

eCVSP

MASSACHUSETTS

Commercial Vehicle Safety Plan

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

**Fiscal Years 2023 - 2025
Annual Update FY 2025**

Date of Approval: March 02, 2026

FINAL CVSP



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

Part 1 - MCSAP Overview

Part 1 Section 1 - Introduction

The Federal Motor Carrier Safety Administration (FMCSA) 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 crashes and hazardous materials incidents involving commercial motor vehicles (CMV). The goal of the MCSAP is to reduce CMV-involved crashes, 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 FMCSA by the due date each year. For a State to receive funding, the CVSP needs to be complete and include all required documents. The State must submit a multi-year 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 2025)
- Part 5: Certifications and Documents (FY 2025)

All of the five eCVSP parts listed above contain subsections. Each subsection category will provide you with detailed explanation and instruction on what to do to complete 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 either a 3-year plan or an Annual Update. 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 2025:

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 if any updates are needed for the upcoming fiscal year by answering the "Yes/No" question provided in each Section of Parts 1-3.

- If "**Yes**" is selected, the information provided for Year 1 will be editable and State users can make any necessary changes to their project plan. Answer carefully as there is only one opportunity to select "Yes" before the question is locked.
- If "**No**" is selected, the information in this section will not be editable and the user should move forward to the next section.
- Trend Analysis information that supports your current activities is not editable in Year 2 or 3 of an Annual Update plan.

All multi-year and annual update plans have been pre-populated with data and information from their FY 2024 plans. States must carefully review and update this information to reflect FY 2025 activities prior to submission to FMCSA. The financial information and certifications will be updated each fiscal year.

- Any information added should detail major programmatic changes.
- Add any updates to the narrative areas and indicate changes by preceding it with the heading "**FY 2025 Update**". Below the heading, include descriptions of the changes to your program, including how any tables were modified.
- The Trend Analysis areas in each section can only be edited in Year 1 of a three-year plan. Trend Analysis data cannot be edited in Years 2 and 3.

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

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

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

Part 1 Section 2 - Mission/Goal Statement

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

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

Instructions:

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

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

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

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

The Department of Public Utilities (DPU) is a non-funded participating member. The DPU addresses the safety of equipment and operation of motorcoach companies and transit authority buses. The DPU also regulates commercial common carriers that 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

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

- Yes, the information in this section must be updated. I understand that I must include the heading "Update for FY 2025" before adding my changes in the narrative section and then click "Save" to save the changes.
- No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary. If no is selected, this section will not be open for editing.

Instructions:

Answer the questions about your CVSP initiatives and briefly describe the State's commercial motor vehicle (CMV) enforcement program funded by the MCSAP grant. For questions answered "Yes", describe your State's initiatives and indicate if more details are provided in other CVSP sections. Please do not include activities or expenses associated with any other FMCSA grant program.

Yes	No	CVSP Initiative Questions
<input checked="" type="radio"/>	<input type="radio"/>	Is the National Roadway Safety Strategy (NRSS) being used as a resource in developing the CVSP?
<input checked="" type="radio"/>	<input type="radio"/>	Are initiatives involving rural roads included in the CVSP?
<input checked="" type="radio"/>	<input type="radio"/>	Are activities regarding Migrant Worker Transportation in Rural Areas included in the CVSP?
<input checked="" type="radio"/>	<input type="radio"/>	Are initiatives regarding human trafficking/smuggling included in the CVSP?
<input checked="" type="radio"/>	<input type="radio"/>	Are activities regarding drug interdiction included in the CVSP?
<input checked="" type="radio"/>	<input type="radio"/>	Are initiatives regarding work zone safety included in the CVSP?
<input checked="" type="radio"/>	<input type="radio"/>	Is your State submitting an annual Training Plan to the National Training Center (NTC)?

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.

FY2024 Updates:

The MSP CVES now has 30 full-time sworn staff including one Lieutenant, four Sergeants and 25 Troopers, as well as two civilian personnel assigned to the section. There are now two full-time New Entrant staff, one Sergeant and one Trooper, as well as 8 Troopers conducting New Entrant audits on a part-time basis. There is a CVES Reserve Unit with 11 part-time Troopers who are working in high crash zones as needed.

The largest challenge that the MSP CVES faces is a personnel shortage. There is a need for additional troopers to conduct New Entrant Audits and Compliance Reviews. However, the opportunity that the MSP CVES has created consists of a part-time team to enhance the existing truck team. In addition, the additional funding is being used to assist the MSP CVES in making a substantial impact in the high-crash corridors in the state. Public outreach has also increased. Additional public outreach and enforcement of human trafficking is planned.

