in Heavy Truck Engine downloads and CMV crash investigation at the Massachusetts State Police Academy for both the CVES members and the members of the reconstruction unit dedicated to truck crash investigations. The classes are offered by several accredited universities. Crash Investigation: For funding to send 3 MCSAP officers to the Florida Highway Patrol Academy or other agency for an Advanced CMV Crash investigation course focused on CMV vehicle inspection in severe crashes. The course is conducted over 14 days. This covers analytic methods for determining braking efficiency. All travel expenses are conducted in accordance with the Massachusetts State Employee travel policy; low cost air fare, government rate hotel, and contractually mandated per diem.

Training Fees - Hazwoper: HazMat training provided for troopers in order to stay in compliance with state worker safety laws. Hazwopper is to comply with Federal and State Safety Training requirements. It is for initial training of truck inspectors and annual re certification for all CVES members. It is required by 29 CFR 1910.120. This cost estimate is based on historical information.

CVSA Conference: attendance fees for the Spring and Fall Conference, and COHMED.

CVSA Dues- Dues for Level 3-State/Provincial / Territorial Member dues for the Massachusetts State Police

The postage machine is used for bulk mailings of New Entrant materials and warning notices sent to carriers who failed to return roadside inspections.

Training for engine download software is needed for investigating crashes involving CMVs. Right now the MSP does not have a trooper trained or certified in CMV engine downloads.

Training for drug interdiction is needed to bring the troopers on the road up to speed on the latest drug trafficking trends, so they know what to look for while conducting their CMV inspections.

Training for human trafficking is needed so the troopers that are stopping and inspecting CMVs so the indicators and trends of human traffickers.

Fuel for cruisers will provide needed funding to cover the excessive increase in fuel costs expected over the coming years. During the course of a single year, personnel currently assigned to the CVES travel approximately 650,000 miles performing MCSAP eligible activities. Due to an unprecedented number of retirements (8) the CVES staffing had temporarily dropped by 25%. The CVES has requested an additional 9 full-time MCSAP personnel from a new recruit class presently in training. The new personnel, upon arrival, will be assigned to the MCSAP program full-time and increase number of miles and amount of fuel being consumed. The average price of gas in August 2021 was \$3.05 vs \$4.27 in August 2022. All fuel costs and mileage are tracked through our fleet management program with WEX.

VMS Message boards are needed to give CMV operators reminders to Slow Down in high rollover areas, Wear Seatbelt, Stay off Mobile Device. Also used to notify when to pull into an upcoming inspection site.

Part 4 Section 9 - Comprehensive Spending Plan

The Comprehensive Spending Plan is auto-populated from all line items in the tables and is in read-only format. Changes to the Comprehensive Spending Plan will only be reflected by updating the individual budget category table(s).

ESTIMATED Fiscal Year Funding Amounts for MCSAP			
	85.01% Federal Share	14.99% State Share	Total Estimated Funding
Total	\$7,532,494.00	\$396,447.00	\$7,928,941.00

Summary of MCSAP Funding Limitations	
Allowable amount for Overtime without written justification (14.99% of MCSAP Award Amount):	\$1,189,341.00
MOE Baseline:	\$335,450.37

Estimated Expenditures				
Personnel				
	Federal Share	State Share	Total Project Costs (Federal + Share)	MOE
Trooper (Gray)	\$0.00	\$147,278.35	\$147,278.35	\$0.00
Administrative	\$127,858.07	\$6,729.37	\$134,587.44	\$0.00
Clerical	\$83,025.35	\$4,369.75	\$87,395.10	\$0.00
Lieutenant	\$114,021.72	\$6,001.14	\$120,022.86	\$0.00
Trooper	\$233,190.72	\$12,273.20	\$245,463.92	\$0.00
Trooper	\$233,190.72	\$12,273.20	\$245,463.92	\$0.00
Trooper	\$298,484.28	\$15,709.70	\$314,193.98	\$0.00
Trooper	\$93,276.28	\$4,909.28	\$98,185.56	\$0.00
Trooper	\$72,839.90	\$3,833.68	\$76,673.58	\$0.00
New Entrant Reviewer	\$120,000.00	\$0.00	\$120,000.00	\$0.00
Trooper	\$76,201.87	\$4,010.62	\$80,212.49	\$0.00
CVES Troopers	\$0.00	\$0.00	\$0.00	\$335,451.00
Salary Subtotal	\$1,452,088.91	\$217,388.29	\$1,669,477.20	\$335,451.00
Lieutenant	\$129,399.65	\$0.00	\$129,399.65	\$0.00
Administrative	\$40,376.23	\$0.00	\$40,376.23	\$0.00
Clerical	\$52,437.06	\$0.00	\$52,437.06	\$0.00
Sergeant	\$211,973.26	\$0.00	\$211,973.26	\$0.00
Trooper	\$2,131,634.40	\$0.00	\$2,131,634.40	\$0.00
Trooper	\$441,854.40	\$0.00	\$441,854.40	\$0.00
Overtime subtotal	\$3,007,675.00	\$0.00	\$3,007,675.00	\$0.00
Personnel total	\$4,459,763.91	\$217,388.29	\$4,677,152.20	\$335,451.00

