



MASSACHUSETTS

Commercial Vehicle Safety Plan

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

Fiscal Years 2023 - 2025

Date of Approval: June 20, 2023

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 2023 - 2025)
- Part 2: Crash Reduction and National Program Elements (FY 2023 - 2025)
- Part 3: National Emphasis Areas and State Specific Objectives (FY 2023 - 2025)
- Part 4: Financial Information (FY 2023)
- Part 5: Certifications and Documents (FY 2023)

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 2023:

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 2022 plans. States must carefully review and update this information to reflect FY 2023 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 2023 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**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 move residential household goods 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

Instructions:

Answer the questions about your CVSP 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.

Yes	No	Question
<input checked="" type="radio"/>	<input type="radio"/>	Are there initiatives involving "rural roads" included in this CVSP?
<input checked="" type="radio"/>	<input type="radio"/>	Does your State voluntarily submit an annual Training Plan to the National Training Center (NTC)?
<input checked="" type="radio"/>	<input type="radio"/>	Does your State include activities regarding Migrant Worker Transportation in Rural Areas in this CVSP?

The MSP CVES is commanded by a Lieutenant and currently has a total of 26 sworn personnel and 2 civilian personnel assigned to the section. There are five teams deployed on a regional basis. One full-time trooper and three truck team troopers work part-time on the New Entrant Program. An additional five CVES troopers are being training in New Entrant audits and are in the process of being added to the team (on a part-time basis). There will be 15 Troopers assigned to CVES on a part-time basis. They will be certified to conduct level 3 inspections in the high crash corridors of the Commonwealth.

Part 1 Section 4 - MCSAP Structure**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	43
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 2023 - 2025 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

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 2017 - 2021

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: Other

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

Fatalities/Fatalities per 100M VMT

Measurement Period (Include 5 Periods)		Fatalities	Goal	Outcome
Begin Date	End Date			
01/01/2021	12/31/2021	20	0.0452	0.0357
01/01/2020	12/31/2020	20	0.0497	0.0370
01/01/2019	12/31/2019	29	0.0547	0.0447
01/01/2018	12/31/2018	39	0.0547	0.0584
01/01/2017	12/31/2017	31	0.0547	0.0495

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 (0-3 per year) too low to measure a goal

Measurement Period (Include 5 Periods)		Fatalities	Goal	Outcome
Begin Date	End Date			
01/01/2021	12/31/2021	1		
01/01/2020	12/31/2020	0		
01/01/2019	12/31/2019	3		
01/01/2018	12/31/2018	1		
01/01/2017	12/31/2017	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			
01/01/2021	12/31/2021	0		
01/01/2020	12/31/2020	0		
01/01/2019	12/31/2019	0		
01/01/2018	12/31/2018	2		
01/01/2017	12/31/2017	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 06/24/2022, including crash records through 02/28/2022. 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 8/23/2020; 2021 was projected. --MC: FMCSA Motor Carrier Management Information System (MCMIS) data snapshot as of 06/24/2022, including crash records through 02/28/2022. 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 06/24/2022, including crash records through 02/28/2022. 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 2020 and 2021 there was a decline in fatalities per 100 VMT from 0.0447 in 2019 to 0.0370 in 2020 and 0.03557 in 2021 (2021 crash data is not complete therefore this number is projected).

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 two HazMat fatalities 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 (FY21 15.82% vs 4.40% and FY22 thus far 20.49% vs. 4.36% 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. Data Source: FMCSA's Motor Carrier Management Information System (MCMIS) data snapshot as of 6/24/2022, including current year-to-date information for FY 2022. The data presented above are accurate as of this date, but are subject to updates as new or additional information may be reported to MCMIS following the snapshot date - <https://ai.fmcsa.dot.gov/HazmatStat/hmRoadside.aspx?rpt=RIOOS>.

Narrative Overview for FY 2023 - 2025**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.

The number of Massachusetts FMCSA reportable crashes involving large trucks & buses has fluctuated significantly over the last several years. The number of such crashes in FY21 was 1,880 crashes, a 6.6% increase from 1,764 crashes in FY20. Worth noting is that FY20 had a 26% reduction (1,764 crashes), encompassing the COVID time frame and expected downward trend due to reduced roadway volumes. In comparison, FY19 saw a 62% increase from FY18, resulting in 2,387 crashes.

Of the FY21 crashes, the proportion which resulted in a fatality was 1.12% (21/1,880), a reduction from FY20 at 1.19% (21/1,764). The proportion which resulted in an injury was 33.14% (623/1,880), also consistently reduced from FY20 at 34.92% (616/1,764). Ultimately, while FY21 resulted in modest but consistent injury reductions, as well as a reduced fatal VMT rate, the FY still accounted for 2 additional fatalities and 34 injuries compared to FY20. Data snapshot as of 06/24/2022, including crash records through 2/28/2022.

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, MA 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 06/24/2022, including crash records through 02/28/2022. (<https://ai.fmcsa.dot.gov/CrashStatistics/rptSummary.aspx>).

Projected Goal for FY 2023 - 2025:

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
2023	5
2024	5
2025	5

Reduce the number of CMVs involved in fatal or injury-resulting crashes in Massachusetts by 5% per year from 667 in FY21 (MCMIS data snapshot June 24, 2022) to 543 by the end of FY25 (about 30 fewer crashes per year). Although preliminary stats for FY22 indicate a successful drop of 28% to 483 such crashes, the data source is not yet closed and realized gains or losses may not be accurate.

Program Activities for FY 2023 - 2025: 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.

MSP CVES will utilize the USDOT's National Roadway Safety Strategy (NRSS) comprehensive approach to significantly reduce serious injuries and deaths on our highways, roads, and streets toward the long-term goal of reaching zero roadway fatalities. The Safe System approach, adopted by the USDOT, will be utilized for all programming. The MSP CVES will work with MassDOT to implement the Strategic Highway Safety Plan which will include the Safe System elements of Safer People, Safer Roads, Safer Vehicles, Safer Speeds, and Post-Crash Care. These crash reduction efforts will simultaneously address safety and equity and when possible, climate as well. The following activities will be implemented toward reducing CMV crashes, and specifically the proportion of injury/fatality resulting from CMV crashes.

From an enforcement perspective, MSP CVES will focus on conducting high-visibility traffic enforcement activities at high-crash locations and HazMat corridors, as well as Equivalent Property Damage Only barracks with large numbers of truck crashes, while continuing to conduct enforcement and other safety activities in and around road construction zones. In addition, MSP CVES will continue emphasizing targeted enforcement in rural areas as well as high-density agricultural regions (during peak harvest seasons) to improve the safe transportation of seasonal and migrant agricultural workers. Additional analysis of possible increases in crashes involving trucks weighing between 10,001 and 14,000 pounds will be conducted to determine if this is a problem in Massachusetts and if so programming will be designed to target this group. In addition, the MSP CVES will continue to improve the detection and enforcement of drivers in prohibited status with DACH, providing all CVES members with access to the DACH through CDLIS on all inspections. The MSP CVES will also conduct joint operations with the MSP Human Trafficking unit and partner with local police departments on CMV traffic enforcement. CVES has the goal of conducting 5 operations with the Human Trafficking unit and 10 operations for CMV traffic enforcement with local police departments.

Target enforcement goals, as well as driver and vehicle inspection goals, will be achieved 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. UMassSafe's T-Force Analytics (<http://tforceanalytics.org/>) will be utilized to conduct these analyses. Additional information on T-Force Analytics is described at the end of the Program Activities section.

In addition, UMassSafe will conduct extensive crash data analysis to guide enforcement efforts. CMV traffic enforcement training and technical assistance will be provided to MSP and local police who conduct traffic enforcement in order to ensure traditional traffic enforcement addresses unsafe CMV driving behaviors. The intention is to include 30% (at minimum) of roving patrols on high crash roadways and corridors using crash causation data for CMVs and passenger cars to identify zones, times, and days of the week. Additionally, focus 10% of traffic enforcement will be focused on unsafe operating behaviors of non-CMV around CMVs. Officers will also utilize ERODS during all inspections on subject drivers when an ELD is present. In addition to targeted enforcement and driver/vehicle inspections, carrier interventions/inspections will be implemented.

Furthermore, emphasis will be placed on enforcing following too closely, lane changes, and other infractions, on I-90. Additionally, CMV traffic enforcement focusing on reckless driving, speeding, following too closely, and unsafe lane changes, in all areas of the state, will be expanded, with particular focus in high crash areas.

MSP CVES will be focusing on implementing enhanced training for patrol units. Along with the existing MSP CVES annual awareness and training via the MSP Human Trafficking Investigation Unit, refresher ARIDE training will be conducted for CVES troopers. New officers will participate in NTC Electronic Logging Device (ELD) training, and refresher training will also be provided as necessary for existing troopers. In addition, CMV traffic enforcement training materials will be updated to

include the curriculum for MSP New Cadet Training Academy, In-service classroom training, and online training. In-service commercial vehicle law training for both existing troopers and recruits will also be conducted.

To discover and implement additional best-use policies and programs for crash reduction, MSP CVES will continue to research other programs and processes that might benefit Massachusetts. These include researching the Connecticut Online Adjudication of CMV Traffic Offenses program for possible replication in Massachusetts and implementing a pilot part-time truck team troop made up of troopers from other MSP divisions.

In addition, MSP CVES will work in collaboration with MassDOT and UMassSafe on the Methods to Identify Problem Carriers project. They will also expand collaboration and partnership with UMassSafe to include crash data analysis, crash and inspection audits, the development of new training materials, and other resources. Additional partnerships with the Highway Safety Division, local police departments, and the Strategic Highway Safety Plan emphasis area teams will continue.

There are several other initiatives MSP CVES will be implementing toward its crash reduction goals. Firstly, CVES Reserve Unit will be implemented with 15 part-time Troopers to do CMV traffic enforcement. Next, transportation activities will be conducted on rural roads/corridors utilizing best practices of the USDOT R.O.U.T.E.S. initiatives. Troopers will also utilize ERODS during all inspections on subject drivers when an ELD is present. Although crash reduction efforts will be targeted for all trucks and buses, an additional emphasis will be placed on trucks weighing between 10,001 and 14,000 pounds. Furthermore, Effective Data Collection and Reporting will be conducted.

From a technology perspective, all current ELD software will be maintained on all laptops. Additional tablets and laptop upgrades will be purchased for all CVES road troopers, as well as upgrades to office desktop terminals and docking stations so that troopers can utilize road laptops while working in the office. ELD reporting is and will continue to be conducted via web services.

Finally, public education is a paramount component in the efforts toward crash reduction. MSP CVES will conduct Public Education and Awareness Activities, and 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.

T-Force Analytics

T-Force Analytics provides the following data which can be queried by jurisdiction (troop, barracks, county), vehicle type (all CMVs, trucks, or buses), injury severity (fatal injury, non-fatal injury, no injury/tow), and time range (CY or FY, quarters, 2016-2022). The following data is available in maps, charts, and tables.

Crash Overview - Crash map, Top Carriers with contributing factors in Crashes, local/state police breakdown, cargo body type crash frequency, driver contributing factors in CMV-involved crashes

- Crash Trends – All CMV crashes, truck crashes, bus crashes, HazMat crashes
- Crash Temporal Factors – year at a glance, crashes by month, day, hour, and weather
- Crash Map and Query – Regional and crash point maps by hot topics as well as the year, month, day, hour, vehicle type, jurisdiction, carrier, route, crash severity, trafficway description, manner of collision, weather, driver contributing factor, driver license restrictions, GVWR, cargo body type, age. In addition, crash records can be downloaded for further review and analysis.

Inspection Overall – number of Inspections by level, top carriers violations per inspection, top violations,

- Inspections by Trooper – trooper inspections, OOS inspections, and violations, violations summary by region and/or trooper, inspection levels by regional and/or trooper
- Inspection Map and Query – Regional map by hot topics as well as the year, month, day, hour, vehicle type, jurisdiction, inspection level, resulting OOS, resulting violations, interstate/intrastate, GVWR, duration, carrier, and location. In addition, individual inspection records can be downloaded.

The MSP CVES Commander reviews this data monthly to determine what strategies are effective and what changes need to be made. In addition, UMasssafe provides a quarterly MA CMV Management Report utilizing this information to outline current concerns.

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.

The MSP CVES, in conjunction with 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. Additionally, a quarterly and annual review of inspections, citations, and carrier interventions will be conducted. Furthermore, 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, 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.

Part 2 Section 3 - Roadside Inspections

In this section, provide a trend analysis, an overview of the State's roadside inspection program, and projected goals for FY 2023 - 2025. 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 2017 - 2021

Inspection Types	2017	2018	2019	2020	2021
Level 1: Full	2379	1746	3701	2264	1802
Level 2: Walk-Around	14130	17869	13103	8312	9854
Level 3: Driver-Only	5812	8104	6608	6979	5722
Level 4: Special Inspections	6	56	15	823	167
Level 5: Vehicle-Only	853	1064	1111	1247	1152
Level 6: Radioactive Materials	0	3	1	1	2
Total	23180	28842	24539	19626	18699

Narrative Overview for FY 2023 - 2025

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 the roadside inspection application name(s) (e.g., Aspen) used by the State.

Inspect

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.

Driver and vehicle inspections help ensure that motor carriers, CMVs, and drivers operating CMVs comply with safety regulations and requirements. The CVES will continue to conduct a mixture of fixed weigh stations and mobile patrols in crash zones and local community "hot spots" while requiring officers to use daily and monthly activity tally sheets. The Electronic Record Duty Status (eRODS) software will be utilized during inspections on subject drivers when an ELD is present. Program monitoring will continue to be performed with AI SSDQ measures as well as Crystal reports productivity worksheet. An electronic record management system will continue to be utilized to track attendance by computer and radio logins. Data Qs will be 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. In addition, the following activities will be implemented.

- A pilot part-time truck team unit comprised of troopers from other MSP divisions working OT on this pilot part-time truck team will conduct CMV and Non-CMV enforcement as well as Level 3 inspections. Part-time troopers in the high crash corridors will assist us in reducing crashes and fatalities.
- Continued expansion of E-Inspections in weigh stations utilizing Drivewyze (being initiated with new FY2022 funds).
- A robust HM driver and HM vehicle inspection program will include an ongoing examination of locations with high concentrations of HM movement, HM crash/incident corridors, and associated enforcement. In addition, inspections will ensure proper identification and oversight of HMSP carriers as well as verified possession of a permit when required. Furthermore, inspectors will pay particular attention to the possible presence of undeclared HM.
- Passenger carrier inspections will include carriers transporting migrant workers in high-density agricultural regions during peak harvest seasons to improve the safe transportation of seasonal and migrant agricultural workers.

- Continued improvements in detecting and enforcing drivers in prohibited status with DACH. All CVES members access the DACH through CDLIS on all inspections.
- Annual awareness and training will be implemented via the MSP Human Trafficking Investigation Unit.
- The Title VI Program regulations and policies will continue to be updated to ensure nondiscriminatory CMV inspection selection. MSP CVES has an approved Title VI Program Compliance Plan, which has been sent and reviewed by all Troopers assigned to the CVES.
- Troopers will receive training consistent with the Training section of the grantee/sub-grantees FMCSA Title VI Program Compliance Plan so that employees conduct driver/vehicle inspections in a non-discriminatory manner regardless of the owner's/driver's race, color, national origin, sex, age, disability, income level, or Limited English Proficiency.
- Annual officer refresher training

Projected Goals for FY 2023 - 2025

Instructions for Projected Goals:

Complete the following tables in this section indicating the number of inspections that the State anticipates conducting during Fiscal Years 2023 - 2025. For FY 2023, 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: 22

Projected Goals for FY 2023 - Roadside Inspections					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full	4500	500	20	5020	27.59%
Level 2: Walk-Around	4000	400	320	4720	25.94%
Level 3: Driver-Only	7000	5	30	7035	38.66%
Level 4: Special Inspections	200	0	0	200	1.10%
Level 5: Vehicle-Only	20	0	1200	1220	6.70%
Level 6: Radioactive Materials	1	1	0	2	0.01%
Sub-Total Lead Agency	15721	906	1570	18197	

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 2023 - 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 2023:	800

Summary

Projected Goals for FY 2023 - Roadside Inspections Summary

Projected Goals for FY 2023 Summary for All Agencies					
MCSAP Lead Agency: MA STATE POLICE (MSP) COMMERCIAL VEHICLE ENFORCEMENT SECTION (CVES)					
# certified personnel: 22					
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	4500	500	20	5020	27.59%
Level 2: Walk-Around	4000	400	320	4720	25.94%
Level 3: Driver-Only	7000	5	30	7035	38.66%
Level 4: Special Inspections	200	0	0	200	1.10%
Level 5: Vehicle-Only	20	0	1200	1220	6.70%
Level 6: Radioactive Materials	1	1	0	2	0.01%
Total MCSAP Lead Agency & Subrecipients	15721	906	1570	18197	

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 2024 Roadside Inspections	Lead Agency	Subrecipients	Non-Funded	Total
Enter total number of projected inspections	18000	0	800	18800
Enter total number of certified personnel	41	0	11	52
Projected Goals for FY 2025 Roadside Inspections				
Enter total number of projected inspections	18000	0	800	18800
Enter total number of certified personnel	41	0	11	52

Part 2 Section 4 - Investigations

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 2017 - 2021

Investigative Types - Interstate	2017	2018	2019	2020	2021
Compliance Investigations	0	0	0	0	0
Cargo Tank Facility Reviews	0	0	0	3	1
Non-Rated Reviews (Excludes CSA & SCR)	2	1	0	0	0
CSA Off-Site	0	0	0	16	6
CSA On-Site Focused/Focused CR	10	0	0	0	0
CSA On-Site Comprehensive	6	18	19	21	24
Total Investigations	18	19	19	40	31
Total Security Contact Reviews	2	0	0	0	0
Total Terminal Investigations	0	5	5	28	25

Investigative Types - Intrastate	2017	2018	2019	2020	2021
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 2023 - 2025**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 2023 - 2025

Complete the table below indicating the number of investigations that the State anticipates conducting during FY 2023 - 2025.

Projected Goals for FY 2023 - 2025 - Investigations						
Investigation Type	FY 2023		FY 2024		FY 2025	
	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	13	0	14	0	16	0
CSA On-Site Focused/Focused CR	0	0	0	0	0	0
CSA On-Site Comprehensive	18	0	20	0	20	0
Total Investigations	31	0	34	0	36	0
Total Security Contact Reviews	0	0	0	0	0	0
Total Terminal Investigations	25	0	25	0	25	0

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

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 20-25 carrier investigations in each fiscal year.

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. In addition, compliance reviews/investigations will emphasize proper identification and oversight of interstate and intrastate HMSP carriers as well as verifying possession of a permit when required.

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

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 2017 - 2021
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		
01/01/2021	12/31/2021	9578	9568
01/02/2020	12/31/2020	11681	11681
01/01/2019	12/31/2019	11773	11773
01/01/2018	12/31/2018	11122	11122
01/01/2017	12/31/2017	6098	6098

☐ 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.

State/Territory Defined Measurement Period (Include 5 Periods)		Number of Documented CMV Traffic Enforcement Stops without Inspection	Number of Citations and Warnings Issued
Begin Date	End Date		
01/01/2021	12/31/2021	0	0
01/01/2020	12/31/2020	0	0
01/01/2019	12/31/2019	0	0
01/01/2018	12/31/2018	0	0
01/01/2017	12/31/2017	0	0

☐ 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		
01/01/2021	12/31/2021	1733	1733
01/01/2020	12/31/2020	933	933
01/01/2019	12/31/2019	1661	1661
01/01/2018	12/31/2018	1410	1410
01/01/2017	12/31/2017	1010	1010

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: MSP Internal Records, June, 2022. These do not include HP funded traffic stops. Number of CMV Traffic Stops without an Inspection and Number of Citations/Warnings Issued: MSP Internal Records, June, 2022. Number of Non-CMV Traffic Enforcement Stops & Number of Citations Issued: MSP Internal Records, June, 2022.