Updated for FY2025

The MSP CVES is commanded by a Lieutenant and currently has a total of 31 sworn personnel and 3 civilian personnel assigned to the section. There are five teams deployed on a regional basis. One Sergeant and one Trooper are assigned full-time to the New Entrant Program, as well as 6 truck team Troopers assigned part-time. There are 5 Troopers currently assigned to the CVES on a part-time basis. They will be certified to conduct level 3 inspections in the high crash corridors of the Commonwealth. The MSP are in the process of hiring 10 more part-timer staff to bring the total back to 15.

With staff shortages, due to retirements, it has been difficult to meet all the CVSP goals. Adding part time staff and collaborating with other MSP divisions have assisted.

Part 1 Section 4 - MCSAP Structure

Please review your State’s MCSAP structure information. Do changes need to be made on this page for the upcoming fiscal year? Note: Before selecting “yes,” make sure there are changes to be made as once selected, this answer cannot be changed.

- Yes, the information in this section must be updated. I understand that I must include the heading "Update for FY 2025" before adding my changes in the narrative section and then click "Save" to save the changes.
- No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary. If no is selected, this section will not be open for editing.

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 activity area.

- **Driver and Vehicle Inspections** includes the number of personnel conducting inspection activities.
- **Traffic enforcement activities** includes the number personnel conducting CMV and Non-CMV traffic enforcement activities.
- **Investigations** includes the number of personnel conducting Investigations, Compliance Reviews, and New Entrant Safety Audits.
- **Public Education and Awareness** includes the number of personnel conducting public education and awareness on CMV topics.
- **Data Collection and Reporting** includes the number of personnel responsible for collecting, processing, analyzing and reporting State data including inspections and crashes, uploading data via SafetyNet and SAFER, and monitoring the quality of data timeliness, accuracy, and completeness.

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	39
National Program Elements	Enter # personnel below
Driver and Vehicle Inspections	36
Traffic Enforcement Activities	36
Investigations*	8
Public Education and Awareness	31
Data Collection and Reporting	35
* Formerly Compliance Reviews and Includes New Entrant Safety Audits	

Subrecipient Information	
Agency Name:	DPU (DEPARTMENT OF PUBLIC UTILITIES)
Enter total number of personnel participating in MCSAP activities	11
National Program Elements	Enter # personnel below
Driver and Vehicle Inspections	11
Traffic Enforcement Activities	0
Investigations*	4
Public Education and Awareness	0
Data Collection and Reporting	0
* Formerly Compliance Reviews and Includes New Entrant Safety Audits	

Non-funded Agency Information	
Total number of agencies:	2
Total # of MCSAP Participating Personnel:	23

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.

For CVSP planning purposes, the State can access detailed counts of its core MCSAP performance measures from the **Analysis & Information Online** (A&I Online) website, <https://ai.fmcsa.dot.gov/Grants>. Portal credentials are required to access this website.

- **MCSAP Performance Dashboard** – States can use this information to inform CVSPs and other activities with the goal of reducing crashes, injuries, and fatalities involving CMVs.

It provides a snapshot of MCSAP performance in four areas: Crash Overview, National Program Element goals, Enforcement Measures, and Funding Utilization.

- **Activity Dashboard** – This dashboard assists States in monitoring MCSAP activities identified in CVSPs and in preparing MCSAP quarterly reports. The reports are viewable by fiscal year and quarter. The most recent five fiscal years are available.

Reports are available in three areas: Crash Reduction, Out-of-Service (OOS) report, and National Program Elements (which includes reports on Roadside Inspections, Investigations, State Safety DQ, Safety Audits, Border Enforcement, and Traffic Enforcement).

- States can utilize other data reports available on A&I Online located in the Crash Statistics, Enforcement Programs, and Data Quality modules.
- States can also use internal State data sources.

It is important to always reference data source information used in developing problem statements, baseline information, objectives, and performance goals within the CVSP.

Part 2 Section 2 - CMV Crash Reduction

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

- Yes, the information in this section must be updated. I understand that I must include the heading "Update for FY 2025" before adding my changes in the narrative section and then click "Save" to save the changes.
- No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary. If no is selected, this section will not be open for editing.

FMCSA's primary mission is to reduce crashes, injuries and fatalities involving large trucks and buses. MCSAP partners also share the goal of reducing CMV-related crashes.

Performance data plays an important role in ensuring MCSAP-funded work across the country is actively and effectively promoting positive CMV safety outcomes. States can use the MCSAP Performance Dashboard to develop CVSPs, and to inform and inspire strategic conversations with FMCSA in the pursuit of our shared safety mission. Crash metrics are included in the Crash Overview section and represent the performance measures most commonly identified by the States.