Fringe Benefits				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Clerical	\$33,210.14	\$1,747.90	\$34,958.04	\$0.00
Administrative	\$51,143.22	\$2,691.75	\$53,834.97	\$0.00
Lieutenant	\$57,010.86	\$3,000.57	\$60,011.43	\$0.00
Trooper	\$116,595.36	\$6,136.60	\$122,731.96	\$0.00
Trooper	\$116,595.36	\$6,136.60	\$122,731.96	\$0.00
Trooper	\$37,310.53	\$1,963.71	\$39,274.24	\$0.00
Trooper	\$37,310.53	\$1,963.71	\$39,274.24	\$0.00
Trooper	\$37,310.53	\$1,963.71	\$39,274.24	\$0.00
Trooper	\$37,310.53	\$1,963.71	\$39,274.24	\$0.00
Trooper	\$46,638.14	\$2,454.64	\$49,092.78	\$0.00
Trooper	\$36,419.95	\$1,916.84	\$38,336.79	\$0.00
Trooper	\$38,100.93	\$2,005.31	\$40,106.24	\$0.00
New Entrant Reviewer	\$48,000.00	\$0.00	\$48,000.00	\$0.00
Payroll Tax - all	\$84,289.54	\$4,108.64	\$88,398.18	\$0.00
Trooper (Gray)	\$0.00	\$73,639.17	\$73,639.17	\$0.00
Fringe Benefits total	\$777,245.62	\$111,692.86	\$888,938.48	\$0.00

Travel				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Training Travel	\$50,000.00	\$0.00	\$50,000.00	\$0.00
Routine MCSAP Travel	\$10,000.00	\$0.00	\$10,000.00	\$0.00
Conference Travel	\$6,000.00	\$0.00	\$6,000.00	\$0.00
Travel total	\$66,000.00	\$0.00	\$66,000.00	\$0.00

Equipment				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Truck Caps & Equipment	\$50,000.00	\$0.00	\$50,000.00	\$0.00
Vehicles/Cruisers	\$300,000.00	\$0.00	\$300,000.00	\$0.00
Computers/Laptops	\$45,000.00	\$0.00	\$45,000.00	\$0.00
Vehicle - Mobile Office Van	\$80,000.00	\$0.00	\$80,000.00	\$0.00
Brake Inspection System	\$100,000.00	\$0.00	\$100,000.00	\$0.00
Air Brake Training System	\$35,000.00	\$0.00	\$35,000.00	\$0.00
Equipment total	\$610,000.00	\$0.00	\$610,000.00	\$0.00

Supplies				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Printers	\$9,000.00	\$0.00	\$9,000.00	\$0.00
Office Supplies	\$40,231.00	\$0.00	\$40,231.00	\$0.00
Uniforms	\$40,000.00	\$0.00	\$40,000.00	\$0.00
Supplies for vehicles	\$35,000.00	\$0.00	\$35,000.00	\$0.00
Tablets/iPads	\$15,000.00	\$0.00	\$15,000.00	\$0.00
Body Armor	\$40,500.00	\$0.00	\$40,500.00	\$0.00
Supplies total	\$179,731.00	\$0.00	\$179,731.00	\$0.00

Contractual and Subaward				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
SHI	\$35,000.00	\$0.00	\$35,000.00	\$0.00
UMASS	\$150,000.00	\$0.00	\$150,000.00	\$0.00
EOPSS	\$30,000.00	\$0.00	\$30,000.00	\$0.00
EOPSS	\$50,000.00	\$0.00	\$50,000.00	\$0.00
Contractual and Subaward total	\$265,000.00	\$0.00	\$265,000.00	\$0.00

Other Costs				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Training Costs - Hazwoper	\$10,000.00	\$0.00	\$10,000.00	\$0.00
Mail Machine Postage	\$4,320.00	\$0.00	\$4,320.00	\$0.00
CVSA DUES	\$25,800.00	\$0.00	\$25,800.00	\$0.00
CVES air cards and phones	\$9,600.00	\$0.00	\$9,600.00	\$0.00
Training Fees Crash Investigations	\$14,000.00	\$0.00	\$14,000.00	\$0.00
Conference Costs CVSA	\$6,000.00	\$0.00	\$6,000.00	\$0.00
CVSA Decals	\$1,600.00	\$0.00	\$1,600.00	\$0.00
Training Costs CMVE Crash Reconstruction	\$25,000.00	\$0.00	\$25,000.00	\$0.00
Training costs - Engine Download Software	\$10,000.00	\$0.00	\$10,000.00	\$0.00
Training Costs - Drug Interdiction	\$20,000.00	\$0.00	\$20,000.00	\$0.00
Training Costs - Human Trafficking	\$20,000.00	\$0.00	\$20,000.00	\$0.00
Fuel for Cruisers	\$130,305.00	\$67,370.00	\$197,675.00	\$0.00
VMS Message Boards	\$20,000.00	\$0.00	\$20,000.00	\$0.00
Other Costs total	\$296,625.00	\$67,370.00	\$363,995.00	\$0.00

Total Costs				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Subtotal for Direct Costs	\$6,654,365.53	\$396,451.15	\$7,050,816.68	\$335,451.00
Indirect Costs	\$878,127.55	\$0.00	\$878,127.55	NA
Total Costs Budgeted	\$7,532,493.08	\$396,451.15	\$7,928,944.23	\$335,451.00

Part 4 Section 10 - Financial Summary

The Financial Summary is auto-populated by the system by budget category. It is a read-only document and can be used to complete the SF-424A in Grants.gov. Changes to the Financial Summary will only be reflected by updating the individual budget category table(s).

- The system will confirm that percentages for Federal and State shares are correct for Total Project Costs. The edit check is performed on the **"Total Costs Budgeted"** line only.
- The system will confirm that Planned MOE Costs equal or exceed FMCSA funding limitation. The edit check is performed on the **"Total Costs Budgeted"** line only.
- The system will confirm that the Overtime value does not exceed the FMCSA funding limitation. The edit check is performed on the **"Overtime subtotal"** line.