Narrative Overview for FY 2023 - 2025

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. Twenty-six sworn personnel and two civilian personnel will be used for the implementation of this program. A pilot part-time truck team unit, comprised of 15 troopers from other MSP divisions, working OT, is being implemented. They will conduct traffic enforcement including level 3 inspections in high crash corridors to assist in reducing crashes and associated fatalities. Targeting both CMV and non-CMV involvement in crashes, the CVES conducts highly visible enforcement. 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.

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 under State statutes and department regulations, policies, and procedures. All 26 CVES personnel certified to conduct inspections engage in crash reduction activities. In addition, the Title VI Program regulations will continue to ensure CMV traffic enforcement is nondiscriminatory. Troopers will continue to receive training consistent with the Training section of the grantee/sub-grantees FMCSA Title VI Program Compliance Plan so that employees conduct traffic enforcement and driver/vehicle inspections in a non-discriminatory manner regardless of the owner's/driver's race, color, national origin, sex, age, disability, income level, or Limited English Proficiency.

Troopers from other MSP program divisions will work with the CVES to conduct high-visibility CMV traffic enforcement and special enforcement details including statewide blitzes to address driver behaviors such as speeding, distracted driving, driving under the influence of alcohol, and following too closely. CVES would like to conduct 20 statewide blitzes throughout the year. These will be for various efforts, i.e. speeding, left lane violations, move-over laws, cell phones, etc.

They will also team with the MSP CVES to conduct enforcement in and near work zones targeting CMVs as well as non-CMV traffic in the immediate vicinity of CMVs, that are operating in an unsafe manner. Furthermore, they will also support the CVES at weigh stations. The use of PBTs will be expanded during traffic enforcement as well.

MSP CVES troopers will also conduct cross-training with other MSP Divisions including Traffic Programs, Motorcycle, STOP, K-9 Teams, [POP Squad](#), and DRE. Additionally, partnerships with local law enforcement agencies will be expanded to assist with CMV traffic enforcement and

other activities as needed. Teams will also participate in Operation Safe Driver, conducting enforcement efforts to remove unsafe and fatigued CMV drivers from roadways.

Emphasis will also be placed on expanding the enforcement of CMV regulations related to driver work hours/driving times in order to reduce the incidence of drowsy driving. Additional emphasis will be placed on traffic enforcement activities focusing on speed and distracted driving behaviors by drivers transporting placarded amounts of HM.

Projected Goals for FY 2023 - 2025

Using the radio buttons in the table below, indicate the traffic enforcement activities the State intends to conduct in FY 2023 - 2025. 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 2023	FY 2024	FY 2025
<input checked="" type="radio"/>	<input type="radio"/>	CMV with Inspection	10000	10000	10000
<input checked="" type="radio"/>	<input type="radio"/>	CMV without Inspection	600		
<input checked="" type="radio"/>	<input type="radio"/>	Non-CMV	1000	10000	1000
<input checked="" type="radio"/>	<input type="radio"/>	Comprehensive and high visibility in high risk locations and corridors (special enforcement details)	3500	3500	3500

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 (including border inspections, if applicable), 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 (including border inspections, if applicable), investigations, and new entrant safety audit sections. Your planned activities must at least equal the average of your 2014/2015 activities.

FY 2023 Planned Safety Activities				
Inspections	Investigations	New Entrant Safety Audits	Sum of FY 2023 Activities	Average 2014/15 Activities
18997	31	820	19848	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.

Part 2 Section 6 - Safety Technology

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	Enhanced 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 2023 - 2025

Problem Statement Narrative and Projected Goal: Describe any challenges encountered in implementing, maintaining, or improving your PRISM and/or ITD program compliance level (i.e., problems encountered, obstacles overcome, lessons learned, etc.).

The Massachusetts Registry of Motor Vehicles leads the PRISM and CVISN projects. Massachusetts is in Core ITD Compliance and at PRISM Enhanced Participation Level. The RMV does not need funding for OM costs to the CVIEW and MassIRP components this year.

Program Activities for FY 2023 - 2025: Describe any activities that will be taken to implement, maintain or improve your PRISM and/or ITD programs.

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 (e.g., including 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

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 2017 - 2021

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

Public Education and Outreach Activities	2017	2018	2019	2020	2021
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 2023 - 2025

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.

With the outreach objective of changing social and cultural norms, the National Roadway Safety Strategy and the Safe System approach will be utilized to develop a coordinated outreach and education campaign for communicating important roadway safety topics to CMV drivers and other motorists with a specific emphasis on high-risk groups such as young males, new drivers, and drivers with previous crash history. Billboards, traffic-facing digital advertisements, CMV mobile apps, broadcast/internet radio, and social media platforms will be considered for the Public Service Announcements targeting each of the above groups. The campaign will focus on a variety of CMV safety issues, such as seatbelt use, work zone safety, No Zone/Share the Road, and drowsy driving/hours of service and migrant worker transportation, among other safety topics.

The MSP CVES will also conduct 25 public education and outreach activities yearly 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 including passenger transportation, occupant restraint usage, hazardous materials, distracted driving prevention, impaired operation, human trafficking, and work zone crash prevention. In addition, Farm Bureau Migrant Safety Talks will be conducted. The FMCSA's Our Roads, Our Safety campaign materials will be utilized.

Some of the public education and outreach will be implemented in conjunction with the Massachusetts Strategic Highway Safety Plan's 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.

Projected Goals for FY 2023 - 2025

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 2023	FY 2024	FY 2025
<input checked="" type="radio"/>	<input type="radio"/>	Carrier Safety Talks	12	12	12
<input checked="" type="radio"/>	<input type="radio"/>	CMV Safety Belt Education and Outreach	0	0	0
<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	1	1	1
<input checked="" type="radio"/>	<input type="radio"/>	Local Educational Safety Events	10	10	10
<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 and outreach activities to ensure compliance with goals and objectives. In addition, the Commander will review feedback and comments from motor carriers and other groups receiving presentations in order to make appropriate adjustments to class content. The MSP CVES will report the quantity, duration, and number of attendees in its quarterly Performance Progress Report.

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

MCSAP lead agencies are allowed to use MCSAP funds for Operations and Maintenance (O&M) costs associated with State Safety Data Quality (SSDQ) requirements to ensure 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	Fair	No

Available data sources:

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

Enter the agency name responsible for Data Quality: MA State Police (MSP) and Registry of Motor Vehicles (RMV)

Enter the agency or agencies name responsible for DataQs: MA State Police (MSP)

Enter the agency name responsible for the Crash Data Repository: Registry of Motor Vehicles (RMV)

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 2023 - 2025.

SSDQ Measure	Current SSDQ Rating	Goal for FY 2023	Goal for FY 2024	Goal for FY 2025
Crash Record Completeness	Good	Good	Good	Good
Crash VIN Accuracy	Good	Good	Good	Good
Fatal Crash Completeness	Fair	Good	Good	Good
Crash Timeliness	Good	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.

Data current as of 6/24/2022

Narrative Overview for FY 2023 - 2025

Problem Statement Narrative: Describe any issues encountered for all SSDQ measures not rated as "Good/Green" 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 Fatal Crash Completeness, which is 'fair'. A data quality team made up of representatives of the Massachusetts State Police Commercial Vehicle Enforcement Section (MSP CVES), Registry of Motor Vehicles (RMV), and UMassSafe has examined the issues and developed plans to address the 'fair' rating in Fatal Crash Completeness which includes a review of RMV FARS data for missing records, adding current missing records now and continuing a monthly review of additional missing records and a monthly DQ meeting. The current issues should be resolved shortly.

Program Activities FY 2023 - 2025: Describe activities that will be taken to achieve or maintain a "Good/Green" rating in all measures including the overall SSDQ rating. Also, describe how your State provides resources to conduct DataQs operations within your State, and describe how elevated/appeals requests are handled.

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 the MSP to conduct extensive research when the data received is of poor quality. The Unit Commander of the CVES conducts DataQs on a weekly basis. Violations are reviewed, the trooper that conducted the inspection is consulted, and depending on need, sometimes the bodycam footage of the stop is reviewed. The goal is to answer each Data Q within a week or two.

Performance Measurements and Monitoring: Describe all performance measures that will be used to monitor data quality and DataQs performance 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 FY21 baseline data on a quarterly basis.

Part 2 Section 9 - New Entrant Safety Audits

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 2017 - 2021

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

New Entrant Safety Audits	2017	2018	2019	2020	2021
Interstate	578	509	629	729	820
Intrastate	0	0	0	0	0
Total Audits	578	509	629	729	820

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 2023 - 2025

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	06/18/2022
Total Number of New Entrant Carriers in NEWS (Unassigned and Assigned)	2186
Current Number of Past Dues	252

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 2023 - 2025

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

Projected Goals for FY 2023 - 2025 - New Entrant Safety Audits						
	FY 2023		FY 2024		FY 2025	
Number of Safety Audits/Non-Audit Resolutions	Interstate	Intrastate	Interstate	Intrastate	Interstate	Intrastate
# of Safety Audits (Onsite)	246	0	291	0	336	0
# of Safety Audits (Offsite)	574	0	539	0	504	0
# Group Audits	0	0	0	0	0	0
TOTAL Safety Audits	820	0	830	0	840	0
# of Non-Audit Resolutions	0	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 plans to decrease overdue safety audits by 20% by employing two full-time Troopers to conduct New Entrant Audits and two Troopers conducting them on a part-time basis. Recently five additional CVES troopers took the New Entrant training course and will be conducting New Entrant Audits on a part-time basis. Having nine troopers certified will address the current backlog. The Commander will review the status of current and overdue safety audits monthly.

Activity Plan for FY 2023 - 2025: 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 90 percent of audits will be conducted off-site and 10 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.

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 reports. 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 MCSAP CVSP Planning Memorandum and any State-specific objectives as necessary. Specific goals and activities must be projected for the three fiscal year period (FYs 2023 - 2025).

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

Instructions:

FMCSA has established an Out-of-Service (OOS) catch rate of 85 percent for carriers operating while under an Imminent Hazard (IH) or UNSAT/UNFIT 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 2023 - 2025

Enter your State's OOS Catch Rate percentage if below 85 percent: 83%

Projected Goals for FY 2023 - 2025: Enter a description of the State's performance goals.

Fiscal Year	Goal (%)
2023	93
2024	93
2025	93

The FY21 percent of all OOS carriers identified was 83.33% and the percent of IH and Unsat/unfit carriers identified was 0.00%.

The FY22 YTD rate is 96%. Massachusetts' objective is to maintain the identification of Federal out-of-service vehicles to 100%, compliant with the FMCSA's national goals.

Program Activities for FY 2023 - 2025: 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.

Massachusetts is committed to identifying and immobilizing carriers that are OOS due to a declaration of Imminent Hazard or determined to be Unsatisfactory/Unfit to operate. The last year saw increases in our OOS catch rate to 83%, nearly the required 85%. The MSP CVES will continue to strengthen its ability to identify and immobilize OOS carriers by reviewing and implementing relevant policies and utilizing appropriate technology to better identify OOS carriers as well as conducting quality assurance oversight to ensure that inspectors are using the proper procedures to identify high-risk carriers and preventing them from continued operation.

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

The MSP CVES will continue to examine the data on the FMCSA Activity Dashboard to determine the reasons for the slightly lower 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. 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

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 2023 - 2025

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, and substantially further in 2020, likely attributed to reduced travel due to the COVID-19 pandemic. Notably, while passenger carrier crashes increased in 2021, they were not nearly as common as in 2018 and 2019.

To further reduce the number of crashes involving passenger carriers, UMassSafe conducted an 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 2023 - 2025: 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 2023, 2024 and 2025 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 1,570 passenger carrier inspections per fiscal year.

Program Activities for FY 2023 - 2025: Provide additional information regarding how these activities will be implemented.

In addition to conducting ongoing inspections, Massachusetts will implement 30 multi-agency task forces annually as well as participate in national and regional strike force activities. The MSP CVES will continue bi-monthly passenger carrier task forces in the Metro Boston area. These operations are done in conjunction with the DPU. Twice a month two troopers and two DPU members will be sent to the limo lot at Logan airport, and one trooper and 1 DPU member at South Station conducting inspections on passenger-carrying vehicles.

Recurring roadside enforcement, including inspections, will also be conducted in high-density agricultural regions (during peak harvest seasons) for the specific purposes of improving the safe transportation of seasonal and migrant agricultural workers.

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.

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

Instructions:

Describe any State-specific CMV problems that were addressed with FY 2022 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 2022 CVSP.

Progress Report on State Specific Objectives(s) from the FY 2022 CVSP

Please enter information to describe the year-to-date progress on any State-specific objective(s) identified in the State's FY 2022 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.

Safety of Workers on Roadways - Work Zone Crashes The MSP CVES conducted extensive traffic enforcement and inspections in and near work ones including XXX inspections/re-inspections. In addition, the MSP has been, and continues to be, actively involved in the development and implementation of the Strategic Highway Safety Plans Safety of Workers on Roadway emphasis area and the MassDOT Traffic Incident Management System committee.

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).

Due to a coding problem, no work zone specific inspections are documented. The MSP CVES is in the process of correcting this going forward.

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

See above.

Part 3 Section 4 - State Specific Objectives – Future

Instructions:

The State may include additional objectives from the national priorities or emphasis areas identified in the MCSAP CVSP Planning Memorandum 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 2023 - 2025. 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 2023 - 2025

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

In 2021, Massachusetts CMVs experienced nearly twice as many crashes, proportionally, in work zones compared to other motor vehicles, at 3.0% and 1.7% respectively. The overall number of CMVs involved in crashes fell drastically in 2020 due to the COVID-19 pandemic, while the proportion that occurred in work zones rose slightly to 3.6% in 2021. Thus far, 2022 has seen CMV crashes rise to previous typical counts, while the proportion occurring specifically in work zones fell slightly to 3.2%. Comparatively, the proportion of work zone involvement of non-CMV crashes has fluctuated less and is in a downward trend. Understandably, this over-representation is indicative of the limited maneuverability due to size and increased lead time to slow/stop due to weight. To further reduce the number of CMV crashes in work zones, UMassSafe conducted an 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 2023 - 2025:

Enter performance goal.

Conduct 700 truck inspections in or near work zones per year.

Program Activities for FY 2023 - 2025: 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 the 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 and the Traffic Incident Management System Task Force on various safety initiatives. This includes implementing or assisting with the implementation of the following activities (5-Year Plan): -Educate prosecutors and courts to improve adjudication of traffic-related safety cases (MSP, MassDOT) -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 light 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 and enforce Driver 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 -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). Monthly campaigns will be implemented, approximately 12 per year. - Enforce law doubling speeding fines in work zones (MSP, LLE).

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 2023 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 95 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 5 percent in the state share calculation. A State is only required to contribute 5 percent of the total project costs of all budget categories combined as State share. A State is NOT required to include a 5 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 a 95 percent Federal share and 5 percent State share automatically and populates these

values in each line. Federal share is the product of Total Project Costs x 95 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 ensure 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 15% of the MCSAP Award Amount.
- Planned MOE Costs equal or exceed the MOE Baseline amount.
- States' planned Federal and State share totals are each within \$5 of FMCSA's Federal and State share estimated amounts.
- Territories' planned Total Project Costs are within \$5 of the Federal share.

ESTIMATED Fiscal Year Funding Amounts for MCSAP			
	95% Federal Share	5% State Share	Total Estimated Funding
Total	\$7,652,160.00	\$402,745.00	\$8,054,905.00

Summary of MCSAP Funding Limitations	
Allowable amount for Overtime without written justification (15% of MCSAP Award Amount):	\$1,208,236.00
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 15 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 15 percent limitation as provided in the MCP. Any deviation from the 15 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 (15% of MCSAP Award Amount):	\$1,208,236.00
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Overtime Costs budgeted must be equal to or less than the 15 percent of the MCSAP Award (plus \$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	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
Trooper	1	40.0000	\$200,531.24	\$80,212.49	\$76,201.87	\$4,010.62	\$0.00
New Entrant Reviewer	1	100.0000	\$120,000.00	\$120,000.00	\$120,000.00	\$0.00	\$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 2 civilian and 26 sworn personnel presently assigned to the Commercial Vehicle Enforcement Section, with a projection that the unit will increase to at least 3 civilian and 31 sworn at the completion of the next recruit class. MCSAP funds only support MCSAP activities.

The salary amounts are based on two years (52 pay periods/24 months).

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 and 7 Troopers are assigned to MCSAP activities 40% of the time. (16 hours/week)

3 Troopers are assigned to MCSAP activities 100% of the time (2 New Entrant) (40 hours/week)

All personnel work an average of 27.5 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.

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 50 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 Outreach including 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 High Visibility Crash Reduction Enforcement in High Crash Corridors, New Entrant Auditors extending their workday, Off hours education and Outreach including Joint Passenger Carrier Task Forces with the Mass. Department of Public Utilities. 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 personnel 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	39.5000	50.0000	\$174,790.20	\$34,521.06	\$32,795.01	\$1,726.05	\$0.00
Administrative	39.5000	100.0000	\$134,587.44	\$53,162.03	\$50,503.93	\$2,658.10	\$0.00
Lieutenant	49.1000	40.0000	\$300,057.16	\$58,931.22	\$55,984.66	\$2,946.56	\$0.00
Trooper	49.1000	100.0000	\$245,463.92	\$120,522.78	\$114,496.65	\$6,026.13	\$0.00
Trooper	49.1000	100.0000	\$245,463.92	\$120,522.78	\$114,496.65	\$6,026.13	\$0.00
Trooper	49.1000	40.0000	\$196,371.24	\$38,567.31	\$36,638.95	\$1,928.36	\$0.00
Trooper	49.1000	40.0000	\$196,371.24	\$38,567.31	\$36,638.95	\$1,928.36	\$0.00
Trooper	49.1000	40.0000	\$196,371.24	\$38,567.31	\$36,638.95	\$1,928.36	\$0.00
Trooper	49.1000	40.0000	\$196,371.24	\$38,567.31	\$36,638.95	\$1,928.36	\$0.00
Trooper	49.1000	40.0000	\$245,463.92	\$48,209.11	\$45,798.66	\$2,410.45	\$0.00
Trooper	49.1000	40.0000	\$191,683.96	\$37,646.72	\$35,764.39	\$1,882.33	\$0.00
Trooper	49.1000	40.0000	\$200,531.24	\$39,384.33	\$37,415.12	\$1,969.21	\$0.00
New Entrant Reviewer	39.5000	100.0000	\$120,000.00	\$47,400.00	\$47,400.00	\$0.00	\$0.00
Trooper	49.1000	100.0000	\$147,278.35	\$72,313.66	\$0.00	\$72,313.66	\$0.00
Payroll Tax - All	1.8500	100.0000	\$4,677,152.39	\$86,527.31	\$82,505.64	\$4,021.67	\$0.00
TOTAL: Fringe Benefits				\$873,410.24	\$763,716.51	\$109,693.73	\$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 39.50%.

The Sworn Fringe rate effective 7/1/2022 is 49.10%.

Fringe benefit is only assessed against regular salary.

The Payroll Tax rate effective 7/1/2022 is 1.85%.

Payroll tax is assessed against both regular salary and overtime.

The last line is the 1.85% payroll tax that is assessed on all payroll.

The updated FY23 fringe rate agreement has been uploaded.