States can use this data to identify State trends in key crash measures, and compare your State with nationwide and regional data.

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 **Number of 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 **eCVSP Goal column**, enter the goal from the corresponding CVSP for the measurement period.
 - In the **Actual 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.

Updated for FY2025

The number of CMV involved crashes in Massachusetts increased 22% in FY22 to 2,315 crashes. While the overall number of crashes may have increased, the proportion of crashes which resulted in a fatality decreased by 38%, reflecting 29 fatalities, 1.2% of all crashes resulting in a fatality, compared to FY21 in which there was 39 fatalities attributing 2.0% of all crashes to result in a fatality. Following, in FY23*, there was an overall crash reduction by 5% to 2,189 crashes, resulting in 32 fatalities, representing a slight increase to 1.4% of all crashes resulting in a fatality. In FY24 to date (7/26 data snapshot MCMIS) there were 21 fatalities.

Alternatively, examination by the number of fatalities per 100 million vehicle miles travelled (VMT) by calendar year further explains the trends noted above to account for year 2022's lower volume of traffic in Massachusetts. In 2021 there was an increase in the Massachusetts fatality rate to .0744 fatalities, a spike also experienced nationally. Since, the Commonwealth has worked to reduce its CMV-involved fatality rate by nearly 20% annually, a decline to 0.0597 in 2022 and a projected 0.0486 in 2023*.

*Data is considered preliminary for 22 months. These statistical nuances at the state level warrant examination of further expanded time periods due to anticipated effects of evolving data management and environmental factors.

Year	National Large Truck & Bus Crashes			Massachusetts Large Truck & Bus Crashes		
	Fatalities	Fatal Rate (# fatalities per 100M VMT)	Annual Change	Fatalities	Fatal Rate (# fatalities per 100M VMT)	Annual Change
2023*	5176	0.1594	-13%	28	0.0486	-19%
2022	5881	0.1831	-5%	34	0.0597	-20%
2021	6065	0.1928	8%	44	0.0744	44%
2020	5191	0.1779		28	0.0517	

* crash data not yet closed, projected VMT

Fatality Data Source: FMCSA Motor Carrier Management Information System (MCMIS) data snapshot as of 7/26/2024. MCMIS data are considered preliminary for 22 months to allow for changes.

VMT Data Source: FHWA Highway Statistics Series Table VM-2

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>). Updated for FY2025 FMCSA Motor Carrier Management Information System (MCMIS) data snapshot including crash records through 05/24/24. (<https://ai.fmcsa.dot.gov/CrashStatistics/rptSummary.aspx>). VMT Data Source: FHWA Highway Statistics Series Table VM-2.

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 would be shown as 4 percent. If the crash reduction goal is 15 crashes per year, then each annual goal would be shown as 15.

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. FY2024 Update To clarify, our goal is to reduce the number of serious CMV crashes by 15th (5% per year).

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 US DOT'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 US DOT, 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 analyzes. 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 US DOT 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.

FY2024 Updates:

Massachusetts' plan to reduce the number of serious CMV crashes is outlined below and throughout this CVSP. The MSP CVES, with its partner UMassSafe, reviews crash statistics and engages in high visibility efforts to combat the large number of CMV crashes and fatalities. The National Roadway Safety Strategy (NRSS) has been utilized as a key resource for developing the CVSP Update. In addition, a review of crash statistics, including high crash corridors, has been implemented and is ongoing. In combination, these were utilized to develop high visibility efforts and actionable goals.

The MSP CVES has a long history of partnering with other State agencies, local police departments, and educational research institutions including MassDOT, the Registry of Motor Vehicles, the Executive Office of Public Safety's Highway Safety Division, and UMassSafe. These partnerships include, but are not limited to, work on work zone safety, human trafficking and human smuggling eradication efforts, drug interdiction. These partnerships are facilitated using the Safe System Approach to ensure elements such as Safe People, Safe Vehicles, and Safe Speeds are addressed. Specifically, UMassSafe analyzes crash data as it relates to safe people, vehicles, and speed, among other things. These partnerships will continue to be implemented and expanded to further engage in high-visibility efforts to combat CMV crashes and associated injuries and fatalities.

A report on Massachusetts crash statistics as they relate to the Safe System approach will be developed. the MSP CVES will then implement traffic enforcement in order to address driver behaviors related to:

- Excessive speed;
- Work zone safety;
- Impaired driving;
- Distracted driving - cell phone usage and texting;

- Occupant/driver restraint;
- Driver fatigue;
- Prohibited operation - DACH and Federal OOS violations; and
- Other areas, including days and times.