ESTIMATED Fiscal Year Funding Amounts for MCSAP			
	85.01% Federal Share	14.99% State Share	Total Estimated Funding
Total	\$7,532,494.00	\$396,447.00	\$7,928,941.00

Summary of MCSAP Funding Limitations	
Allowable amount for Overtime without written justification (14.99% of MCSAP Award Amount):	\$1,189,341.00
MOE Baseline:	\$335,450.37

Overtime Costs budgeted must be equal to or less than the 14.99 percent FMCSA funding limitation (+/- \$5 allowed.) Please include a justification to exceed the limit in the Personnel section.

Estimated Expenditures				
	Federal Share	State Share	Total Project Costs (Federal + State)	Planned MOE Costs
Salary Subtotal	\$1,452,088.91	\$217,388.29	\$1,669,477.20	\$335,451.00
Overtime Subtotal	\$3,007,675.00	\$0.00	\$3,007,675.00	\$0.00
Personnel Total	\$4,459,763.91	\$217,388.29	\$4,677,152.20	\$335,451.00
Fringe Benefits Total	\$777,245.62	\$111,692.86	\$888,938.48	\$0.00
Travel Total	\$66,000.00	\$0.00	\$66,000.00	\$0.00
Equipment Total	\$610,000.00	\$0.00	\$610,000.00	\$0.00
Supplies Total	\$179,731.00	\$0.00	\$179,731.00	\$0.00
Contractual and Subaward Total	\$265,000.00	\$0.00	\$265,000.00	\$0.00
Other Costs Total	\$296,625.00	\$67,370.00	\$363,995.00	\$0.00
	85.01% Federal Share	14.99% State Share	Total Project Costs (Federal + State)	Planned MOE Costs
Subtotal for Direct Costs	\$6,654,365.53	\$396,451.15	\$7,050,816.68	\$335,451.00
Indirect Costs	\$878,127.55	\$0.00	\$878,127.55	NA
Total Costs Budgeted	\$7,532,493.08	\$396,451.15	\$7,928,944.23	\$335,451.00

Part 5 - Certifications and Documents

Part 5 includes electronic versions of specific requirements, certifications and documents that a State must agree to as a condition of participation in MCSAP. The submission of the CVSP serves as official notice and certification of compliance with these requirements. State or States means all of the States, the District of Columbia, the Commonwealth of Puerto Rico, the Commonwealth of the Northern Mariana Islands, American Samoa, Guam, and the Virgin Islands.

If the person submitting the CVSP does not have authority to certify these documents electronically, then the State must continue to upload the signed/certified form(s) through the "My Documents" area on the State's Dashboard page.

Part 5 Section 1 - State Certification

The State Certification will not be considered complete until the four questions and certification declaration are answered. Selecting 'no' in the declaration may impact your State's eligibility for MCSAP funding.

1. What is the name of the person certifying the declaration for your State? Colonel Christopher Mason
2. What is this person's title? Colonel
3. Who is your Governor's highway safety representative? Jeff Larason
4. What is this person's title? Director of Highway Safety

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

- ☒ Yes
- ☐ Yes, uploaded certification document
- ☐ No

State Certification declaration:

I, Colonel Christopher Mason, Colonel, on behalf of the Commonwealth of MASSACHUSETTS, as requested by the Administrator as a condition of approval of a grant under the authority of [49 U.S.C. § 31102](#), as amended, certify that the Commonwealth satisfies all the conditions required for MCSAP funding, as specifically detailed in [49 C.F.R. § 350.211](#).

If there are any exceptions that should be noted to the above certification, include an explanation in the text box below.

Part 5 Section 2 - Annual Review of Laws, Regulations, Policies and Compatibility Certification

You must answer all three questions and indicate your acceptance of the certification declaration. Selecting 'no' in the declaration may impact your State's eligibility for MCSAP funding.

1. What is the name of your certifying State official? Colonel Christopher Mason
2. What is the title of your certifying State official? Colonel / Superintendent
3. What are the phone # and email address of your State official? (508)820-2300 Christopher.Mason@pol.state.ma.us

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

- ☒ Yes
- ☐ Yes, uploaded certification document
- ☐ No

I, Colonel Christopher Mason, certify that the Commonwealth has conducted the annual review of its laws and regulations for compatibility regarding commercial motor vehicle safety and that the Commonwealth's safety laws remain compatible with the Federal Motor Carrier Safety Regulations (49 CFR parts 390-397) and the Hazardous Materials Regulations (49 CFR parts 107 (subparts F and G only), 171-173, 177, 178, and 180) and standards and orders of the Federal government, except as may be determined by the Administrator to be inapplicable to a State enforcement program. For the purpose of this certification, Compatible means Commonwealth laws or regulations pertaining to interstate commerce that are identical to the FMCSRs and HMRs or have the same effect as the FMCSRs and identical to the HMRs and for intrastate commerce rules identical to or within the tolerance guidelines for the FMCSRs and identical to the HMRs.

If there are any exceptions that should be noted to the above certification, include an explanation in the text box below.

Part 5 Section 3 - New Laws/Legislation/Policy Impacting CMV Safety

Has the State adopted/enacted any new or updated laws (i.e., statutes) impacting CMV safety since the last CVSP or annual update was submitted?

☐ Yes ☒ No

Has the State adopted/enacted any new administrative actions or policies impacting CMV safety since the last CVSP?