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
NTC Instructor Development Course	3	5	100.0000	\$6,000.00	\$6,000.00	\$0.00	\$0.00
NTC Recertification Class	1	5	100.0000	\$2,000.00	\$2,000.00	\$0.00	\$0.00
New Entrant Certification Investigations Training	6	5	100.0000	\$12,000.00	\$12,000.00	\$0.00	\$0.00
CVSA Fall Workshop	3	5	100.0000	\$6,000.00	\$6,000.00	\$0.00	\$0.00
CVSA Conference	3	5	100.0000	\$6,000.00	\$6,000.00	\$0.00	\$0.00
COHMED	3	5	100.0000	\$6,000.00	\$6,000.00	\$0.00	\$0.00
NAIC	2	5	100.0000	\$4,000.00	\$4,000.00	\$0.00	\$0.00
FMCSA Annual Grants Conference	3	5	100.0000	\$6,000.00	\$6,000.00	\$0.00	\$0.00
Crash Investigation Training	4	14	100.0000	\$18,000.00	\$18,000.00	\$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.

Training dates and locations are to be determined.

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 of \$24.50 per day. The number of travelers varies from 1-2 depending on the work to be accomplished at the conference.

Update (10/31/22)

Crash Investigation: Funding to send 4 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.

Travel costs for training and conferences are based on a review of current travel and lodging rates. It is estimated that travel for 5 days/4 nights will cost approximately \$2,000/person. Travel expenses for crash investigation training in Florida are higher due to the length of the trip (14 days) and inclusion of rental vehicle.

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	4	\$5,000.00	100	\$20,000.00	\$20,000.00	\$0.00	\$0.00
Cruiser Vehicles	3	\$69,000.00	100	\$207,000.00	\$207,000.00	\$0.00	\$0.00
Crash Reconstruction Equipment	1	\$50,000.00	100	\$50,000.00	\$50,000.00	\$0.00	\$0.00
Tire Anomaly System	4	\$65,000.00	100	\$260,000.00	\$260,000.00	\$0.00	\$0.00
Narcotics Detection Device	2	\$40,000.00	100	\$80,000.00	\$80,000.00	\$0.00	\$0.00
Handheld Backscatter X-Ray Imaging Device	1	\$40,000.00	100	\$40,000.00	\$40,000.00	\$0.00	\$0.00
Bus Ramps	1	\$12,000.00	100	\$12,000.00	\$12,000.00	\$0.00	\$0.00
TOTAL: Equipment				\$669,000.00	\$669,000.00	\$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.

~~One laptop is provided per officer. These are necessary to conduct MCSAP activities as each is configured to connect to the FMCSA systems on a separate VPN. These laptops provide a screen large enough to view and manipulate the FMCSA enforcement programs.~~
Laptops have been moved to the Supplies category.

Truck equipment includes caps and racks, which are used to protect and secure MCSAP necessary equipment from damage for each officer performing MCSAP duties.

Update 10/31/22: Vehicles are purchased through the MSP's Departmental Contract: SP22-MSPVEH-F101 which is specifically for the procurement of Marked and Unmarked Vehicles and Equipment. The Fleet Section recently ordered Ford F-150 Trucks with the full equipment package at a cost of \$69,000 each.

The Crash Reconstruction Equipment will be used for crashes involving CMVs covered under state and/or FMCSA's definition of a commercial motor vehicle. Reconstruction officers or personnel will include a NAS A/B certified officer as part of the analysis. The equipment will help the MSP investigate fatal and serious personal injury crashes involving a CMV in Massachusetts.

~~Funds will be used to establish a virtual weigh station on one of the major interstates. This will enhance the effectiveness of the CVES to conduct truck size and weight enforcement in geographic areas where overweight trucks are known or expected to operate, but where fixed weigh stations are not available or operational. The Virtual Weigh Station will not only help the MSP conduct weight enforcement, but will be a vital tool to help catch Out of Service Carriers operating in the State.~~

Update 10/31/22:

A Tire Anomaly and Classification System (TACS) supports the screening of commercial vehicles at highway and ramp speeds to identify those vehicles which are unsafe due to missing or underinflated tires. When a CMV travels over the sensors, if there is an issue with any of the tires an alert will be sent to a trooper who is monitoring the sensors. MSP proposes to install Tire Anomaly Systems at 4 weigh station locations on the Massachusetts Turnpike. Cost estimate is based on a preliminary quote of \$45-50,000 for sensors and \$15,000 for electronics controller; \$65,000 per location.

Narcotics Detection Devices such as TruNarc or similar will be beneficial both for drug interdiction as well as officer safety (e.g., the device can detect if there is fentanyl present in a drug sample). These devices will be used for drug interdiction activities conducted in conjunction with a CMV safety inspection and are used to identify narcotics. TruNarc can scan directly through plastic or glass for most drug test samples which minimizes contamination, reduces exposure and preserves evidence. Two devices will be purchased for use by CMV Troopers in different regions of the state.

Handheld backscatter X-ray systems can be used for CMV screening to assist in drug interdiction efforts. If reasonable suspicion that there are drugs or illegal materials present, the scanner allows for a quick and safe search of the vehicle without having to disassemble parts. One scanner will be purchased for use exclusively in CMV related searches, as needed.

The MSP Commercial Motor Vehicle Section works with the DPU and Massport to conduct inspections in passenger carrying CMVs twice per month at Logan Airport. One set of bus ramps will be purchased to improve efficiency and to examine the underside of buses at these inspections.

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	10 each	\$900.00	100.0000	\$9,000.00	\$9,000.00	\$0.00	\$0.00
Office Supplies	1 ea	\$19,732.00	100.0000	\$19,732.00	\$19,732.00	\$0.00	\$0.00
Uniforms	30 each	\$1,000.00	100.0000	\$30,000.00	\$30,000.00	\$0.00	\$0.00
Supplies for vehicles	50 ea	\$400.00	100.0000	\$20,000.00	\$20,000.00	\$0.00	\$0.00
IPads/Tablets	5 ea	\$500.00	100.0000	\$2,500.00	\$2,500.00	\$0.00	\$0.00
Laptops	10 each	\$3,850.00	100.0000	\$38,500.00	\$38,500.00	\$0.00	\$0.00
Projector	1 each	\$2,500.00	100.0000	\$2,500.00	\$2,500.00	\$0.00	\$0.00
TOTAL: Supplies				\$122,232.00	\$122,232.00	\$0.00	\$0.00

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

The printer cost includes printers, inverters and mounts for inside cruisers so that Troopers can print paper copies of truck inspections onsite.

Office supplies are for general office supplies, legal books, toner, etc.

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

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.

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.

One laptop is provided per officer. These are necessary to conduct MCSAP activities as each is configured to connect to the FMCSA systems on a separate VPN. These laptops provide a screen large enough to view and manipulate the FMCSA enforcement programs. Laptops are purchased through the Commonwealth's Statewide Contract for IT Hardware and Services-ITC73. This contract covers the acquisition of Information Technology hardware, project management, integration, maintenance, and other related services.

The video projector is for the conference room at the barracks in Concord, MA. This will be purchased through the Commonwealth's Statewide Contract for the Audio, Video, Multimedia Equipment & Related Services-OFF50.

Recently, a similar projector was installed at the State Police Academy in New Braintree.

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.

The Unique Entity Identifier (UEI) is the new, non-proprietary identifier that replaces the DUNS number. All contractors and subrecipients must be registered in the System for Award Management (SAM.gov). The UEI will be requested in and assigned by SAM.gov. Enter the UEI number of each entity in the space provided in the table.

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	UEI Number	Instrument Type	% of Time on MCSAP Grant	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
SHI	CEFCD41CLDJ8	Contract	100.0000	\$35,000.00	\$35,000.00	\$0.00	\$0.00
Description of Services: ITERIS INSPECT CLOUD APPLICATION							
UMASS	VGJHK59NMPK9	Contract	100.0000	\$175,000.00	\$175,000.00	\$0.00	\$0.00
Description of Services: Data Analysis							
EOPSS	RZ9YHN9KFV75	Contract	100.0000	\$30,000.00	\$30,000.00	\$0.00	\$0.00
Description of Services: support and Maintenance							
EOPSS	RZ9YHN9KFV75	Contract	100.0000	\$50,000.00	\$50,000.00	\$0.00	\$0.00
Description of Services: Server/Cloud							
Tents & Portable Rest Rooms	Unknown	Contract	100.0000	\$20,000.00	\$20,000.00	\$0.00	\$0.00
Description of Services: Portable Tents and Restrooms for Inspection Sites							
Public Service Message Campaign	Unknown	Contract	100.0000	\$116,000.00	\$116,000.00	\$0.00	\$0.00
Description of Services: Public Service Message Campaign							
TOTAL: Contractual and Subaward				\$426,000.00	\$426,000.00	\$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 manages a data base for 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.

MSP will use contractual vendors to rent tents and portable restrooms. These will be temporary structures to provide visibility and safety during the conduction of CMV safety inspections and other eligible safety activities throughout the state, particularly during FMCSA safety enforcement campaign. None of the inspection sites/Weigh Stations within the State have adequate shade or restrooms.

The Massachusetts State Police proposes to increase public service messaging with a multi-faceted outreach campaign. One or several contractors will be used to conduct outreach through billboards, radio ads, and digital or social media advertising. Messaging will focus on issues for both CMV operators and other motorists, and may include topics on work zone safety, driver fatigue/hours of service, driver distraction, and vehicles in the "No-Zone," among others. Cost estimate includes assistance with design of messaging as well as advertising fees, which vary by medium and by location, for example billboards across the state may have different leasing fees dependent on location and proximity to high traffic areas. This budget provides for \$9,000-\$10,000 per month for one year of outreach.

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
Mail Machine Postage	24 Each	\$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
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	\$40,000.00	100.0000	\$40,000.00	\$40,000.00	\$0.00	\$0.00
Training costs - Human Trafficking	1 ea	\$5,000.00	100.0000	\$5,000.00	\$5,000.00	\$0.00	\$0.00
Fuel for cruisers	1 ea	\$165,662.00	100.0000	\$165,662.00	\$90,000.00	\$75,662.00	\$0.00
Training Fees - Hazwoper - Initial Training	5 ea	\$6,000.00	100.0000	\$30,000.00	\$30,000.00	\$0.00	\$0.00
Training Fees - Hazwoper Recertification	8 ea	\$2,500.00	100.0000	\$20,000.00	\$20,000.00	\$0.00	\$0.00
TOTAL: Other Costs				\$342,982.00	\$267,320.00	\$75,662.00	\$0.00

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

Update 10/31/22: A valid indirect cost rate agreement has been uploaded. 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 Fees - CMVE Crash Reconstruction Training: 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.

(Update 10/31/22 - Crash Investigation Travel moved to Travel section) 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. (Update 10/31/22) Hazwoper training costs were estimated based on an invoice for a previous Hazwoper training, which indicates a cost of \$6,000/person for a 5-day Initial Training course and \$2,500/person for an 8-hour recertification course. MCSAP funds will be used to send 5 staff to initial training for a cost of \$30,000 and to send 8 staff to recertification training at a cost of \$20,000. In total, 13 staff will receive training.

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. (Update 10/31/22) Drug Interdiction Training Costs are based on a quote requested in August which indicated a cost of \$40,000 for a class of 40 Troopers, to be hosted locally with no associated travel.

Training for human trafficking is needed so the troopers that are stopping and inspecting CMVs so the indicators and trends of human traffickers. (Update 10/31/22) Human trafficking training costs will cover the cost of 1 instructor and 1 victim/survivor of human trafficking to travel to Massachusetts to conduct one day of training. Associated costs paid to the instructor will cover 1 day of lodging, airfare and ground transportation for the instructor and victim.

Update 10/31/22: Fuel for cruisers will provide needed funding to cover the excessive increase in fuel costs expected over the coming years. This cost was derived from a review of the WEX Fleet account expenditure tracking reports for the CVES.

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			
	95% Federal Share	5% State Share	Total Estimated Funding
Total	\$7,652,160.00	\$402,745.00	\$8,054,905.00

Summary of MCSAP Funding Limitations	
Allowable amount for Overtime without written justification (15% of MCSAP Award Amount):	\$1,208,236.00
MOE Baseline:	\$335,450.37

Estimated Expenditures				
Personnel				
	Federal Share	State Share	Total Project Costs (Federal + Share)	MOE
Trooper	\$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
Trooper	\$76,201.87	\$4,010.62	\$80,212.49	\$0.00
New Entrant Reviewer	\$120,000.00	\$0.00	\$120,000.00	\$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	\$32,795.01	\$1,726.05	\$34,521.06	\$0.00
Administrative	\$50,503.93	\$2,658.10	\$53,162.03	\$0.00
Lieutenant	\$55,984.66	\$2,946.56	\$58,931.22	\$0.00
Trooper	\$114,496.65	\$6,026.13	\$120,522.78	\$0.00
Trooper	\$114,496.65	\$6,026.13	\$120,522.78	\$0.00
Trooper	\$36,638.95	\$1,928.36	\$38,567.31	\$0.00
Trooper	\$36,638.95	\$1,928.36	\$38,567.31	\$0.00
Trooper	\$36,638.95	\$1,928.36	\$38,567.31	\$0.00
Trooper	\$36,638.95	\$1,928.36	\$38,567.31	\$0.00
Trooper	\$45,798.66	\$2,410.45	\$48,209.11	\$0.00
Trooper	\$35,764.39	\$1,882.33	\$37,646.72	\$0.00
Trooper	\$37,415.12	\$1,969.21	\$39,384.33	\$0.00
New Entrant Reviewer	\$47,400.00	\$0.00	\$47,400.00	\$0.00
Trooper	\$0.00	\$72,313.66	\$72,313.66	\$0.00
Payroll Tax - All	\$82,505.64	\$4,021.67	\$86,527.31	\$0.00
Fringe Benefits total	\$763,716.51	\$109,693.73	\$873,410.24	\$0.00

Travel				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
NTC Instructor Development Course	\$6,000.00	\$0.00	\$6,000.00	\$0.00
NTC Recertification Class	\$2,000.00	\$0.00	\$2,000.00	\$0.00
New Entrant Certification Investigations Training	\$12,000.00	\$0.00	\$12,000.00	\$0.00
CVSA Fall Workshop	\$6,000.00	\$0.00	\$6,000.00	\$0.00
CVSA Conference	\$6,000.00	\$0.00	\$6,000.00	\$0.00
COHMED	\$6,000.00	\$0.00	\$6,000.00	\$0.00
NAIC	\$4,000.00	\$0.00	\$4,000.00	\$0.00
FMCSA Annual Grants Conference	\$6,000.00	\$0.00	\$6,000.00	\$0.00
Crash Investigation Training	\$18,000.00	\$0.00	\$18,000.00	\$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	\$20,000.00	\$0.00	\$20,000.00	\$0.00
Cruiser Vehicles	\$207,000.00	\$0.00	\$207,000.00	\$0.00
Crash Reconstruction Equipment	\$50,000.00	\$0.00	\$50,000.00	\$0.00
Tire Anomaly System	\$260,000.00	\$0.00	\$260,000.00	\$0.00
Narcotics Detection Device	\$80,000.00	\$0.00	\$80,000.00	\$0.00
Handheld Backscatter X-Ray Imaging Device	\$40,000.00	\$0.00	\$40,000.00	\$0.00
Bus Ramps	\$12,000.00	\$0.00	\$12,000.00	\$0.00
Equipment total	\$669,000.00	\$0.00	\$669,000.00	\$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	\$19,732.00	\$0.00	\$19,732.00	\$0.00
Uniforms	\$30,000.00	\$0.00	\$30,000.00	\$0.00
Supplies for vehicles	\$20,000.00	\$0.00	\$20,000.00	\$0.00
IPads/Tablets	\$2,500.00	\$0.00	\$2,500.00	\$0.00
Laptops	\$38,500.00	\$0.00	\$38,500.00	\$0.00
Projector	\$2,500.00	\$0.00	\$2,500.00	\$0.00
Supplies total	\$122,232.00	\$0.00	\$122,232.00	\$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	\$175,000.00	\$0.00	\$175,000.00	\$0.00
EOPSS	\$30,000.00	\$0.00	\$30,000.00	\$0.00
EOPSS	\$50,000.00	\$0.00	\$50,000.00	\$0.00
Tents & Portable Rest Rooms	\$20,000.00	\$0.00	\$20,000.00	\$0.00
Public Service Message Campaign	\$116,000.00	\$0.00	\$116,000.00	\$0.00
Contractual and Subaward total	\$426,000.00	\$0.00	\$426,000.00	\$0.00

Other Costs				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
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
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	\$40,000.00	\$0.00	\$40,000.00	\$0.00
Training costs - Human Trafficking	\$5,000.00	\$0.00	\$5,000.00	\$0.00
Fuel for cruisers	\$90,000.00	\$75,662.00	\$165,662.00	\$0.00
Training Fees - Hazwoper - Initial Training	\$30,000.00	\$0.00	\$30,000.00	\$0.00
Training Fees - Hazwoper Recertification	\$20,000.00	\$0.00	\$20,000.00	\$0.00
Other Costs total	\$267,320.00	\$75,662.00	\$342,982.00	\$0.00

Total Costs				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Subtotal for Direct Costs	\$6,774,032.42	\$402,744.02	\$7,176,776.44	\$335,451.00
Indirect Costs	\$878,127.55	\$0.00	\$878,127.55	NA
Total Costs Budgeted	\$7,652,159.97	\$402,744.02	\$8,054,903.99	\$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			
	95% Federal Share	5% State Share	Total Estimated Funding
Total	\$7,652,160.00	\$402,745.00	\$8,054,905.00

Summary of MCSAP Funding Limitations	
Allowable amount for Overtime without written justification (15% of MCSAP Award Amount):	\$1,208,236.00
MOE Baseline:	\$335,450.37

Overtime Costs budgeted must be equal to or less than the 15 percent of the MCSAP Award (plus \$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	\$763,716.51	\$109,693.73	\$873,410.24	\$0.00
Travel Total	\$66,000.00	\$0.00	\$66,000.00	\$0.00
Equipment Total	\$669,000.00	\$0.00	\$669,000.00	\$0.00
Supplies Total	\$122,232.00	\$0.00	\$122,232.00	\$0.00
Contractual and Subaward Total	\$426,000.00	\$0.00	\$426,000.00	\$0.00
Other Costs Total	\$267,320.00	\$75,662.00	\$342,982.00	\$0.00
	95% Federal Share	5% State Share	Total Project Costs (Federal + State)	Planned MOE Costs
Subtotal for Direct Costs	\$6,774,032.42	\$402,744.02	\$7,176,776.44	\$335,451.00
Indirect Costs	\$878,127.55	\$0.00	\$878,127.55	NA
Total Costs Budgeted	\$7,652,159.97	\$402,744.02	\$8,054,903.99	\$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? Superintendent
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, Superintendent, 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? 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



Massachusetts Commercial Motor Vehicle Crash Data Analysis

Submitted to:
Massachusetts State Police Commercial Vehicle Enforcement Section (MSP CVES)
July 2022

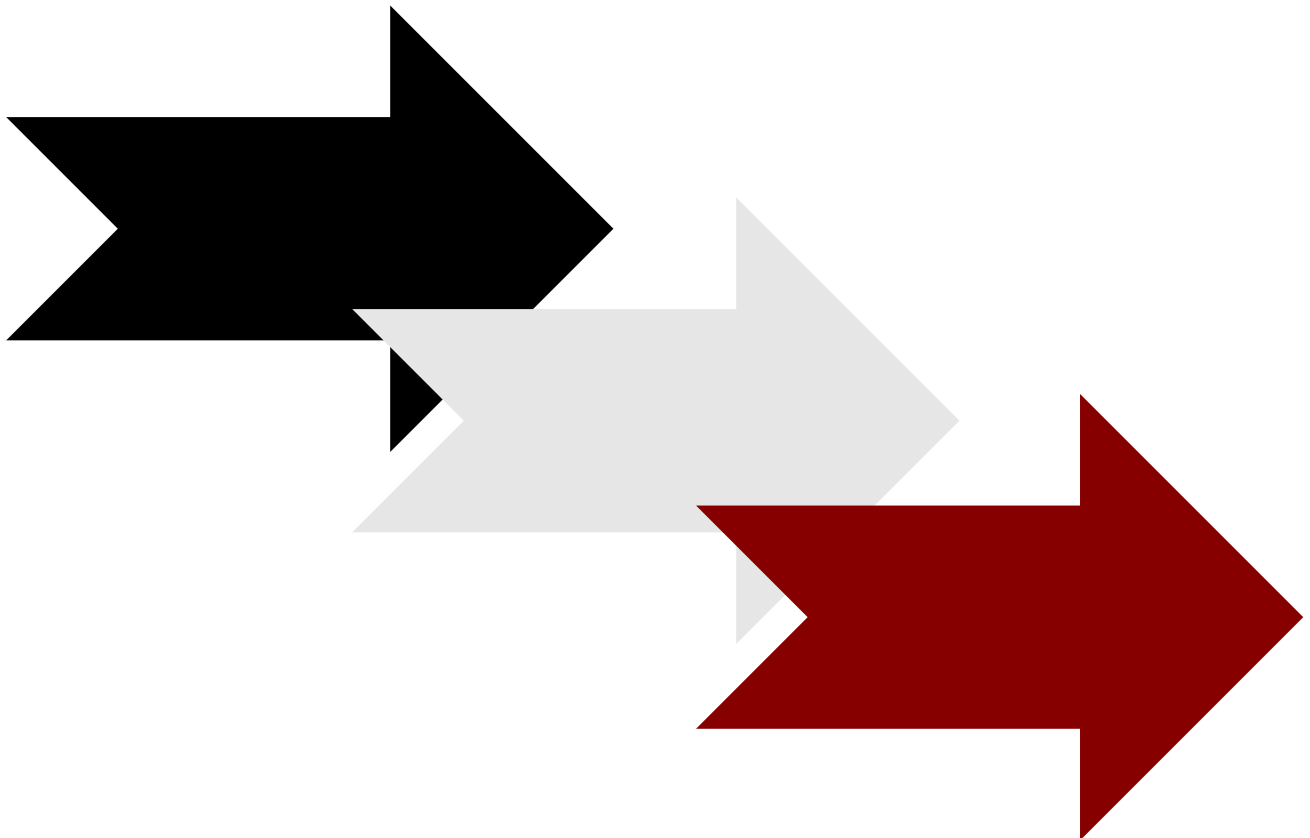
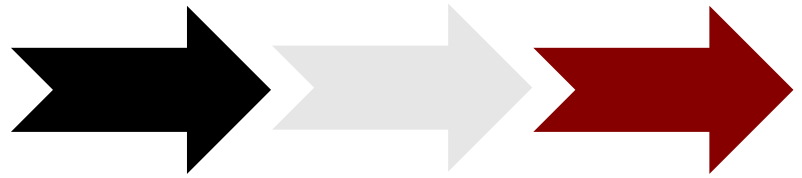




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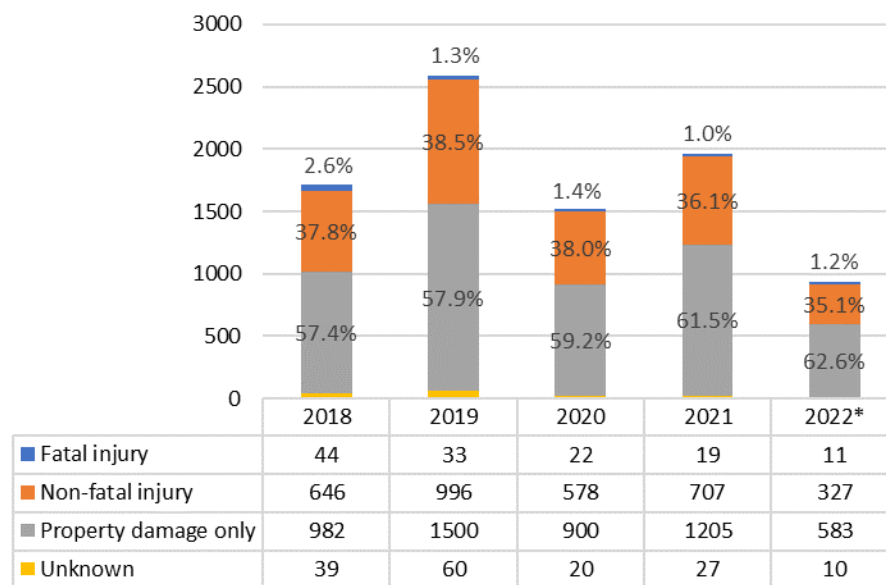


Crash Reduction

Overview

In Massachusetts, the number of FMCSA reportable commercial motor vehicles (CMV) in crashes increased significantly between 2018 and 2019, from 1,711 total crashes to 2,589, accounting for 2.1% of all vehicles in crashes statewide, a 50% increase in rate from the prior year of 1.4%. In 2020 the number of crashes declined to 1,520, likely attributable to reduced traffic due to the COVID-19 pandemic. 2021 saw crashes rise above 2018's number, but still less than 2019's, at 1,958. Analysis of CMV crashes in the first half of 2022 indicates total CMV crashes will likely be similar to 2021's. Similarly, the CMV proportion of vehicles involved in crashes statewide dropped to 1.7% in 2020 and increased slightly to 1.8% in 2021, and 1.9% thus far of 2022*. The chart below shows a breakdown of the number of CMV crashes by year and their associated injury severity.

COMMERCIAL MOTOR VEHICLES IN CRASHES BY SEVERITY & YEAR¹



As illustrated in the following table, the resulting injury severity of CMV-involved crashes was consistently higher than other motor vehicle crashes, with proportions nearly 3x more fatal and 2x more suspected serious injuries than non-CMV crashes.

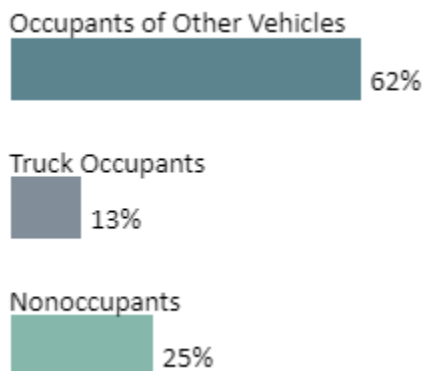


CRASH MAXIMUM INJURY SEVERITY BY CMV INVOLVEMENT, 2021-2022^{2*}

Maximum Injury Severity	CMV	Non-CMV
Fatal injury (K)	1.1%	0.3%
Suspected Serious Injury (A)	3.7%	2.0%
Suspected Minor Injury (B)	20.9%	13.5%
Possible Injury (C)	12.4%	8.9%
No Apparent Injury (O)	61.8%	75.4%

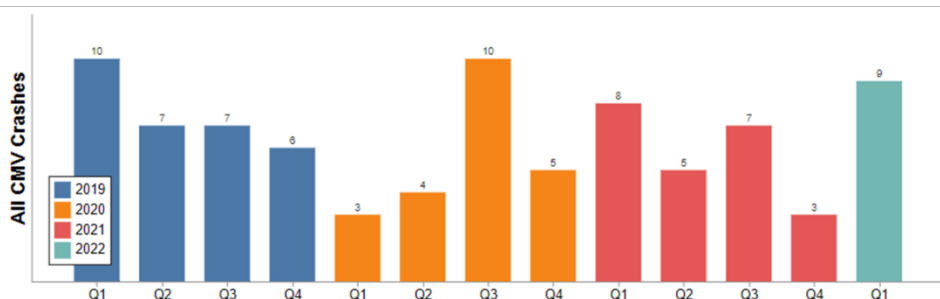
According to 2011-2020 FARS data, of all crashes involving large trucks greater than 10,000 pounds that resulted in a fatality, the person killed was most commonly an occupant of another vehicle, or a non-occupant such as a roadway worker or pedestrian.

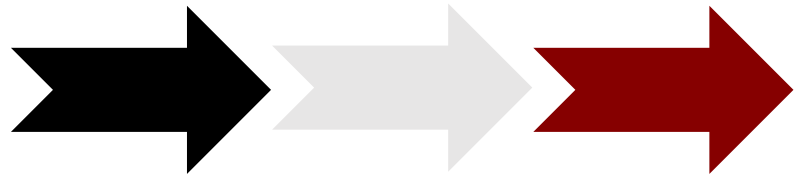
PERSON TYPE OF THOSE FATALLY INJURED IN CMV-INVOLVED CRASHES³



As shown in the chart below, fatalities from CMV-involved crashes have risen in the first quarter of 2022, to the highest since Q3 of 2020, especially following the uncharacteristically low number seen in Q4 of 2021.

FATAL CMV CRASHES BY QUARTER⁴





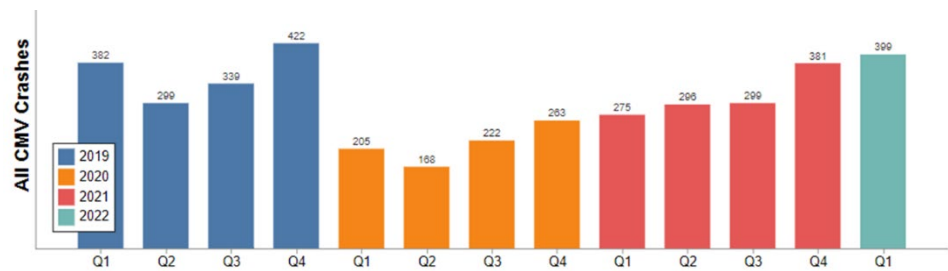
The chart below shows how, after a decline in non-fatal injuries in 2020 (likely attributable to the reduced traffic due to the COVID-19 pandemic), numbers have steadily risen, though they have not yet reached the levels of 2019.

NON-FATAL INJURY CMV CRASHES BY QUARTER⁴



After a significant decline in Q1-Q2 of 2020, non-injury/property damage-only crashes rose steadily from Q3 of 2020 through 2021, with a sharp increase in Q4 2021 and Q1 2022, shown in the following chart.

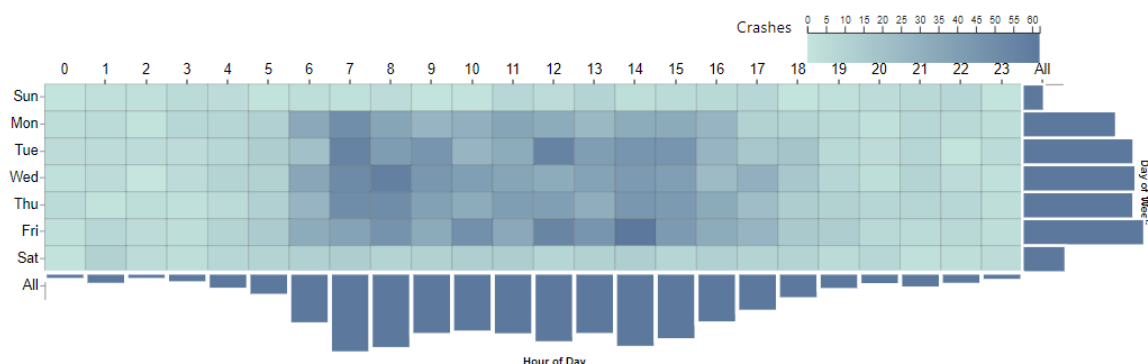
TOWAWAY CMV CRASHES BY QUARTER⁴

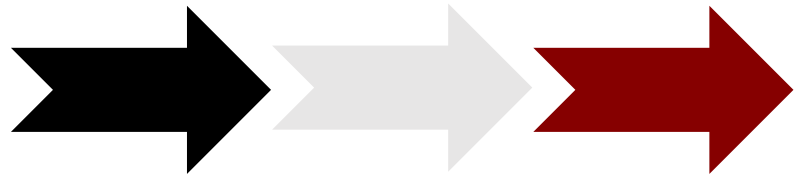


Crash Attribute Examination

Crashes were examined by time of day and day of week for 2021-2022. Using data visualization, peak CMV crash periods were identified, consisting of 7:00-8:59am, 12:00-12:59pm, and 2:00-3:59pm. Friday was the day when a CMV crash most frequently occurred. Through a cross comparison, the specific day and time combination of Friday 2:00-2:59pm was the highest represented.

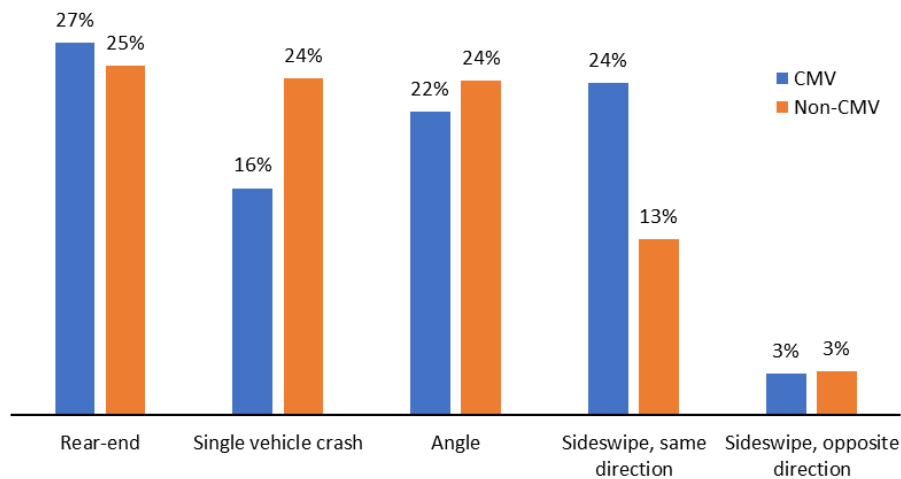
CMV CRASHES BY DAY OF WEEK AND HOUR OF THE DAY, 2021-2022^{4*}





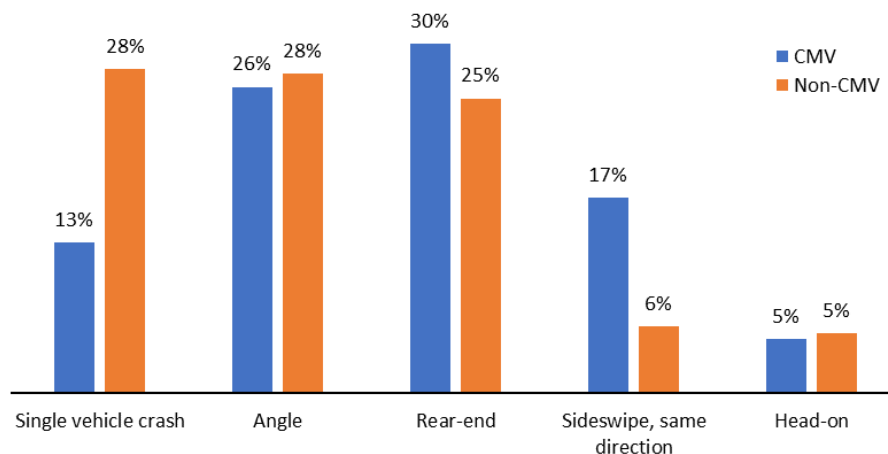
In an effort to better understand the crash patterns of CMV crashes, the manner of collision was examined for both CMV crashes and non-CMV crashes. The table below highlights the differences. Most interestingly, 24% of CMV-involved crashes were *sideswipe, same direction* as compared to only 13% of non-CMV crashes. In contrast, CMVs were involved in *single vehicle* crashes less frequently (16%) than non-CMV vehicles (24%).

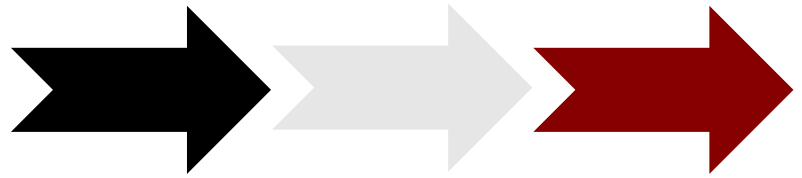
MANNER OF COLLISION BY CMV INVOLVEMENT, 2021-2022^{2*}



As shown in the previous chart, CMVs and passenger vehicles experienced *rear-end* crashes at roughly the same rate. However, when examining injury and fatal injury crashes exclusively, as shown in the following chart, CMVs were involved in *rear-end* crashes at a higher rate than non-CMV vehicles. This higher rate of injury from *rear-end* crashes can be attributed to the heavier weights and exasperated kinetic energy.

MANNER OF COLLISION OF FATAL/INJURY CRASHES BY CMV INVOLVEMENT, 2021-2022^{2*}

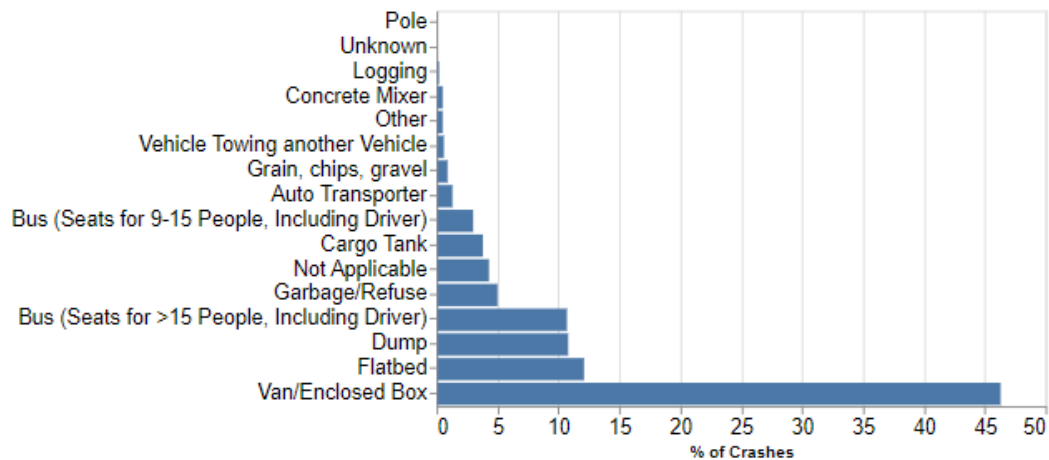




Vehicle Attribute Examination

The cargo body type of CMVs involved in crashes was analyzed, as shown below. Van and enclosed box types were the CMVs most frequently involved in Massachusetts crashes, followed by flatbeds, dump trucks and buses seating less than 15 people.

CMV CRASHES BY CARGO BODY TYPE, 2021-2022^{4*}

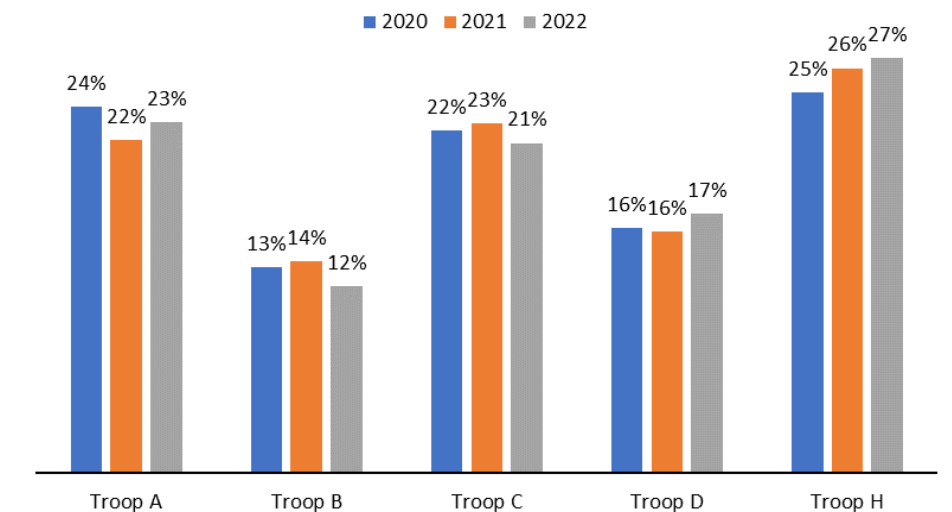




Crash Location Examination

Through analysis of CMV crashes by Massachusetts State Police Troop and year, Troop H experienced the highest number of CMV crashes for years 2020-2022, as shown in the following chart. Troop A experienced the second highest number of crashes for these years, with the exception being 2021, when Troop C experienced the second highest number of crashes.