☐ Yes ☒ No



WILLIAM McNAMARA
COMPTROLLER

Commonwealth of Massachusetts

OFFICE OF THE COMPTROLLER

ONE ASHBURTON PLACE, 9TH FLOOR
BOSTON, MASSACHUSETTS 02108
(617) 727-5000
MACOMPTROLLER.ORG



February 3, 2021

Ms. Michelle Small
Chief Financial Officer
Department of Police
470 Worcester Road
Framingham, MA 01702

Dear Ms. Small:

The enclosed negotiation agreement involving the FY2022 indirect cost rate for the Department of Police (POL) represents an understanding between the Commonwealth and the U.S. Department of Justice concerning the rate that may be used to support a claim for Federal payment of indirect costs incurred for the performance of a Federal grant or contract. This rate was negotiated in accordance with the Office of Management and Budget's (OMB) *Uniform Administrative Requirements, Cost Principles, and Requirements for Federal Awards* and with regulations promulgated by the Secretary of Administration and Finance under Administrative Bulletin #5, (A&F), dated May 1, 2008, entitled: "*Fringe Benefits, Payroll Taxes, and Indirect Costs*".

The automated indirect cost recovery program used to assess POL's Federal grants and other non-budgetary accounts will be updated to reflect the approved FY2022 rate of 17.55% of regular employee salaries (subsidiary AA object code expenditures) beginning with the closing of Period 01 (July), BFY2022. The last approved rate of 28.30% currently in effect will expire at that time.

Also, enclosed with this agreement is a schedule identifying the positions that have been included in the approved indirect rate. Since these positions have been approved for reimbursement through this rate, they may not be allocated under the Labor Cost Management System (LCM) or any other agency labor distribution plan without prior authorization of this office.

The above-referenced administrative regulations prohibit indirect costs from being budgeted on Federal grants and trusts at any rate or amount less than that approved under this agreement without prior authorization of this office. Additionally, these positions may not be used to meet Federal matching requirements.

Ashley Jean-Francois is available at Ashley.Jean-Francois@mass.gov to answer any questions that you may have regarding this agreement.

Sincerely,

Howard
Merkowitz

Howard Merkowitz
Deputy Comptroller

Digitally signed by Howard Merkowitz
DN: cn=Howard Merkowitz,
o=Commonwealth of Massachusetts,
ou=Office of the State Comptroller,
email=howard.merkowitz@mass.gov,
c=US
Date: 2021.02.03 11:57:06 -05'00'



**NEGOTIATED AGREEMENT
STATE AND LOCAL UNITS OF GOVERNMENT**

INSTITUTION:

DATE: January 27, 2021

Massachusetts Department of Police
One Ashburton Place, Suite 901
Boston, MA 02108

File Ref: This document replaces the negotiated agreement dated October 21, 2020

SUBJECT: The indirect cost rate(s) contained herein is for use upon grants and contracts with the Federal Government subject to the conditions contained in Section II.

SECTION I: RATES

OVERHEAD

<u>Type</u>	Effective Period		<u>*Rate</u>	<u>Locations</u>	Applicable <u>To</u>
	<u>From</u>	<u>To</u>			
Fixed (FCF)	07/01/2008	06/30/2009	35.11%	All	All Programs
Fixed (FCF)	07/01/2009	06/30/2010	35.65%	All	All Programs
Fixed (FCF)	07/01/2010	06/30/2011	33.58%	All	All Programs
Fixed (FCF)	07/01/2011	06/30/2012	33.71%	All	All Programs
Fixed (FCF)	07/01/2012	06/30/2013	17.09%	All	All Programs
Fixed (FCF)	07/01/2013	06/30/2014	23.41%	All	All Programs
Fixed (FCF)	07/01/2014	06/30/2015	31.05%	All	All Programs
Fixed (FCF)	07/01/2015	06/30/2016	35.14%	All	All Programs
Fixed (FCF)	07/01/2016	06/30/2017	33.80%	All	All Programs
Fixed (FCF)	07/01/2017	06/30/2018	30.70%	All	All Programs
Fixed (FCF)	07/01/2018	06/30/2019	23.25%	All	All Programs
Fixed (FCF)	07/01/2019	06/30/2020	25.01%	All	All Programs
Fixed (FCF)	07/01/2020	06/30/2021	28.30%	All	All Programs
Fixed (FCF)	07/01/2021	06/30/2022	17.55%	All	All Programs

***Base:** Direct Regular Employee Compensation (AA)

Treatment of Fringe Benefits: Fringe benefits applicable to direct salaries and wages are treated as direct costs.

SECTION II: GENERAL

LIMITATIONS: Use of the rate(s) contained in this agreement is subject to any statutory or administrative limitations and is applicable to a given grant or contract only to the extent that funds are available. Acceptance of the rate(s) agreed to herein is predicated on the conditions: (1) that no costs other than those incurred by the grantee/contractor were included in its indirect costs pool as finally accepted and that such costs are legal obligations of the grantee/contractor and allowable under the governing cost principles; (2) that the same costs that have been treated as indirect costs are not claimed as direct costs; (3) that similar types of costs have been accorded consistent accounting treatment; and (4) that the information provided by the grantee/contractor which was used as a basis for acceptance of the rate(s) agreed to herein is not subsequently found to be materially incomplete or inaccurate.

AUDIT: Adjustments to amounts resulting from audit of the cost allocation plan upon which the negotiation of this agreement was based will be compensated for in a subsequent negotiation.

ACCOUNTING CHANGES: The rate(s) contained in this agreement are based on the accounting system in effect at the time the proposal was prepared and the agreement was negotiated. Changes to the method of accounting for costs which affect the amount of reimbursement resulting from the use of this rate(s) require the prior approval of the office responsible for negotiating the rate(s) on behalf of the Government. Such changes include but are not limited to changes in the charging of a particular type of costs from indirect to direct. Failure to obtain such approval may result in subsequent cost disallowance.

FIXED RATE (S): The fixed rate (s) contained in this agreement is based upon estimate of the costs which will be incurred during the period for which the rate applies. When the actual costs for such period have been determined, an adjustment will be made in a subsequent negotiation to compensate for the difference between that cost used to establish the fixed rate and that which would have been used were the actual costs known at the time.

NOTIFICATION TO FEDERAL AGENCIES: Copies of this document may be provided to other Federal offices as a means of notifying them of the agreement contained herein.

SPECIAL REMARKS: Federal programs currently reimbursing indirect costs to this Department/Agency by means other than the rate(s) cited in this agreement should be credited for such costs and the applicable rate cited herein applies to the appropriate base to identify the proper amount of indirect costs allocated to the program.

U.S. DEPARTMENT OF JUSTICE
Office of Justice Programs

**Jacqueline
Jones**

Digitally signed by
Jacqueline Jones
Date: 2021.02.03
15:32:55 -05'00'

Signature: Jacqueline Jones, Staff Accountant
Grant Financial Management Division
Office of the Chief Financial Officer

Commonwealth of Massachusetts
Department of Police

**Howard
Merkowitz**

Digitally signed by Howard Merkowitz
DN: cn=Howard Merkowitz,
o=Commonwealth of Massachusetts,
ou=Office of the State Comptroller,
email=howard.merkowitz@mass.gov,
c=US
Date: 2021.02.03 11:53:58 -05'00'

Signature

Howard Merkowitz

Name

Deputy Comptroller

Title

February 3, 2021

Date

**COMMONWEALTH OF MASSACHUSETTS
INDIRECT COST RATE PROPOSAL
FISCAL YEAR FY2022
BASED ON FY2020 ACTUAL COSTS**

**DEPARTMENT: POLICE (POL)
DIVISION: ALL PROGRAMS**

ADMINISTRATIVE POSITIONS IDENTIFIED AS INDIRECT

<u>POSITION TITLE</u>		<u>ACTUAL FY 2020</u>
STATE POLICE LIEUTENANT		20,640,524
STATE POLICE DETECTIVE LIEUTENANT		7,114,741
STATE POLICE CAPTAIN		4,196,612
STATE POLICE CAPTAIN OF DETECTIVES		903,495
STATE POLICE MAJOR		2,234,286
STATE POLICE LIEUTENANT COLONEL		789,669
STATE POLICE DEP. SUPERINTENDENT		217,633
STATE POLICE SUPERINTENDENT		169,031
BUREAU OF ADMINISTRATIVE SERVICES:		
FISCAL	(A)	1,054,877
BUDGET	(A)	138,883
PAYROLL	(A)	618,508
COMPLIANCE	(A)	392,770
PERSONNEL	(A)	1,244,096
TRAINING ACADEMY	(A)	790,636
FLEET	(A)	2,020,454
SUPPLY/INVENTORY	(A)	216,906
BUREAU OF TECHNICAL SERVICES		
COMMUNICATIONS	(A)	7,900,304
RECORDS	(A)	77,171
MANAGEMENT INFORMATION (MIS)	(A)	87,653
FINGERPRINT IDENTIFICATION (AFIS)	(A)	1,648,168
LESS:		
POL PERSONNEL ASSIGNED TO EPS		-
TRAINING ACADEMY COST TO NON-POL OFFICERS (65%)*	(B)	(94,876)
AFIS COSTS TO NON-POL USERS (35%)*	(B)	(1,582,241)
COMMUNICATIONS TO LOCAL DEPARTMENTS	(C)	(6,670,688)
PERSONNEL ASSIGNED TO DISTRICT ATTORNEYS	(C)	(2,095,772)
		\$42,012,841

FOOTNOTES:

(A) SEE "SELECTED SALARIES" ON PAGE 9

(B) INCLUDES SALARIES OF LIEUTENANTS AND ABOVE ON PAGE 8

(C) SEE PAGE 7

SUPPORT POSITIONS NOT INCLUDED IN THE INDIRECT COST POOL:

BUREAU OF ADMINISTRATIVE SERVICES:

BLDG. MAINTENANCE

BUREAU OF TECHNICAL SERVICES

CRIME LAB

FFY 2022 PROPOSED CVSP BUDGET
FOR THE STATE OF: Massachusetts
STATE LEAD MCSAP AGENCY: Massachusetts State Police
Tuesday, October 26, 2021