PROPORTION OF MASSACHUSETTS CMV CRASHES BY TROOP & YEAR, 2020-2022^{4*}

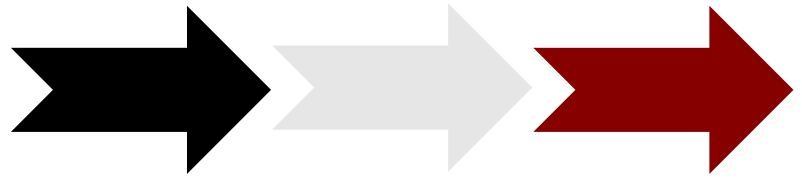


Using a MassDOT roadway linkage to examine all severity types, 4.1% of CMV crashes occurred in rural areas for 2021-2022, compared to only 2.2% of non-CMV. as shown in the chart and table below. Interestingly, non-CMV were over-represented in rural crashes via this additional dataset, compared to CMV (9% v. 4.7%, respectively).

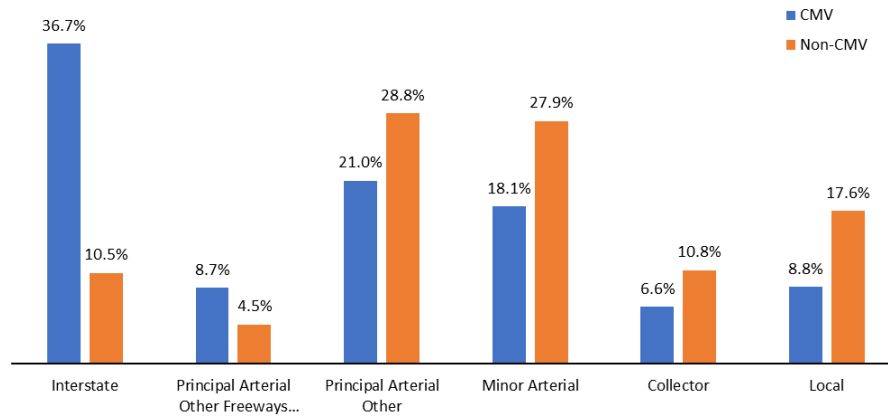
URBAN TYPE OF CRASH LOCATIONS BY CMV INVOLVEMENT, 2021-2022^{2*}

Urban Type	CMV	Non-CMV
Large Urban Area	91.2%	88.9%
Small Urban Area	4.7%	9.0%
Rural	4.1%	2.2%

Through analysis of roadway classification for all CMV and non-CMV crashes, CMVs were overrepresented for crashes occurring on interstates (36.7% CMV v. 10.5% non-CMV). In contrast, non-CMV crashes were overrepresented when they occurred on principal arterials/other, minor arterials, collectors, as shown below, non-CMV crashes were overrepresented when they occurred on principal arterials/other, minor arterials, collectors, and local roads and local roads, as shown on the following page.



CRASH LOCATION ROADWAY CLASSIFICATION BY CMV INVOLVEMENT, 2021-2022^{2*}



Mapping

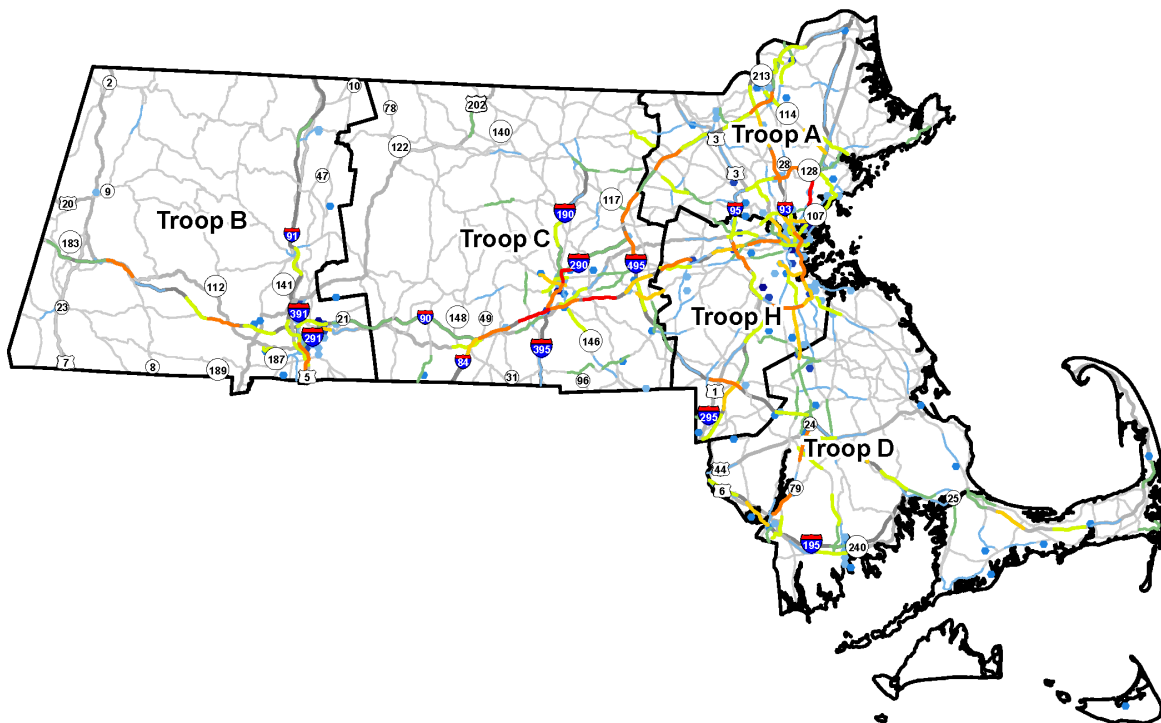
It is important to note that examining coded location attributes from Massachusetts crash report data provides very limited location information for implementing precise data-driven policing. However, by utilizing the mapping methodologies included within, the Massachusetts State Police (MSP) Commercial Vehicle Enforcement Section (CVES) can more efficiently assess problem areas and share resources with Troops, Barracks, and towns.

The crash location is extracted from the location section of the Commonwealth of Massachusetts Motor Vehicle Crash Police Report. Utilizing any provided coordinates, as well as free-form location options, the Massachusetts Department of Transportation (MassDOT) Highway Division geocodes these crashes using both automated and manual methodologies. Only those crashes successfully geocoded are presented on these maps; comprising approximately 94% of all CMV crashes. The attributes utilized for analysis and mapping are based on data from the MSP CVES SafetyNet database and the MassDOT Registry of Motor Vehicles Division Crash Data System. It is necessary to note that crash years past 2019 are not yet closed and are considered preliminary; on average, 84% of CMV records are present one year after the crash date.

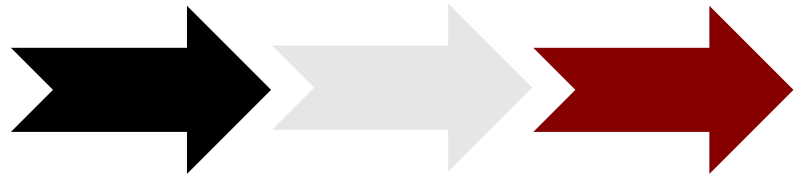
High crash corridors and clusters were analyzed and depicted on the following map. Corridor Analysis was conducted on major roadways including interstates, U.S. highways, and numbered state routes. One-mile segments were established with a search radius of 300 feet along the center line to capture both roadway and ramp crashes. On divided roads, crashes in both directions were considered part of the same corridor (east/west, north/south). These one-mile segments were summed to perform a rolling aggregate analysis, determining the highest frequency concurrent corridors with a specific designated length of 5 miles without overlap. Then, crashes that were not on an analyzed route were grouped into 10,000-foot-wide hexagons to identify a volume-based cluster.



MASSACHUSETTS TOP 5-MILE CMV CRASH CORRIDORS, WEIGHTED BY INJURY SEVERITY, 2021^{5*}



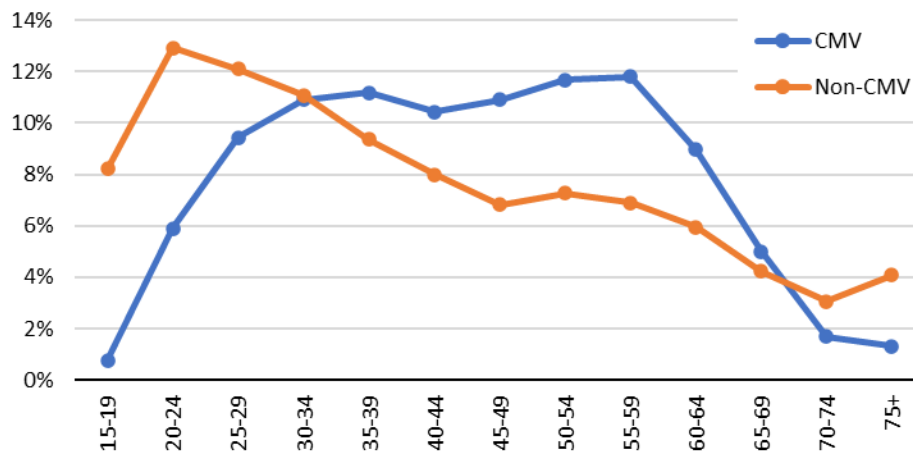
Weighted Crash Score	Route	Mile Marker	Troop
54	US-1	53-58	A
53	I-290	6-11	C
44	I-90	86-91	C
42	I-90	97-102	C
39	US-1	39-44	H
37	SR-128	8-13	H
36	I-495	68-73	C
35	I-495	96-101	A
35	I-91	2-7	B
34	I-90	111-116	H
34	I-93	0-5	H
30	SR-24	16-21	D
30	I-93	14-19	H
29	I-90	126-131	H
28	I-495	32-37	H
27	I-93	28-33	A
27	I-290	1-6	C
26	SR-128	28-33	A
25	I-90	12-17	B
25	I-90	32-37	B



Driver Attribute Examination

CMV drivers involved in crashes were more commonly middle-aged compared to passenger vehicle drivers involved in crashes. For passenger vehicle drivers involved in crashes, the most common age skewed younger, from 20 to 35 years old. For CMV drivers, the most common age of drivers in crashes was more evenly distributed from 40 to 60 years old.

DRIVER AGE BY CMV INVOLVEMENT, 2021-2022^{2*}



When examining crash causation, CMV drivers were determined to be at fault less often than non-CMV (passenger vehicle) drivers, as shown in the following table, with 52.8% of CMV drivers indicated as *no improper driving* versus 42.3% of non-CMV drivers. Passenger vehicle drivers were more likely to have *inattention* (7.8% non-CMV v. 5.5% CMV) and *failed to yield right of way* (5.4% non-CMV v. 3.2% CMV) indicated as causal factors, whereas CMV drivers were more likely to have *failure to keep in proper lane or running off the road* (3% CMV v. 2.4% non-CMV) and *disregarded traffic signs* (2.4% CMV v. 1.5% non-CMV) indicated. Interestingly, *fatigued/asleep* had nearly twice the occurrence in CMV drivers compared to non-CMV (1% v. 0.6%, respectively). This is important to note, as MSP-CVES enforcement often includes a review of CMV driver hours-of-service to prevent drowsy driving. CMVs are larger and heavier, therefore posing a greater threat to other vehicles if the operator is fatigued or asleep.

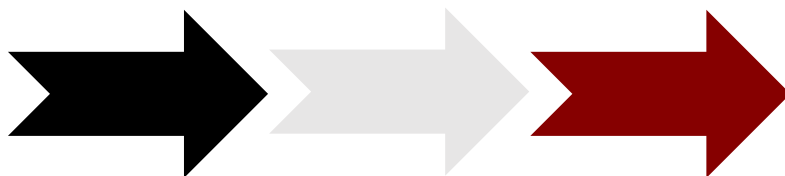


TOP DRIVER CONTRIBUTING FACTORS, CMV VS. NON-CMVS, 2021-2022^{2*}

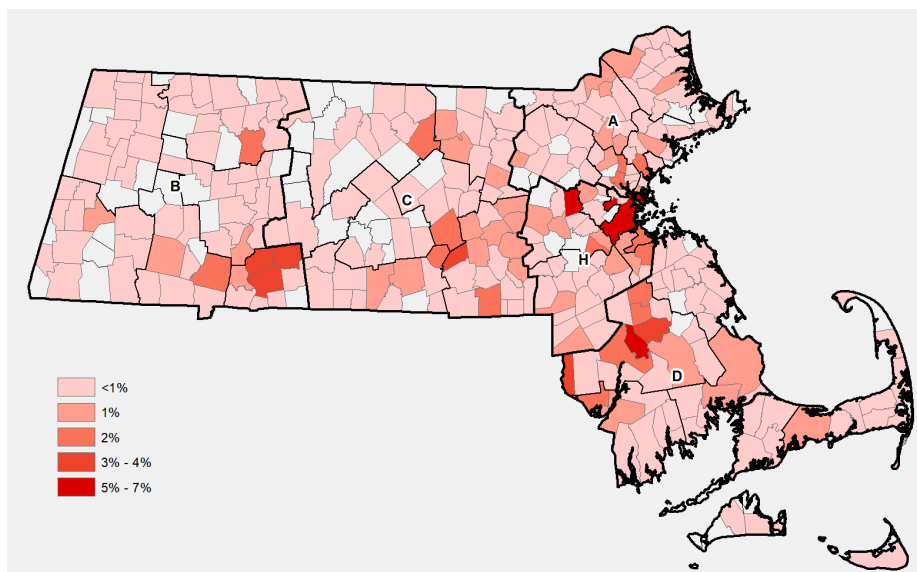
Driver Contributing Code	CMV	Non-CMV
No improper driving	52.8%	42.3%
Not reported	12.7%	12.0%
Unknown	5.6%	10.4%
Inattention	5.5%	7.8%
Failed to yield right of way	3.2%	5.4%
Followed too closely	4.2%	4.9%
Failure to keep in proper lane or running off road	3.0%	2.4%
Operating vehicle in erratic, reckless, careless, negligent, or aggressive manner	0.5%	2.0%
Other improper action	2.1%	1.9%
Driving too fast for conditions	1.3%	1.6%
Disregarded traffic signs	2.4%	1.5%
Distracted	0.4%	1.3%
Swerving or avoiding due to wind, slippery surface, vehicle, object, non-motorist in roadway	0.7%	0.8%
Made an improper turn	0.8%	0.7%
Over-correcting/over-steering	0.5%	0.7%
Exceeded authorized speed limit	0.7%	0.7%
Fatigued/asleep	1.0%	0.6%

Violation Analysis

Examining commercial vehicle enforcement section inspection data (SafetyNet), resulting violations were highest in the communities listed below, specifically Raynham, accounting for 7.4% of all statewide, and Boston, accounting for 6.0%. Additionally, their proportion of specific violations by categories of Logbook/CDL, Drug/Alcohol, and Handheld Phone are listed in the table. Those shaded in the relevant category color indicate an above average proportion of violations, relative to the state as a whole.



PERCENT OF ALL STATEWIDE CMV VIOLATIONS BY TOWN, 2020-2022^{5*}



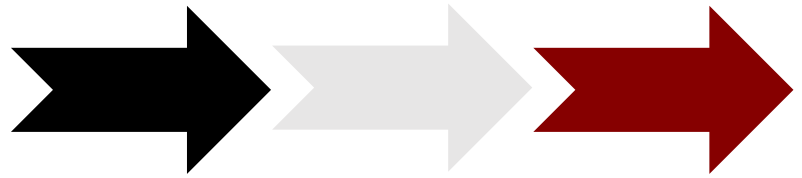
These violation categories were grouped by the following codes.

- Logbook/CDL: 383.23A2, 383.51ANSIN, 383.51ASIN, 383.51ASOUT, 383.51ANSOUT and 383.91A
- Drug/Alcohol: 392.4A, 392.4AUI, 392.4APOS, 392.5A, 392.5A2UI, 392.5A2DETECT, 392.5A2POS, 392.5A3
- Handheld Phone: 392.80A, 392.82A1, 392.82A2

TOP 10 COMMUNITIES BY CMV INSPECTION VIOLATION COUNT, 2020-2022⁵

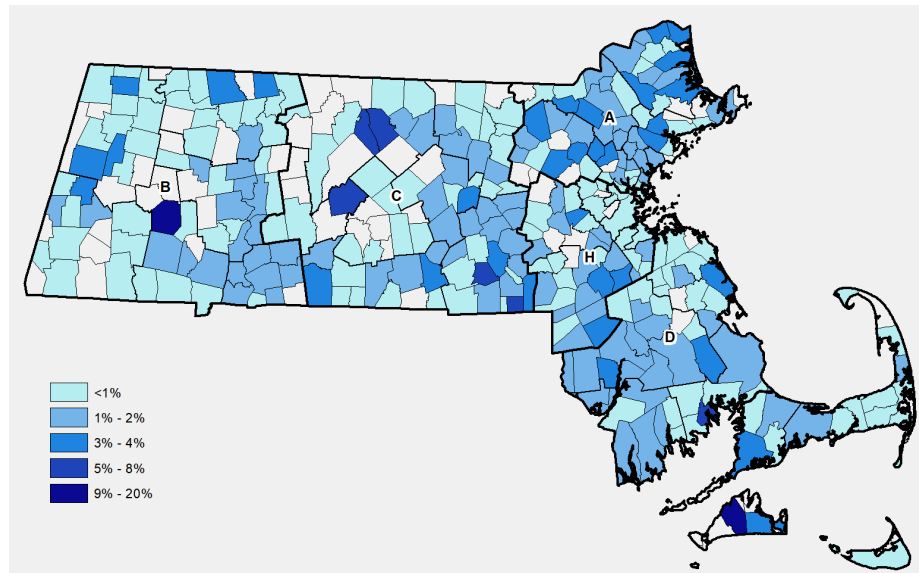
Community	% of State	% of Community CMV Violations		
		Logbook/CDL	Drug/Alcohol	Handheld Phone
Raynham	7.4%	0.9%	0.2%	1.4%
Boston	6.0%	0.3%	0.1%	2.1%
Weston	4.8%	0.5%	0.2%	1.5%
Millbury	3.7%	1.6%	0.4%	1.6%
Chicopee	3.2%	1.1%	0.2%	0.4%
Seekonk	3.1%	1.1%	0.1%	0.4%
Springfield	2.7%	0.8%	0.1%	0.2%
Ludlow	2.3%	1.2%	0.2%	0.2%
Bridgewater	2.2%	1.3%	0.2%	1.3%
Saugus	2.0%	0.6%	0.3%	1.0%

The following maps illustrate the proportion of the communities' violations by each specific category, while the lower table itemizes those with the highest proportions by category. Expectedly, many of the highest ranked towns were rural or with lower traffic volumes, such as Chester and West Tisbury, where

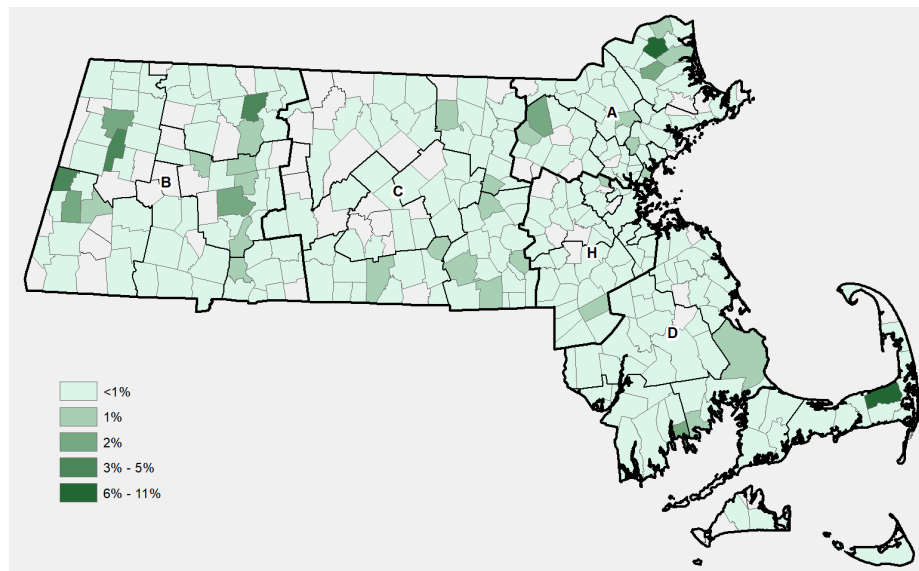


1 out of 4 and 1 out of 5 violations, respectively, were related to Logbook/CDL. Drug/Alcohol communities that ranked highest included Brewster and West Newbury, while handheld phones were most common in Groveland, Rochester, and Manchester. Interestingly, Auburn, Worcester, and Boxborough, while not in the top 10 for the count of violations, or proportion by category, were over-represented in each of the three categories with the next highest volumes. Additionally, smaller counts of violations were identified in Wakefield, Hatfield, Mansfield, North Reading, Georgetown, Westford, and Dalton, all having a significant proportion of each category, higher than the statewide rate.

LOGBOOK/CDL PROPORTION OF CMV VIOLATIONS BY TOWN, 2020-2022^{5*}

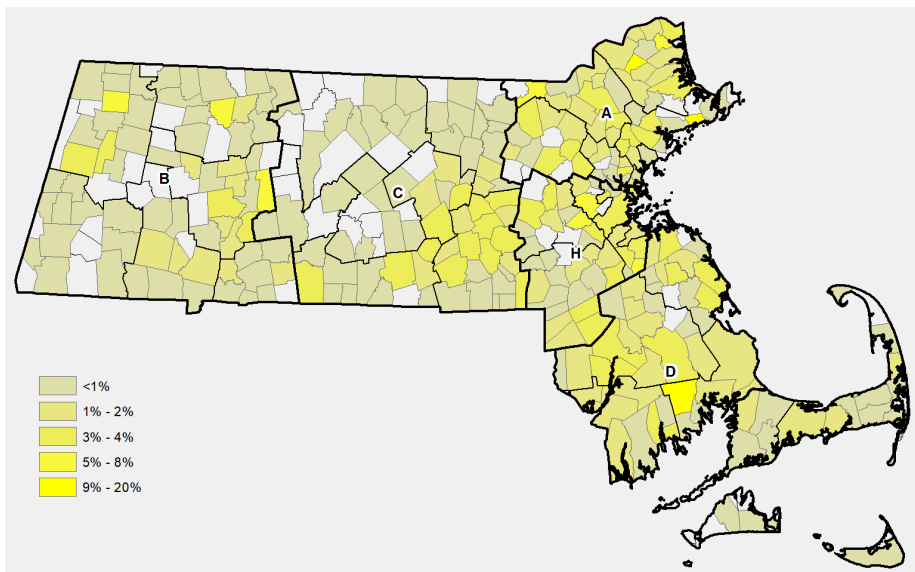


DRUG/ALCOHOL PROPORTION OF CMV VIOLATIONS BY TOWN, 2020-2022^{5*}



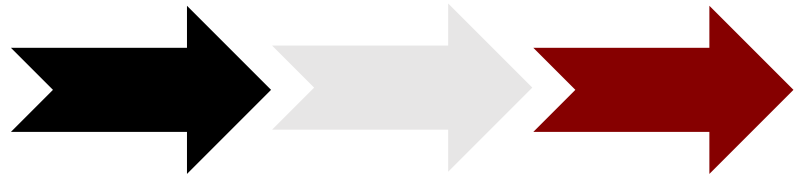


HANDHELD PHONE PROPORTION OF CMV VIOLATIONS BY TOWN, 2020-2022^{5*}



TOP 10 COMMUNITIES WITH HIGHEST RELEVANT PROPORTIONS BY CMV INSPECTION VIOLATION CATEGORY⁵

LOGBOOK/CDL		DRUG/ALCOHOL		HANDHELD PHONE	
Chester	20.0%	Brewster	11.1%	Groveland	20.0%
West Tisbury	16.7%	West Newbury	10.0%	Rochester	18.2%
Northbridge	8.3%	Richmond	5.3%	Manchester	16.7%
Templeton	7.7%	Dalton	3.7%	Shelburne	7.7%
Blackstone	4.8%	Greenfield	3.3%	Adams	7.4%
Marion	4.5%	Fairhaven	2.2%	Holbrook	7.1%
Hardwick	4.5%	Stockbridge	2.2%	Newton	5.9%
Phillipston	4.3%	Northampton	2.0%	Newburyport	5.3%
Monson	4.0%	Westford	1.5%	Amherst	4.8%
Dighton	3.7%	Cheshire	1.5%	Tyngsborough	4.5%

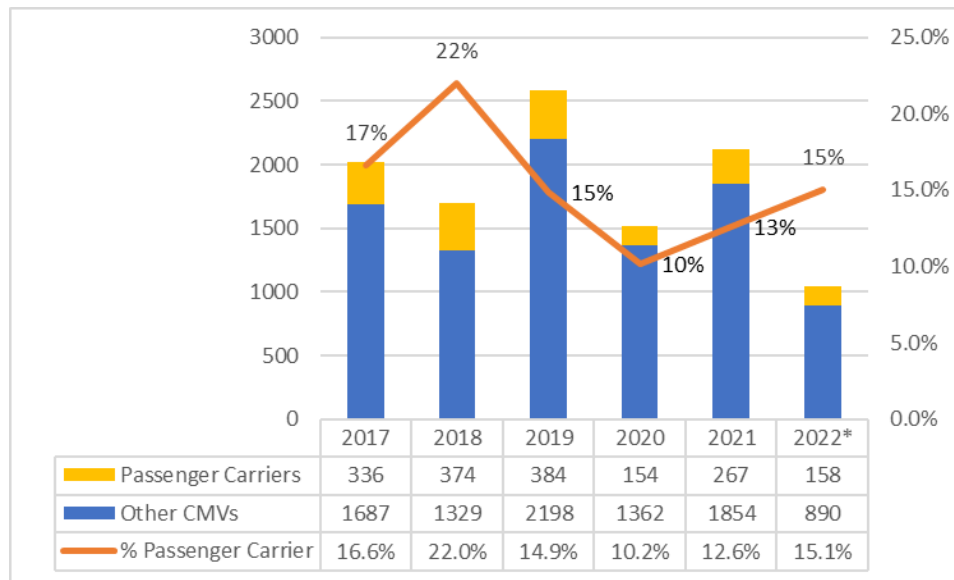


Passenger Carrier Crashes

Massachusetts Bus Crashes by Severity, 2021-2022*

While the number of passenger carrier CMVs involved in crashes was consistent between 2017 and 2019, their proportion of all CMV crashes varied between 15 and 22 percent. A substantial decrease in crash count and CMV proportion was notable in 2020, likely attributed to reduced recreational travel due to the COVID-19 pandemic. The number of bus-involved crashes proceeded to increase in 2021 and, preliminarily, the first half of 2022 indicates the rate of passenger carrier crashes may be returning to a pre-pandemic level.

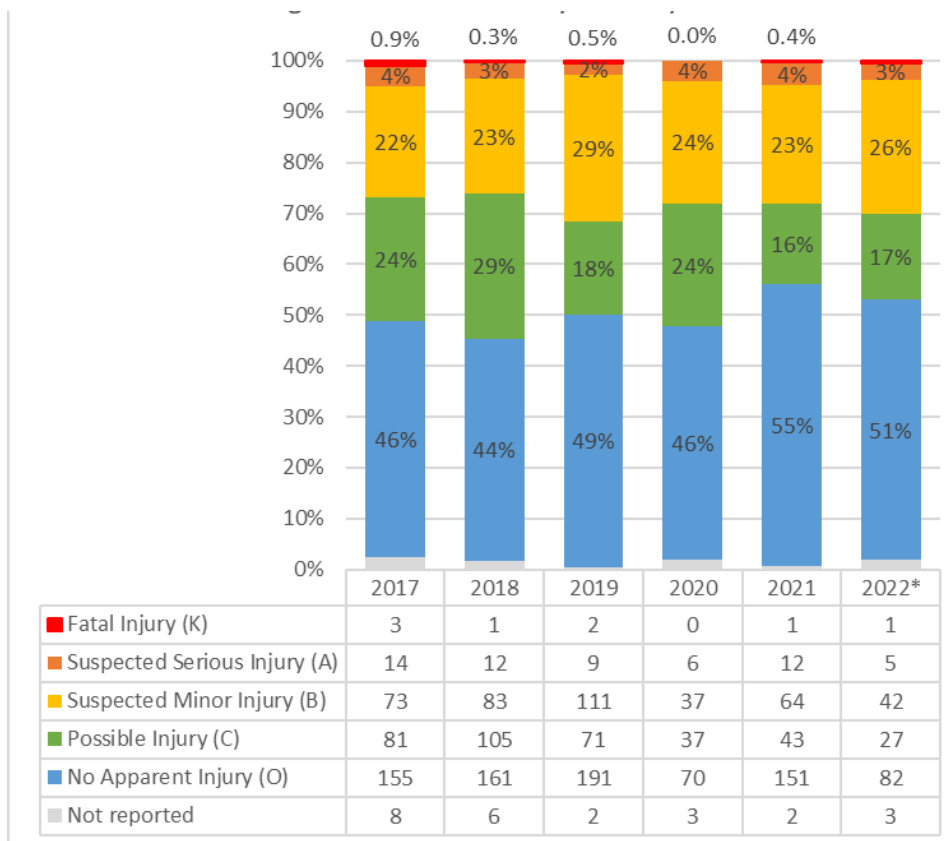
MASSACHUSETTS BUS CRASHES COUNT & PERCENTAGE OF TOTAL CMVS, 2018-2022^{6*}



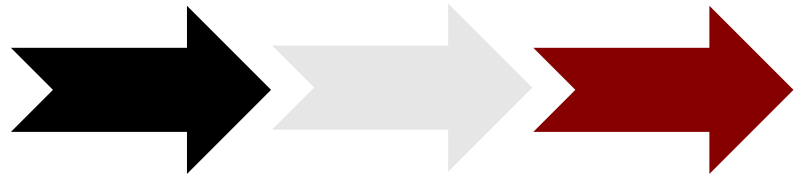
As shown below, fatal bus-involved crashes have remained relatively constant from 2017-2022. Importantly, there was a slight decline in the proportion of bus crashes resulting in an injury in 2021 during the first half of 2022, comprising 45% of all bus crashes, compared to 53% of crashes in 2020.



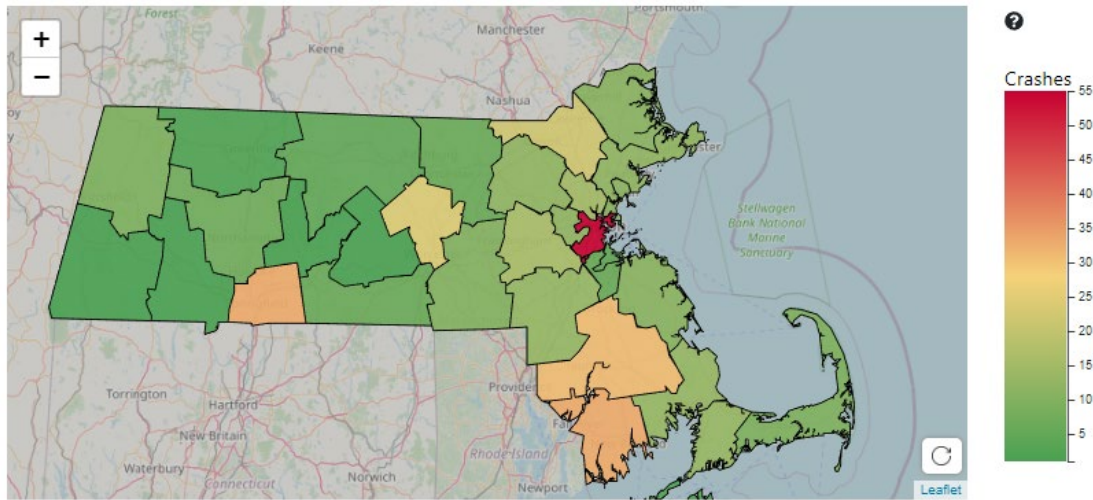
MASSACHUSETTS PASSENGER CARRIER CRASHES BY SEVERITY, 2018-2022^{6*}



As shown in the map below, passenger carrier crashes were most concentrated in Barrack H-4, Boston, where the majority of vehicles involved were associated with the local public transit agency. Notable counts of bus crashes were also located in similarly urban barracks of B-3/Springfield, D-3/Fall River & D-4/Brockton.

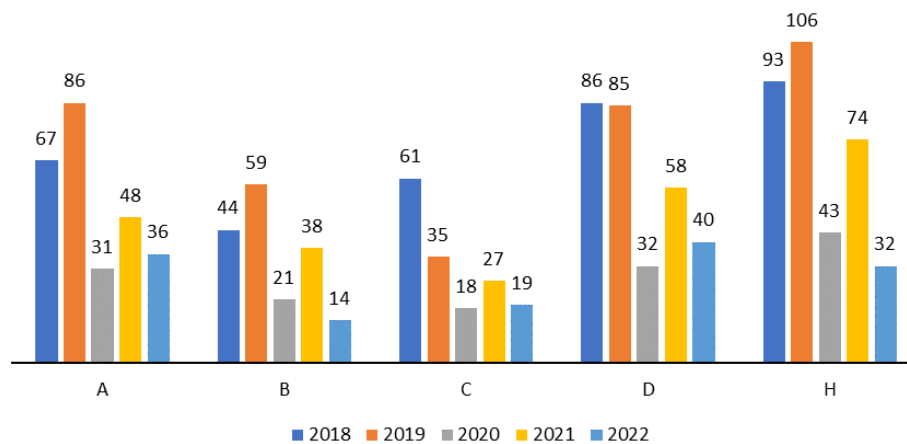


MASSACHUSETTS BUS CRASHES BY MSP BARRACKS, 2021-2022^{4*}



To further examine crashes involving passenger carriers, annual trends by MSP Troop are illustrated in the chart below. Troop H and D experienced the highest occurrences of bus-involved crashes in 2021, whereas Troop D and A experienced the largest number of crashes thus far in 2022.

MASSACHUSETTS CRASHES INVOLVING A BUS BY TROOP & CALENDAR YEAR, 2018-2022^{5*}

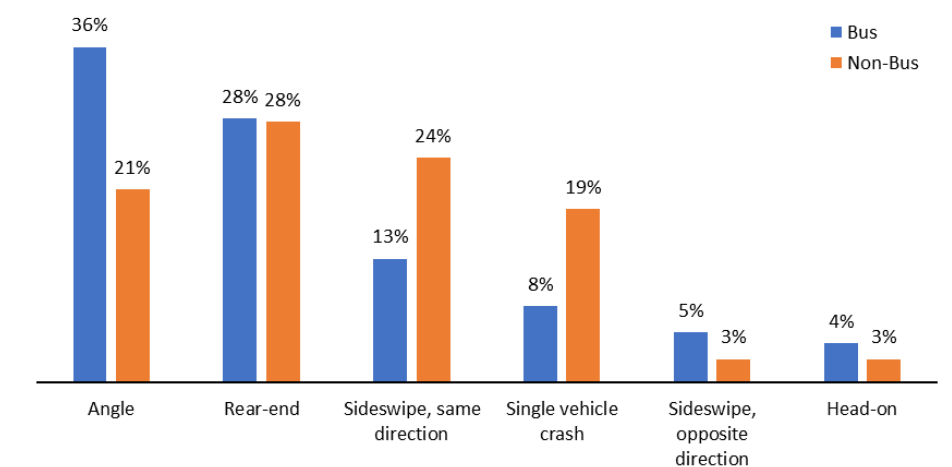




Crash Attribute Examination

Comparing manner of collision between bus-involved and other-CMV (non-bus) crashes revealed that *angle* crashes were significantly more prominent for buses (36%) than for non-buses (21%), as illustrated in the following chart. Interestingly, the percentages of *rear-end* crashes were identical for buses and non-buses alike, at 28%. Bus-involved crashes were less likely to experience a *sideswipe, same direction* crash (13% v. 24%), as well as a *single vehicle crash* (8% v. 19%) compared to other CMVs. Buses were also more likely than non-buses to be in a *sideswipe, opposite direction* crash (5% v. 3%) or a *head-on* crash (4% v. 3%).

MANNER OF COLLISION BY BUS INVOLVEMENT, 2018-2022^{5*}

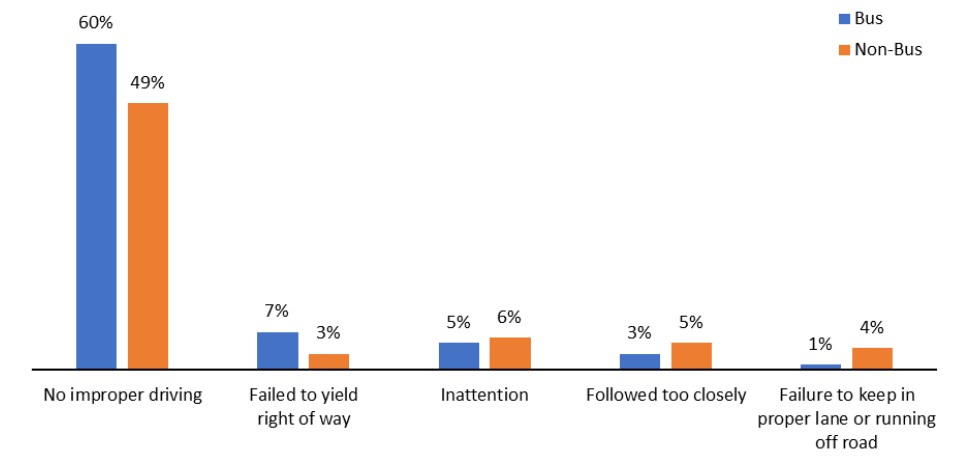


Driver/Carrier Attribute Examination

Analyzing the contributing code for CDL drivers in crashes, it was found that 40% of drivers of buses had an at fault code, compared to 49% of other-CMV drivers. Drivers of buses were indicated as 'failed to yield right of way' 7% of the time, compared to only 3% for non-bus CDL drivers. Interestingly, drivers of buses were less often indicated with a contributing code of 'inattention' (5% bus v. 6% non-bus), 'followed too closely' (3% bus v. 5% non-bus), and 'failure to keep in proper lane or running off road' (1% bus v. 4% non-bus). Citations as a result of the crash were issued significantly less often for CMV configurations of buses compared to other CMV types (10.7% v. 24.5%).