	85.01 % Federal Share	14.99 % State Match	Total Grant Expenditures	MOE Expenditures
AWARD AMOUNTS				
Federal Basic Award (Anticipated Amount)	\$4,706,808.00	\$829,962.00	\$5,536,770.00	
Federal Incentive Award (Anticipated Amount)	\$0.00	\$0.00	\$0.00	
Total Basic and Incentive (Anticipated Amount)	\$4,706,808.00	\$829,962.00	\$5,536,770.00	
MCSAP-ELIGIBLE EXPENSES				
Personnel (Payroll Costs)				
REGULAR Salary - Civilians	\$90,247.35	\$15,913.51	\$106,160.86	\$1,978,559.70
REGULAR Salary - Sworn	\$512,701.78	\$90,405.83	\$603,107.61	
OVERTIME (ALL)	\$2,690,551.39	\$474,430.84	\$3,164,982.22	\$732,490.46
Subtotal for Personnel - Insert in Line 6a (Form 424A)	\$3,293,500.51	\$580,750.18	\$3,874,250.69	\$2,711,050.16
Fringe Benefit Costs (Health, Life Insurance, Retirement, etc.)				
Approved Fringe Benefits Rate (Insert approved rate in line below, if applicable)				\$667,071.40
37.53%	\$33,869.83	\$5,972.34	\$39,842.17	
48.65%	\$249,429.42	\$43,982.44	\$293,411.85	
Payroll Tax				\$43,512.36
1.97%	\$64,881.96	\$11,440.78	\$76,322.74	
Subtotal for Fringe Benefits - Insert in Line 6b (Form 424A)	\$348,181.20	\$61,395.56	\$409,576.76	\$710,583.76
Program Travel				
MCSAP/CVSA-related Travel (Lodging/M meal Allowance)	\$8,501.00	\$1,499.00	\$10,000.00	\$17,877.18
Conference Travel (Identify conferences in Budget Narrative)	\$5,100.60	\$899.40	\$6,000.00	\$7,435.00
Training Travel (Identify training courses in the Budget Narrative)	\$21,252.50	\$3,747.50	\$25,000.00	\$422.00
Subtotal for Program Travel - Insert in Line 6c (Form 424A)	\$34,854.10	\$6,145.90	\$41,000.00	\$25,734.18
Equipment (Enter description and quantity of items in Budget Narrative)				
Vehicles and Related Vehicle Equipment				
Equipment - Vehicles (1 Tahoe)	\$63,757.50	\$11,242.50	\$75,000.00	\$275,827.00
EQUIPMENT - OTHER Vehicle Equip - Truck Caps, push bumpers, spot lights, tools, etc	\$42,505.00	\$7,495.00	\$50,000.00	
(Specify)			\$0.00	
Subtotal for Vehicles and Related Vehicle Equipment	\$106,262.50	\$18,737.50	\$125,000.00	\$275,827.00
Non-Vehicle Equipment				
Other Equipment (Not included above)			\$0.00	\$57,500.67
Computers (8 x \$5000)	\$34,004.00	\$5,996.00	\$40,000.00	\$104,733.16
(Specify)			\$0.00	
Subtotal for Non-Vehicle Equipment	\$34,004.00	\$5,996.00	\$40,000.00	\$162,233.83
Subtotal for Equipment - Insert in Line 6d (Form 424A)	\$140,266.50	\$24,733.50	\$165,000.00	\$438,060.83
Supplies				
Office Supplies	\$9,869.66	\$1,740.34	\$11,610.00	\$4,246.46
Uniforms and Other Related Supplies	\$34,004.00	\$5,996.00	\$40,000.00	\$82,614.20
Printers (10 x \$600)	\$5,100.60	\$899.40	\$6,000.00	
Other Supplies -- PBTs, LIDARS, Radars, etc.	\$21,252.50	\$3,747.50	\$25,000.00	
(Specify)			\$0.00	
Subtotal for Supplies - Insert in Line 6e (Form 424A)	\$70,226.76	\$12,383.24	\$82,610.00	\$86,860.66
Contractual (Subgrantees, Consultant Services, etc.)				
Umass - Data Analysis	\$127,515.00	\$22,485.00	\$150,000.00	\$149,999.00
RMV - PRISM	\$0.00	\$0.00	\$0.00	
Contractual - Iteris Inspect (cloud application / SHI)	\$29,753.50	\$5,246.50	\$35,000.00	
Contractual - ALPR support & maintenance (EOPSS)	\$19,127.25	\$3,372.75	\$22,500.00	#
Subtotal for Contractual - Insert in Line 6f (Form 424A)	\$176,395.75	\$31,104.25	\$207,500.00	\$149,999.00
Other Expenses				
Training Costs - CMVE Reconstruction	\$21,252.50	\$3,747.50	\$25,000.00	\$33,852.10
Training Costs - CMV Crash Investigations	\$11,901.40	\$2,098.60	\$14,000.00	
Training Costs - Hazwoper	\$4,250.50	\$749.50	\$5,000.00	
CVSA Decals (Enter quantity and unit cost in Budget Narrative)	\$850.10	\$149.90	\$1,000.00	
Conferences Costs (Registration fees, etc.)	\$5,100.60	\$899.40	\$6,000.00	\$7,800.00
Fuel Costs			\$0.00	\$70,427.18
Maintenance of Vehicles Not Under Contract			\$0.00	\$22,002.62
Fleet Cost (Mileage/Repairs)			\$0.00	
Communications (aircards, mobile phones, etc.)	\$8,501.00	\$1,499.00	\$10,000.00	

Mail Machine Postage	\$2,550.30	\$449.70	\$3,000.00	
CVSA Dues	\$10,966.29	\$1,933.71	\$12,900.00	\$9,557.26
			\$0.00	
	\$0.00	\$0.00	\$0.00	
	\$0.00	\$0.00	\$0.00	\$53,056.99
Subtotal for Other Expenses including Training & Conferences - Insert in Line 6h (Form 424A)	\$65,372.69	\$11,527.31	\$76,900.00	\$196,696.15
Subtotal for Direct Costs - Insert in Line 6i (Form 424A)	\$4,128,797.52	\$728,039.94	\$4,856,837.45	\$4,318,984.74
17.55%				
Indirect Costs (Insert approved rate in above row) Insert in Line 6j (Form 424A)	\$578,009.34	\$101,921.66	\$679,931.00	\$841,781.07
Total Costs Budgeted	\$4,706,806.86	\$829,961.60	\$5,536,768.46	\$5,160,765.81



WILLIAM McNAMARA
COMPTROLLER

Commonwealth of Massachusetts

OFFICE OF THE COMPTROLLER

ONE ASHBURTON PLACE, 9TH FLOOR
BOSTON, MASSACHUSETTS 02108
(617) 727-5000
MACOMPTROLLER.ORG



February 3, 2021

Ms. Michelle Small
Chief Financial Officer
Department of Police
470 Worcester Road
Framingham, MA 01702

Dear Ms. Small:

The enclosed negotiation agreement involving the FY2022 indirect cost rate for the Department of Police (POL) represents an understanding between the Commonwealth and the U.S. Department of Justice concerning the rate that may be used to support a claim for Federal payment of indirect costs incurred for the performance of a Federal grant or contract. This rate was negotiated in accordance with the Office of Management and Budget's (OMB) *Uniform Administrative Requirements, Cost Principles, and Requirements for Federal Awards* and with regulations promulgated by the Secretary of Administration and Finance under Administrative Bulletin #5, (A&F), dated May 1, 2008, entitled: "*Fringe Benefits, Payroll Taxes, and Indirect Costs*".