CONTRIBUTING CODE OF DRIVERS INVOLVED IN BUS CRASHES, 2018-2022^{5*}



Analyzing carriers of bus-involved crashes with at-fault driver contributing factors, it was found that NRT Bus Inc. and First Student Inc. experienced the most crashes from 2021 to 2022, followed by AA Transportation Co Inc.), as shown below.

TOP CARRIERS WITH AT-FAULT CONTRIBUTING FACTORS IN CRASHES, 2021-2022^{4*}

Carrier	# Crashes
NRT BUS INC	14
FIRST STUDENT INC	8
AA TRANSPORTATION CO INC	5
MBTA	4
WORCESTER REGIONAL TRANSIT AUTHORITY	4
EASTERN BUS COMPANY INC	4
VHS TRANSPORTATION	4
NORTH SUBURBAN TRANSPORTATION COMPANY INC	3
CATALDO AMBULANCE SERVICE INC	3
DURHAM SCHOOL SERVICES	3

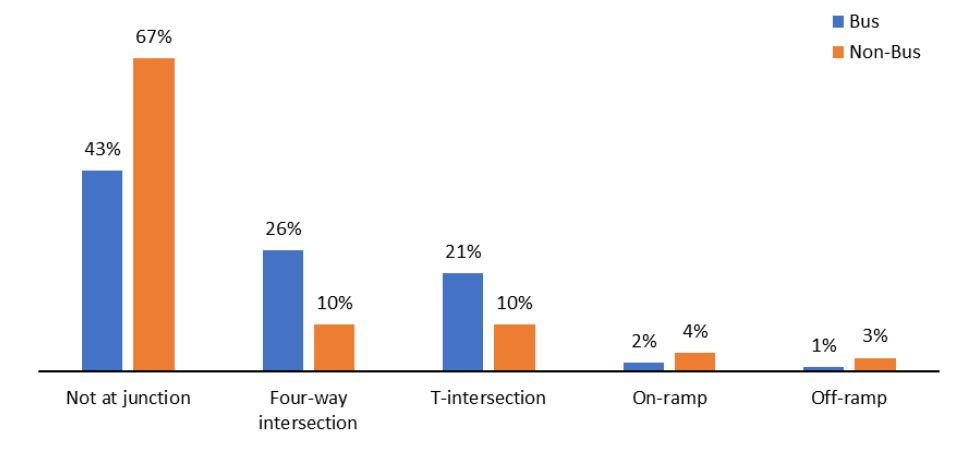
Filtered: (Bus), (Statewide), (CY21, CY22)

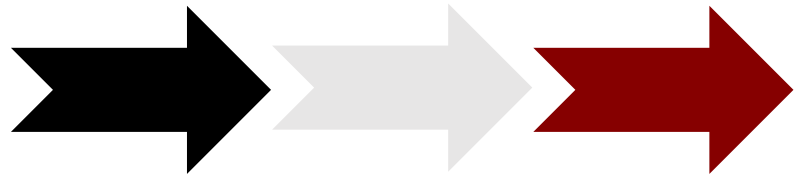


Location Attribute Examination

Analyzing the junction type where CMV crashes occurred, passenger carrier crashes were more than a third less likely to occur at an intersection than other CMV types (43% v. 67%, respectively), as shown below. However, crashes occurring at a four-way intersection were more likely to involve a bus than other CMV types (26% v. 10%). This over-representation is also reflected in T-intersection crashes, accounting for 21% of bus crashes compared to 10% of non-bus CMV crashes.

PERCENT BUS/NON-BUS CRASHES BY JUNCTION TYPE, 2018-2022^{4*}



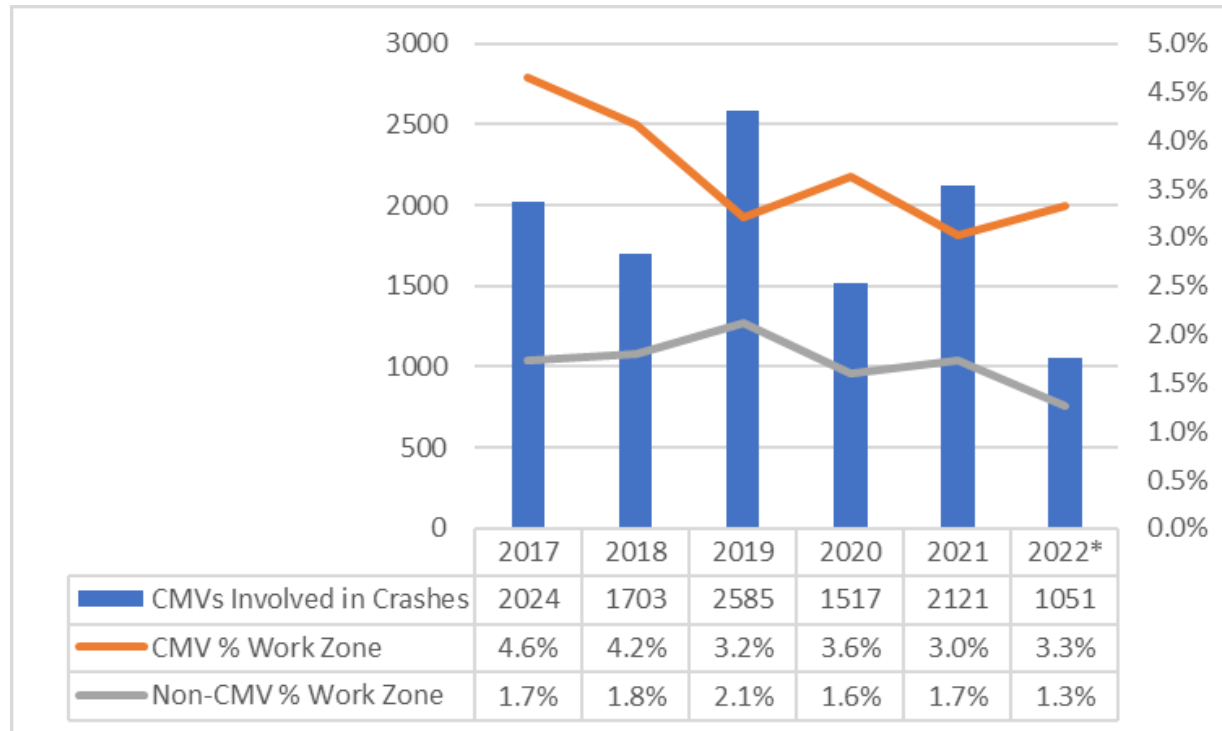


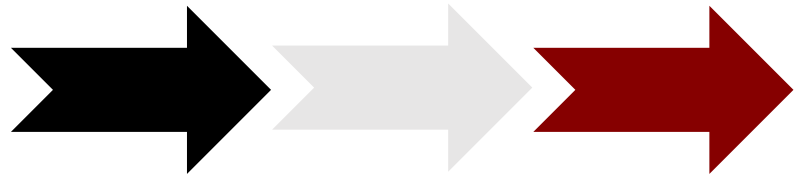
Work Zone Crashes

Overview

In 2021, Massachusetts commercial motor vehicles (CMVs) experienced nearly twice as many crashes, proportionally, in work zones compared to other motor vehicles, at 3.0% and 1.7% respectively. As shown in the chart below, the overall number of CMVs involved in crashes fell drastically in 2020 due to the COVID-19 pandemic, while the proportion that occurred in work zones rose slightly to 3.6%. In 2021, and thus far in 2022, CMV crashes have risen to previous typical counts, while the proportion occurring specifically in work zones has fallen slightly to 3.2%. Comparatively, the proportion of work zone involvement of non-CMV crashes has fluctuated less and is in a downward trend. Understandably, the over-representation of CMVs in work zone crashes is indicative of the limited maneuverability due to size and increased slowing/stopping time due to weight. The following analysis will itemize the relevant crash and vehicle characteristics for targeting enforcement to prevent CMV-involved work zone crashes.

PERCENT WORK ZONE INVOLVEMENT BY YEAR & NUMBER OF CMVS IN CRASHES, 2017-2022^{6*}

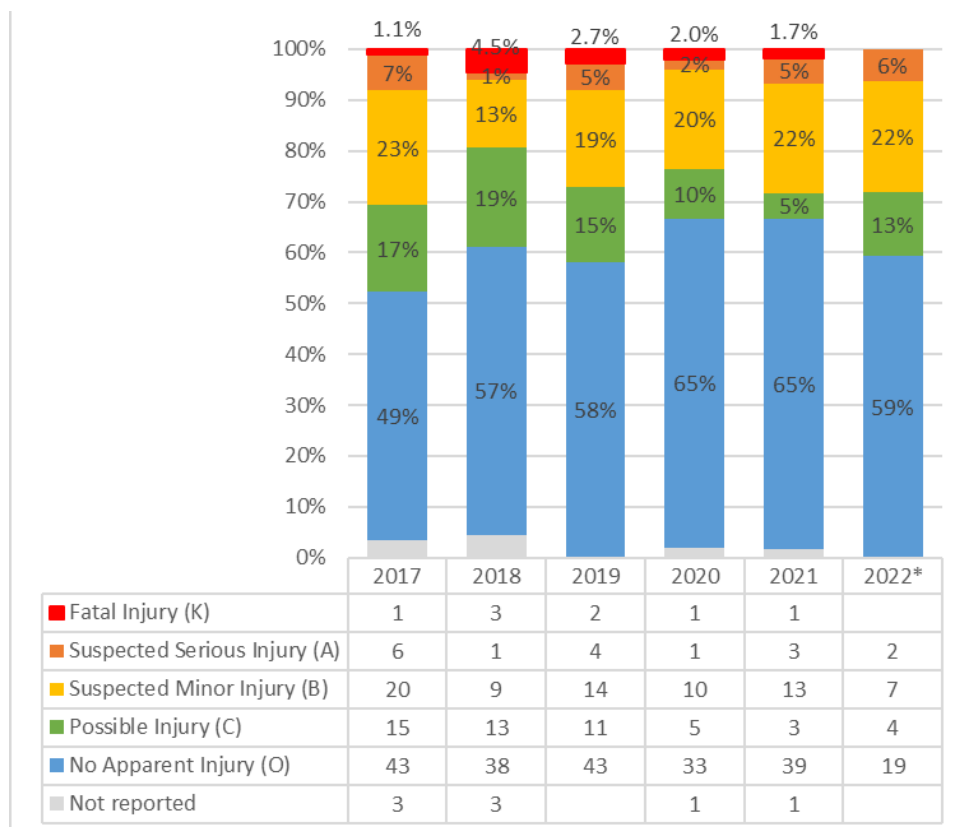




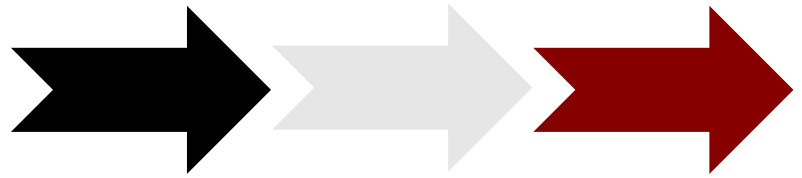
Crash Attribute Examination

Between 2017 and 2022, the proportion of work zone crashes resulting in a suspected serious or fatal injury has varied between four and eight percent. While suspected serious and suspected minor injuries have fluctuated over these years, they have generally decreased since 2017. 2020 saw major reductions in suspected serious, minor, possible, and no apparent injury crashes, likely attributed to reduced traffic due to the COVID-19 pandemic. Aside from possible injury crashes, all injury types rose back to pre-pandemic levels in 2021.

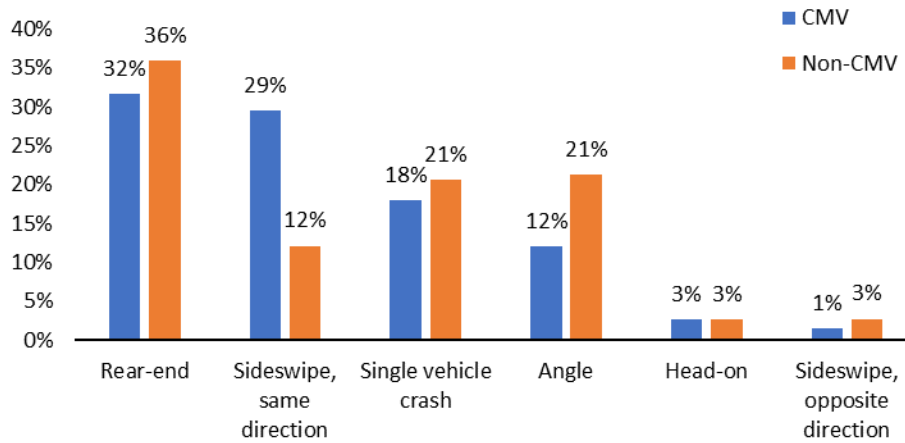
WORK ZONE RELATED CMV CRASHES BY SEVERITY & YEAR⁶



When examining the CMV crash types that occurred in work zones, *rear-end* crashes were most common, followed by *sideswipe*, *same direction*, and *single vehicle crash*, as shown in the following chart. For non-CMV work zone crashes, *rear-end* crashes were even more common and *sideswipe*, *same direction* were significantly less common.

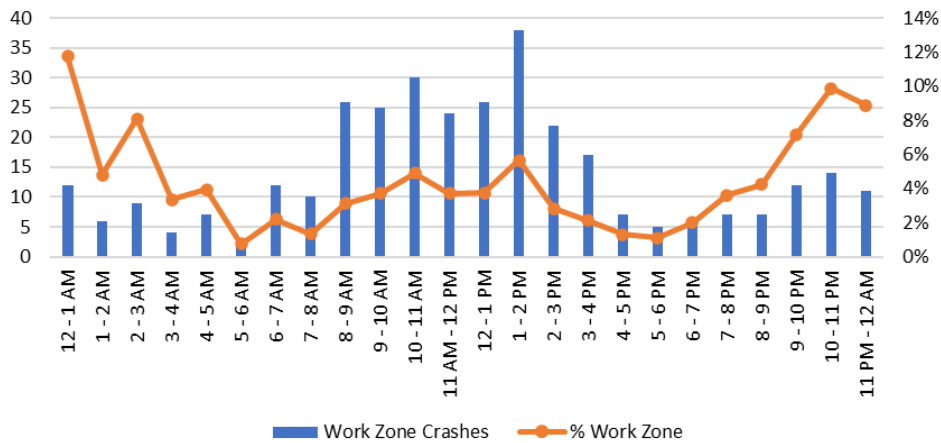


MANNER OF COLLISION FOR WORK ZONE CMV CRASHES, 2018-2022^{5*}



Similar to all CMV crashes, those in work zones mostly occurred during business hours, as shown below, with the highest number of crashes between 1:00pm and 1:59pm. However, the proportion of CMV crashes which occurred in work zones was highest between midnight and 1:00am.

CMV WORK ZONE CRASHES BY TIME OF DAY, 2018-2022^{5*}

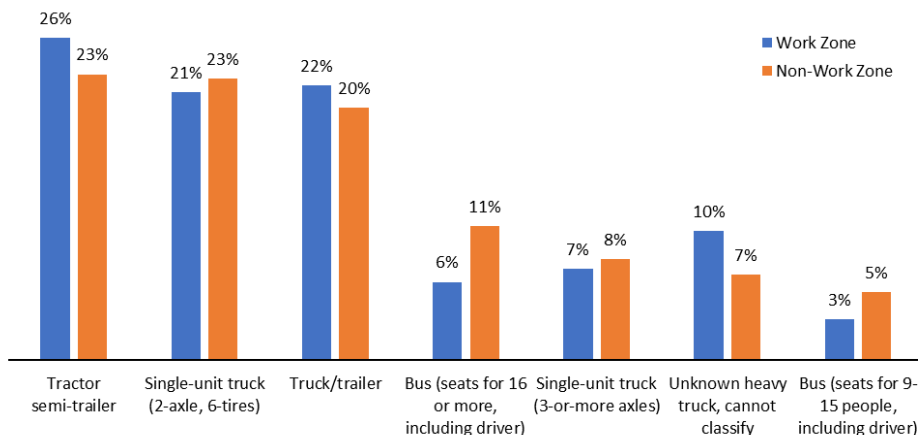


Vehicle Attribute Examination

Comparing CMV vehicle type in work zone and non-work zone crashes, we see that the CMVs most commonly involved in crashes (*tractor semi-trailer, single unit truck (2-axle, 6-tires)* and *truck/trailer*) experienced similar rates of crashes for work zones and non-work zones, with only two to three percentage points difference. Interestingly, the vehicle type *bus (seats for 16 or more, including driver)* had a significantly higher percentage of crashes in non-work zones than work zones, at 11% and 6% respectively.



CMV VEHICLE CONFIGURATION BY WORK ZONE INVOLVEMENT, 2018-2022^{5*}



An analysis of driver contributing codes (DCC) for CMVs from 2018-2022 were found to have an at-fault code slightly more often when the crash occurred in a work zone than not in a work zone. For those crashes that had a driver contributing factor, the most common were 'inattention,' 'followed too closely,' 'failed to yield right of way' and 'failure to keep in proper lane or running off road.' Interestingly, the non-CMV vehicles which were in a CMV-involved work zone crash were 20% more likely to have an at-fault contributing code, at 63% v. 53%.

Of work zone crashes where a citation was issued, the following violation descriptions were most common.

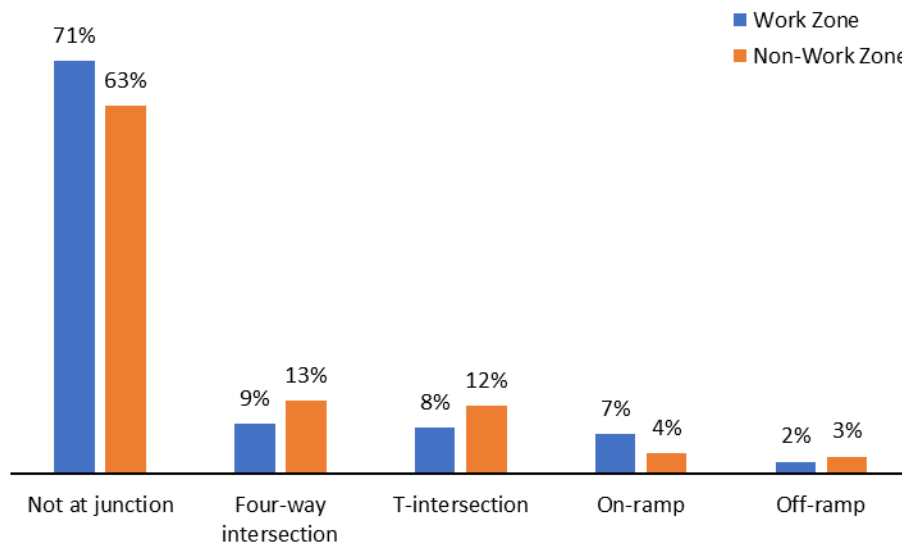
CMV	Most Common Violation Descriptions ⁷	Non-CMV
25%	Marked Lanes Violation * C89 4a	19%
21%	Other/Unknown	9%
11%	Negligent Operation Of Motor Vehicle C90 13/13b/16/24(2)(A)	14%
11%	State Hway-Traffic Violation * 720 Cmr 9.06	13%
11%	Speeding Rate Of Speed Exceeding Posted Limit C90 17	3%
7%	License suspended/unlicensed/class C90 23/10	1%
7%	Oversize mv/mc safety * C90 19/540cmr14.03	-
4%	Stop/yield/slow/signal, fail to * C89 9/c90 14	7%
4%	Equipment violation, miscellaneous mv * C90 7	3%
-	Liquor or .08%/drugs C90 24(1)(A)(1)/alcohol in mv	17%
-	Enter/exit improperly/obey/wrong way/misc * 700 cmr 7.09/9.05	6%
-	Stop for police/leave scene/obstruct emergency vehicle C90 24(2)(A)/25	4%
-	Unregistered/uninsured motor vehicle * C90 9/34j	3%



Location Attribute Examination

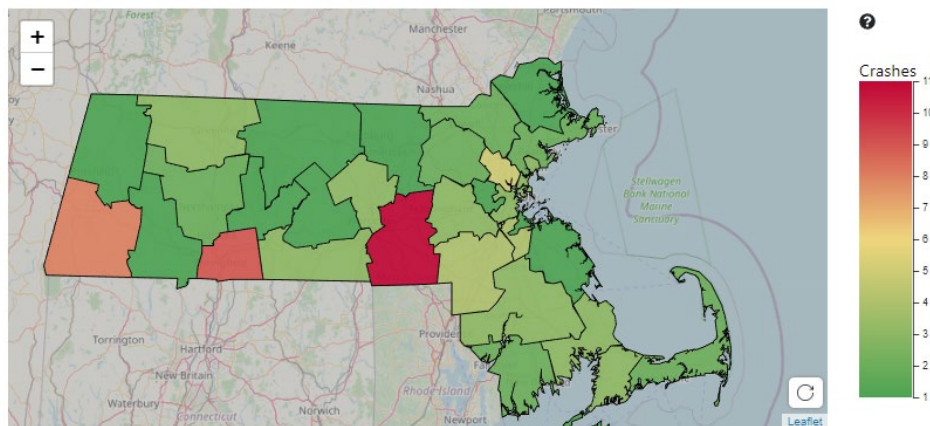
The vast majority of CMV crashes (71% in work zones, 63% in non-work zones) did not occur at a junction, as illustrated in the following chart. When work zone crashes did occur at a junction, they occurred most often at four-way intersections (9%) and T-intersections (8%). Interestingly, CMV crashes occurring on on-ramps were overrepresented in work zone crashes compared to non-work zones.

CMV CRASH JUNCTION TYPE BY WORK ZONE INVOLVEMENT, 2018-2022⁵



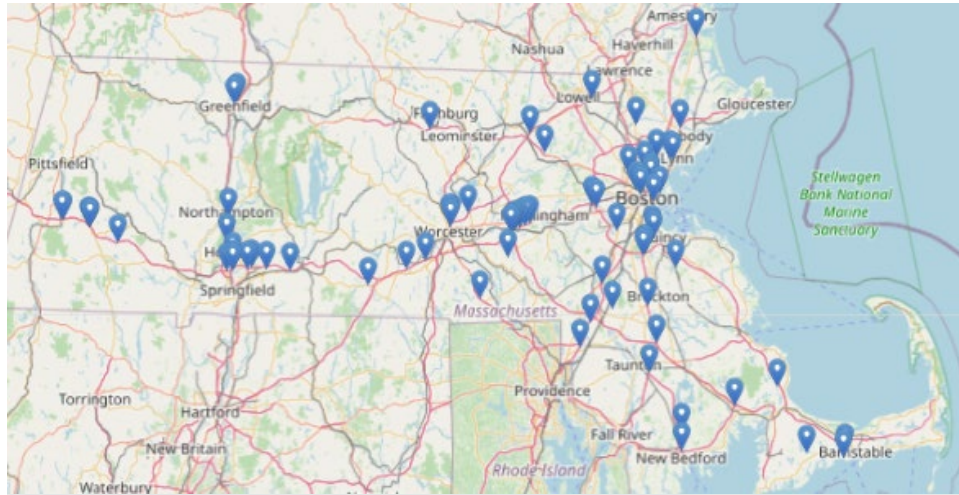
The following maps and charts show that CMV work zone crashes are fairly evenly distributed across all MSP Barracks. However, Barracks C-2 had the highest number of crashes, followed by B-3 and B-1.

MASSACHUSETTS WORK ZONE CRASHES BY MSP BARRACKS, 2021-2022^{4*}



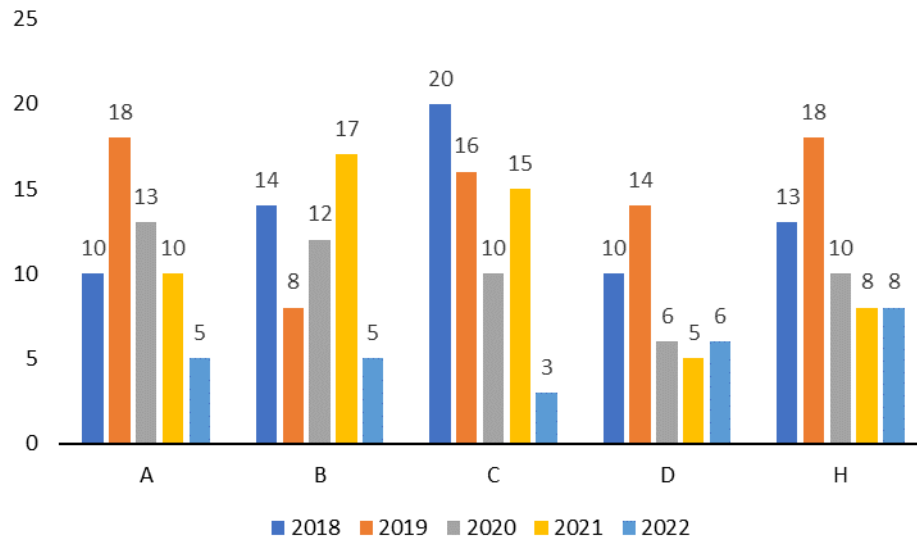


MASSACHUSETTS WORK ZONE CRASHES BY CRASH LOCATION, 2021-2022^{4*}



In 2021 and 2022, Troops B and C saw the most work zone crashes (22 and 18 respectively)

CMV WORK ZONE CRASHES BY MASSACHUSETTS STATE POLIC TROOP & YEAR, 2018-2022^{5*}





Data Sources

¹ UMassSafe T-Force Data Tool: MassDOT RMV Crash Data System, Citation, MSP SafetyNet Crash & Inspection, data snapshot as of 7/14/2022

² MassDOT Crash Data Portal: IMPACT, data snapshot as of 7/14/2022

³ NHTSA FARS Data Visualization Tool, released May 18, 2022

⁴ UMassSafe T-Force Analytics, data snapshot 7/14/2022

⁵ UMassSafe Data Warehouse, data snapshot as of 7/14/2022

⁶ UMassSafe Data Warehouse - MSP SafetyNet, data snapshot as of 7/14/2022

⁷ UMassSafe Data Warehouse- MSP SafetyNet, CDS Crash, RMV Citation, data snapshot as of 7/14/2022

*2022 is currently underway, reported numbers reflect only the first 3-6 months of 2022, based on what was available at the time of the data snapshot. Any analysis is preliminary; on average, 84% of CMV records are present one year after the crash date.

** MassDOT uses crash data from the Massachusetts Registry of Motor Vehicle Crash Data System Crash data for the years after 2019 are not yet closed and therefore any resulting analysis is considered preliminary



WILLIAM McNAMARA
COMPTROLLER

Commonwealth of Massachusetts

OFFICE OF THE COMPTROLLER

ONE ASHBURTON PLACE, 9TH FLOOR
BOSTON, MASSACHUSETTS 02108
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MEMORANDUM

To: Chief Fiscal Officers
From: Jeffrey Shapiro, First Deputy Comptroller *JS*
Date: August 25, 2022
Subject: Approved Fiscal Year 2023 Fringe Benefit and Payroll Tax Rates

Comptroller Memo FY2023-06

Executive Summary

The purpose of this memo is to notify departments of the federally approved fringe benefit and payroll tax rates for Fiscal Year 2023. The U.S. Department of Health and Human Services has approved the fringe rate of 39.50% for regular employees and 49.10% for uniformed employees, respectively, and a payroll tax rate of 1.85%.

Comptroller Memo FY2023-01, dated March 16, 2022, advised departments that fringe benefit rates of 40.00% for general employees and 50.00% for uniformed employees and a payroll tax rate of 1.89% had been submitted to the U.S. Department of Health and Human Services for approval. The early notice was to assist departments in planning for Fiscal Year 2023. The U.S. Department of Health and Human Services has approved fringe rates of 39.50% for general employees and 49.10% for uniformed employees and a payroll tax rate of 1.85%.

These rates have been calculated with the concurrence of the Secretary of the Executive Office of Administration and Finance and the U.S. Department of Health and Human Services. Please see [Administrative Bulletin ANF #5](#).

Comptroller Memo FY2023-06
Fiscal Year 2023 Approved Fringe Benefit and Payroll Tax Rates
August 25, 2022
Page 2
Fringe Benefit Rates

The following components comprise the approved Fiscal Year 2023 fringe benefit rates:

	<u>General Employee</u>	<u>Uniformed Employee</u>
Group Insurance	21.54%	21.54%
Retirement	16.70%	26.30%
Terminal Leave	<u>1.26%</u>	<u>1.26%</u>
Total Fringe Benefit Rate	<u>39.50%</u>	<u>49.10%</u>

Payroll Tax Rate

The following components comprise the approved Fiscal Year 2023 payroll tax and assessments rate:

Unemployment	0.07%
Universal Health	0.04%
Medicare	1.35%
Paid Family and Medical Leave (PFML)	<u>0.39%</u>
Total	1.85%

These rates are applicable for both the state “5D” rate used to assess fringe benefit costs on all state funds, other than the General Fund, pursuant to M.G.L. c. 29, § 5D, and the “6B” rate used to assess fringe benefit costs on federally supported programs pursuant to M.G.L. c. 29, §6B. The rate is applied to salaries expended under object codes A01, A07, A09 and AA1 to determine these particular fringe benefit costs.

Because the costs of terminal leave salaries are allocated through the fringe benefit rate, A12, Sick-Leave Buy Back; A13, Vacation-in-Lieu; and A21, Payments for Deceased Employees object code expenditures may not also be claimed as direct costs on federally supported programs whether incurred on Federal grants, contracts or state appropriations subject to Federal reimbursement.

This rate is applicable to all account types pursuant to M.G.L. c. 151A, §§ 14C and 14G for unemployment and universal health insurance, respectively, and M.G.L. c. 7A, §§ 3, 7 and 8 for Medicare insurance. These rates are applied to regular and contract employees and is assessed to all AA and CC object codes with the exception of A75, A90, CC5, C33, C75, C90, and C98.

The Paid Family and Medical Leave (PFML) assessment will be applied to the same object codes as other payroll taxes, with identical exceptions, but each individual employee's earnings will be assessed only up to the contribution and benefit base established for the Social Security Administration's (SSA) Federal Old-Age, Survivors, and Disability Insurance program.

All fringe benefit and payroll tax assessments determined by these rates will be charged to object code D09 at the close of each accounting period.

Please note that certain expenditures made under Interdepartmental Service Agreements (ISAs) may trigger the assessment of fringe benefit and payroll tax costs to the ISA child account and both the Buyer and Seller Departments are responsible for ensuring that these amounts are adequately funded in the ISA and identified in the ISA budget.

Please direct any questions regarding this memo on the approved fringe and payroll rates to CTR's Chief Accounting Officer, Kristin Lacroix at kristinm.lacroix@mass.gov.

Enc. Fiscal Year 2023 Fringe Agreement
 Rate Chart – Fiscal Year 2023 Fringe Rates -- Approved

cc: MMARS Liaisons Payroll Directors General Counsels Internal Distribution



DEPARTMENT OF HEALTH & HUMAN SERVICES

**Program Support Center
Financial Management Portfolio
Cost Allocation Services**

**26 Federal Plaza, Room 3412
New York, NY 10278
PHONE: (212) 264-2069
FAX: (212) 264-5478
EMAIL: CAS-NY@psc.hhs.gov**

August 22, 2022

Mr. Jeffrey Shapiro
Deputy Comptroller
The Commonwealth of Massachusetts
Office of the Comptroller
One Ashburton Place, Room 901
Boston, MA 02108

Dear Mr. Shapiro:

By letter dated March 17, 2022, your office transmitted proposed Fringe Benefit rates to cover the fiscal year ending June 30, 2023. The proposal, based on actual costs for the year ended June 30, 2021, provided for three rates, i.e., 40.0% applicable to all regular employees except "uniformed" employees (justices, police, corrections, and parole officers), and 50.0% applicable to uniformed employees. These rates include the costs for Group Insurance, Retirement, and Terminal Leave. The third rate of 1.89% is applicable to all regular, uniformed and contractual employees for the costs of Unemployment Insurance, Employer Medical Assistance Contribution, Medicare Tax and Paid Family Medical Leave.

Based on our review of your proposal, fixed rates of 39.50% (Group Insurance – 21.54%, Retirement – 16.70%, Terminal Leave – 1.26%), and 49.10% (Group Insurance – 21.54%, Retirement – 26.30%, Terminal Leave – 1.26%) for regular and uniformed employees, respectively, and the additional rate of 1.85% (Unemployment Insurance - 0.07%, Employer Medical Assistance Contribution – 0.04%, Medicare Tax – 1.35%, Paid Family and Medical Leave – 0.39%) are approved covering the period July 1, 2022 through June 30, 2023.

Fixed rates for FYE 06/30/2023 for regular and uniformed employees includes combined final carry forward of over-recovery amounting to Employer Medical Assistance Contribution: \$1,297,773, and under-recovery amounting to Terminal Leave: \$11,563,395, Unemployment Insurance: \$190,360, Medicare Tax: \$2,343,645 and Paid Family & Medical Leave: \$3,638,079. At the request of the Commonwealth of Massachusetts, only the portion mentioned above of the under-recovery of \$25,298,105 from finalizing the Terminal Leave FYE 6/30/2021 rate is included in the Terminal Leave rate computation. The remaining amount of \$13,734,710 is deferred and to be included in three equal amounts in FY2023, FY2024 and FY2025. The fixed FYE 6/30/2023 fringe benefit rates does not include any carry-forward amounts for Group Insurance and Retirement. For Group Insurance, under-recovery amount of \$93,112,165 is deferred and to be included in three equal amounts of \$31,037,388 in FY2023, 2024, 2025. For Retirement, under-recovery amounts of \$53,323,359 and \$30,668,369 applicable to regular and uniformed employees respectively are deferred and to be included in three equal amounts in FY2023, 2024, 2025.

This approval is based on information provided by the State and is void if the information is later found to be materially incomplete or inaccurate. In addition, this approval is subject to the following conditions with respect to the submission of your next proposal based on actual costs for the fiscal year ending June 30, 2022, which must be submitted by December 31, 2022:

1. The Salary and Wage (S&W) base will include a reconciliation of the amounts per the payroll systems with the amounts reflected in MMARS, which is the basis of the submission.
2. With respect to the Retirement component, the Commonwealth will submit all actuarial, GASB 68 and financial reports prepared, whether they relate to payments to the pension system or actuarially determined amounts.
3. With respect to the Group Insurance component:
 - a. Provide copies of Financial Statements, including expense details, covering the:
 - (1) Rate Stabilization Reserve
 - (2) State Employees' Trust Fund
 - (3) Employee Withholding Trust Fund
 - (4) State Retiree Benefits Trust Fund
 - b. If expenditures noted above are included in the FB proposal, provide a justification.

Your proposal and relevant correspondence should be submitted electronically at the following email address: CAS-NY@psc.hhs.gov.

In addition, please acknowledge your concurrence with the comments and conditions cited by signing this letter in the space provided below and email back to this office. If you have any questions, please contact my office at (212) 264-2069.


Sincerely,

Darryl W.
Mayes -S

Digitally signed by Darryl W. Mayes -S
DN: c=US, o=U.S. Government, ou=HHS,
ou=PSC, ou=People,
0.9.2342.19200300.100.1.1=2000131669
cn=Darryl W. Mayes -S
Date: 2022.08.25 11:45:49 -04'00'

Darryl W. Mayes
Deputy Director
Cost Allocation Services

Concurrence:

Jeffrey S Shapiro 
Name
First Deputy Comptroller
Title
8-25-2022
Date

Approved

COMMONWEALTH OF MASSACHUSETTS OFFICE OF THE COMPTROLLER

APPROVED FY2023 FRINGE BENEFIT RATE BASED ON FY2021 ACTUAL COSTS FOR ROLL FORWARD

Fringe Benefit and Payroll Tax Rate Summary

	General Employee	Uniformed Employee	Salaries Subject to Assessment
Group Insurance.....	21.54%	21.54%	A01, A07, A09, AA1
Retirement.....	16.70%	26.30%	A01, A07, A09, AA1
Terminal Leave.....	1.26%	1.26%	A01, A07, A09, AA1
Total Fringe Benefit Rate.....	39.50%	49.10%	Applicable to Regular and Uniformed Employees
Unemployment Insurance.....	0.07%	0.07%	AA & CC*
EMAC Universal Health Insurance.....	0.04%	0.04%	AA & CC*
Medicare Tax.....	1.35%	1.35%	AA & CC*
Paid Family & Medical Leave	0.39%	0.39%	AA & CC*
Total Payroll Tax Rate.....	1.85%	1.85%	Applicable to Regular, Uniformed, and Contract Employees *Exceptions noted below

Rates represent both the "6B" rate mandated by M.G.L. C.29, s.6B and applicable to federal grants, federally funded contracts, and claims for federal reimbursements; and the "5D" rate mandated by M.G.L. C.29, s.5D and applicable to non-budgetary accounts and budgetary funds. See Executive Office of Administration and Finance Administrative Bulletin A&F5, dated May 1, 2008, entitled, Fringe Benefits, Payroll Taxes and Indirect Costs.

Group Insurance, Retirement and Terminal Leave rates apply only to regular employees and are assessed against object codes A01, A07, A09 and AA1 to determine these fringe benefit costs.

Unemployment Insurance, Universal Health Insurance, Medicare Tax and Paid Family Leave rates apply to regular and contract employees and are assessed to all AA and CC object codes with the exception of A75, A90, CC5, C33, C75, C90, and C98. These rates will be used to assess costs on all account types.

The General Employee rates are applicable to all contract employees and regular employees other than uniformed employees.

The Uniformed Employee rates are applicable only to judges, the uniformed employees of Sheriffs Departments, POL, DOC, ENV, prosecutors in the District Attorneys Offices, state firefighters (DCR), parole officers (PAR), investigators of ABCC and DOR, and other employees under Retirement Groups 3 and 4.



WILLIAM MCNAMARA
COMPTROLLER

Commonwealth of Massachusetts

OFFICE OF THE COMPTROLLER

ONE ASHBURTON PLACE, 9TH FLOOR
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September 2, 2022

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

Dear Ms. Small:

The enclosed negotiation agreement involving the FY2023 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 FY2023 rate of 19.69% of regular employee salaries (subsidiary AA object code expenditures) beginning with the closing of Period 03 (September), BFY2023. The last approved rate of 17.55% 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.

FY2023 Indirect Rate for POL

September 2, 2022

Page 2

Jessie Zuberek is available at Jessie.Zuberek@mass.gov to answer any questions that you may have regarding this agreement.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Jeffrey Shapiro', is written over the word 'Sincerely,'.

Jeffrey Shapiro, Esq.

First Deputy Comptroller

Enc.



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

INSTITUTION:

DATE: August 25, 2022

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

File Ref: This document replaces the negotiated agreement dated January 27, 2021

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>	<u>Effective Period</u>		<u>*Rate</u>	<u>Locations</u>	<u>Applicable 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
Fixed (FCF)	07/01/2022	06/30/2023	19.69%	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

Commonwealth of Massachusetts
Department of Police

Signature: Gregory Douge, Staff Accountant
Grant Financial Management Division
Office of the Chief Financial Officer



Signature

Jeffrey Shapiro

Name

First Deputy Comptroller

Title

09-02-2022

Date