The automated indirect cost recovery program used to assess POL's Federal grants and other non-budgetary accounts will be updated to reflect the approved FY2022 rate of 17.55% of regular employee salaries (subsidiary AA object code expenditures) beginning with the closing of Period 01 (July), BFY2022. The last approved rate of 28.30% currently in effect will expire at that time.

Also, enclosed with this agreement is a schedule identifying the positions that have been included in the approved indirect rate. Since these positions have been approved for reimbursement through this rate, they may not be allocated under the Labor Cost Management System (LCM) or any other agency labor distribution plan without prior authorization of this office.

The above-referenced administrative regulations prohibit indirect costs from being budgeted on Federal grants and trusts at any rate or amount less than that approved under this agreement without prior authorization of this office. Additionally, these positions may not be used to meet Federal matching requirements.

Ashley Jean-Francois is available at Ashley.Jean-Francois@mass.gov to answer any questions that you may have regarding this agreement.

Sincerely,

Howard
Merkowitz

Howard Merkowitz
Deputy Comptroller

Digitally signed by Howard Merkowitz
DN: cn=Howard Merkowitz,
o=Commonwealth of Massachusetts,
ou=Office of the State Comptroller,
email=howard.merkowitz@mass.gov,
c=US
Date: 2021.02.03 11:57:06 -05'00'



**NEGOTIATED AGREEMENT
STATE AND LOCAL UNITS OF GOVERNMENT**

INSTITUTION:

DATE: January 27, 2021

Massachusetts Department of Police
One Ashburton Place, Suite 901
Boston, MA 02108

File Ref: This document replaces the negotiated agreement dated October 21, 2020

SUBJECT: The indirect cost rate(s) contained herein is for use upon grants and contracts with the Federal Government subject to the conditions contained in Section II.

SECTION I: RATES

OVERHEAD

<u>Type</u>	Effective Period		<u>*Rate</u>	<u>Locations</u>	Applicable <u>To</u>
	<u>From</u>	<u>To</u>			
Fixed (FCF)	07/01/2008	06/30/2009	35.11%	All	All Programs
Fixed (FCF)	07/01/2009	06/30/2010	35.65%	All	All Programs
Fixed (FCF)	07/01/2010	06/30/2011	33.58%	All	All Programs
Fixed (FCF)	07/01/2011	06/30/2012	33.71%	All	All Programs
Fixed (FCF)	07/01/2012	06/30/2013	17.09%	All	All Programs
Fixed (FCF)	07/01/2013	06/30/2014	23.41%	All	All Programs
Fixed (FCF)	07/01/2014	06/30/2015	31.05%	All	All Programs
Fixed (FCF)	07/01/2015	06/30/2016	35.14%	All	All Programs
Fixed (FCF)	07/01/2016	06/30/2017	33.80%	All	All Programs
Fixed (FCF)	07/01/2017	06/30/2018	30.70%	All	All Programs
Fixed (FCF)	07/01/2018	06/30/2019	23.25%	All	All Programs
Fixed (FCF)	07/01/2019	06/30/2020	25.01%	All	All Programs
Fixed (FCF)	07/01/2020	06/30/2021	28.30%	All	All Programs
Fixed (FCF)	07/01/2021	06/30/2022	17.55%	All	All Programs

***Base:** Direct Regular Employee Compensation (AA)

Treatment of Fringe Benefits: Fringe benefits applicable to direct salaries and wages are treated as direct costs.

SECTION II: GENERAL

LIMITATIONS: Use of the rate(s) contained in this agreement is subject to any statutory or administrative limitations and is applicable to a given grant or contract only to the extent that funds are available. Acceptance of the rate(s) agreed to herein is predicated on the conditions: (1) that no costs other than those incurred by the grantee/contractor were included in its indirect costs pool as finally accepted and that such costs are legal obligations of the grantee/contractor and allowable under the governing cost principles; (2) that the same costs that have been treated as indirect costs are not claimed as direct costs; (3) that similar types of costs have been accorded consistent accounting treatment; and (4) that the information provided by the grantee/contractor which was used as a basis for acceptance of the rate(s) agreed to herein is not subsequently found to be materially incomplete or inaccurate.

AUDIT: Adjustments to amounts resulting from audit of the cost allocation plan upon which the negotiation of this agreement was based will be compensated for in a subsequent negotiation.

ACCOUNTING CHANGES: The rate(s) contained in this agreement are based on the accounting system in effect at the time the proposal was prepared and the agreement was negotiated. Changes to the method of accounting for costs which affect the amount of reimbursement resulting from the use of this rate(s) require the prior approval of the office responsible for negotiating the rate(s) on behalf of the Government. Such changes include but are not limited to changes in the charging of a particular type of costs from indirect to direct. Failure to obtain such approval may result in subsequent cost disallowance.

FIXED RATE (S): The fixed rate (s) contained in this agreement is based upon estimate of the costs which will be incurred during the period for which the rate applies. When the actual costs for such period have been determined, an adjustment will be made in a subsequent negotiation to compensate for the difference between that cost used to establish the fixed rate and that which would have been used were the actual costs known at the time.

NOTIFICATION TO FEDERAL AGENCIES: Copies of this document may be provided to other Federal offices as a means of notifying them of the agreement contained herein.

SPECIAL REMARKS: Federal programs currently reimbursing indirect costs to this Department/Agency by means other than the rate(s) cited in this agreement should be credited for such costs and the applicable rate cited herein applies to the appropriate base to identify the proper amount of indirect costs allocated to the program.

U.S. DEPARTMENT OF JUSTICE
Office of Justice Programs

**Jacqueline
Jones**

Digitally signed by
Jacqueline Jones
Date: 2021.02.03
15:32:55 -05'00'

Signature: Jacqueline Jones, Staff Accountant
Grant Financial Management Division
Office of the Chief Financial Officer

Commonwealth of Massachusetts
Department of Police

**Howard
Merkowitz**

Digitally signed by Howard Merkowitz
DN: cn=Howard Merkowitz,
o=Commonwealth of Massachusetts,
ou=Office of the State Comptroller,
email=howard.merkowitz@mass.gov,
c=US
Date: 2021.02.03 11:53:58 -05'00'

Signature

Howard Merkowitz

Name

Deputy Comptroller

Title

February 3, 2021

Date

**COMMONWEALTH OF MASSACHUSETTS
INDIRECT COST RATE PROPOSAL
FISCAL YEAR FY2022
BASED ON FY2020 ACTUAL COSTS**

**DEPARTMENT: POLICE (POL)
DIVISION: ALL PROGRAMS**

ADMINISTRATIVE POSITIONS IDENTIFIED AS INDIRECT

<u>POSITION TITLE</u>		<u>ACTUAL FY 2020</u>
STATE POLICE LIEUTENANT		20,640,524
STATE POLICE DETECTIVE LIEUTENANT		7,114,741
STATE POLICE CAPTAIN		4,196,612
STATE POLICE CAPTAIN OF DETECTIVES		903,495
STATE POLICE MAJOR		2,234,286
STATE POLICE LIEUTENANT COLONEL		789,669
STATE POLICE DEP. SUPERINTENDENT		217,633
STATE POLICE SUPERINTENDENT		169,031
BUREAU OF ADMINISTRATIVE SERVICES:		
FISCAL	(A)	1,054,877
BUDGET	(A)	138,883
PAYROLL	(A)	618,508
COMPLIANCE	(A)	392,770
PERSONNEL	(A)	1,244,096
TRAINING ACADEMY	(A)	790,636
FLEET	(A)	2,020,454
SUPPLY/INVENTORY	(A)	216,906
BUREAU OF TECHNICAL SERVICES		
COMMUNICATIONS	(A)	7,900,304
RECORDS	(A)	77,171
MANAGEMENT INFORMATION (MIS)	(A)	87,653
FINGERPRINT IDENTIFICATION (AFIS)	(A)	1,648,168
LESS:		
POL PERSONNEL ASSIGNED TO EPS		-
TRAINING ACADEMY COST TO NON-POL OFFICERS (65%)*	(B)	(94,876)
AFIS COSTS TO NON-POL USERS (35%)*	(B)	(1,582,241)
COMMUNICATIONS TO LOCAL DEPARTMENTS	(C)	(6,670,688)
PERSONNEL ASSIGNED TO DISTRICT ATTORNEYS	(C)	(2,095,772)
		\$42,012,841

FOOTNOTES:

(A) SEE "SELECTED SALARIES" ON PAGE 9

(B) INCLUDES SALARIES OF LIEUTENANTS AND ABOVE ON PAGE 8

(C) SEE PAGE 7

SUPPORT POSITIONS NOT INCLUDED IN THE INDIRECT COST POOL:

BUREAU OF ADMINISTRATIVE SERVICES:

BLDG. MAINTENANCE

BUREAU OF TECHNICAL SERVICES

CRIME LAB

*Yellow Area for Enter Data

*Lock Field - Auto calculation

*S# - Supporting Document Attachment Required

Indirect Cost Rate Proposal
Carry Forward Computation Worksheet

Prior FY

FY 2021

Proposal FY

FY 2023

(1) Fixed Rate Per Negotiation

Rate computed as follows (B / A):

28.30%

19.69%

Direct Cost Base

\$1 \$ 310,507,868 (A)

\$ 328,617,366 (A)

Indirect Cost Pool:

Departmental Indirect Costs

\$ 84,048,386

S2

\$ 76,071,187

SWCAP - Statewide Cost Allocation Plan

\$ 1,787,385

S3

\$ 1,768,925

Carry Forward (over recovery)

\$ 2,038,684

S4

\$ (13,120,690)

Adjustment (to indirect cost pool)

\$ -

Total Indirect Cost Pool

\$ 87,874,455 (B)

\$ 64,719,422 (B)

(2) Actual Cost Should Be

Rate should have been computed as follows (D / C):

24.31%

Direct Cost Base

\$5 \$328,617,366 (C)

Indirect Cost Pool:

Departmental Indirect Costs

\$76,071,187

S6

SWCAP - Statewide Cost Allocation Plan

\$1,768,925

S7

Carry Forward (over recovery)

\$ 2,038,684

Total Indirect Cost Pool

\$ 79,878,796 (D)

(3) Carry Forward Computation

Indirect Costs Should Have Been Recovered:

\$ 79,878,796 (E)

Indirect Costs Actually Recovered - computed as follows:

E26 x E10 =

\$ 92,999,485 (F)

Under Recovered in FY 2019 - computed as follows (E - F):

(under) over recovered

\$ (13,120,690)

*Yellow Area for Enter Data

*Lock Field - Auto calculation

*S# - Supporting Document Attachment Required