Equitable Enforcement Policies - Although described in some other sections, the MSP is taking steps to ensure equitable enforcement related to CMV safety. The Commonwealth of Massachusetts and the MSP have been at the forefront of developing training and control systems to ensure all MSP personnel are engaged in equitable 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 are certified to conduct inspections and 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.

Climate and Sustainability - Progressive initiatives are ingrained throughout Massachusetts strategic planning. In order to align with the administration's priority of a healthy and efficient transportation system, MSP CVES makes strategic investments in converting their enforcement vehicles and equipment to be mobile-ready, compact, and low-weight, benefiting both the reduction in fossil fuels and an increase in efficiency.

Truck Parking - MSP CVES has assisted regional planning agencies with their freight planning and reporting initiatives, both directly and indirectly through UMassSafe resources. Planning agencies at state and regional levels have prioritized truck parking and are actively mobilizing to evaluate locations including former weigh stations which are no longer dedicated to such operations that would make ideal candidates for convenient parking along common freight corridors within Massachusetts

Rural Transportation Networks - The crash corridor maps, developed by UMassSafe to guide the MSP CVES enforcement, include layers to define rural transportation networks and specific search criteria to analyze factors that are outside of typical high-volume defined corridors so that rural problem areas can be captured via their own unique corridor and cluster analysis. This guides their high visibility enforcement towards preventing crashes involving injuries and fatalities.

Update for FY2025:

In addition to the crash causation analysis currently conducted, the MSP CVES with its partner UMassSafe, will continue to enhance its ability to determine crash causation factors and high crash corridors in order to reduce CMV crashes involving fatalities and serious injuries. Crash data will continue to be utilized to engage in high-visibility efforts to combat CMV crashes. Additionally, the UMassSafe Traffic Safety Data Warehouse and its vast datasets will be utilized to link various datasets to further understand the characteristics and causes of such crashes.

The MSP Daily Training flyer will be used to inform troopers of issues specific to CMV safety around vulnerable road users (VRU) and CMV speed along with enforcement guidance.

As an addition to the programming listed above on rural transportation networks, the MSP CVES will collaborate and partner with local law enforcement to conduct task forces on high crash rural corridors.

Furthermore, in addition to the training initiatives listed above, the MSP CVES will offer a one day in-service training for local enforcement officers on how to safely stop CMVs for traditional traffic enforcement offenses. This course will also be offered through the various state training academies. The UMassSafe developed (and FMCSA funded) T-Force Safe and Effective Large Truck Traffic Stops will be updated and utilized. Driver distraction, vulnerable road user (VRU) and work zone crash concerns will be added to the training. Discussions with the EOPSS Highway Safety Division will be initiated to provide local police departments that participate in the in-service with mini-grants to conduct OT enforcement and pilot tested with the Boston Police Department.

To address the safety of vulnerable road users (VRU), the MSP, with its partner UMassSafe, will study CMV crashes involving pedestrians and bicyclists to better understand both crash causation specific to Massachusetts and where such crashes occur. Findings will be utilized to conduct public education and awareness and as well enforcement of both CMVs, and non-CMV in the immediate vicinity of CMVs, that are being operated in an unsafe manner whenever and wherever VRUs are most likely to be present. The MSP will collaborate with the agencies working on the states Strategic Highway Safety Plan.

If requested, the MSP will participate in the Crash Causation Factors Program (CCFP) data collection and data sharing efforts..

Finally, in addition to the training outlined in the initial CVSP, training on drug interdiction/detection will be provided for new troopers as well as those working part time on the Truck Team. Refresher training will be provided to the full Truck Team.

Challenges: With staff shortages, it has been difficult to meet the crash reduction goals. However, replenishing and expanding the part time truck team unit, as well as collaboration with other MSP teams, has been helpful.

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

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

- Yes, the information in this section must be updated. I understand that I must include the heading "Update for FY 2025" before adding my changes in the narrative section and then click "Save" to save the changes.
- No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary. If no is selected, this section will not be open for editing.

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 the Trend Analysis table, 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., SafeSpect) 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 all 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

FY2024 Updates

This CVSP, and the detailed content, serve as the MSP CVES plan to reduce the number of serious CMV crashes. In addition to the strategies/activities listed above, the MSP CVES will focus on specific areas of enforcement including the following:

- Work zones;
- Enforcement of OOS orders;
- Electronic logging;
- Hazardous materials (HM); and
- Expanded enforcement of human trafficking and drug interdiction.

The work zone crash prevention plans and enforcement of OOS orders plans are outlined in those specific sections of the CVSP. Electronic record of duty status (eRODS) software is currently and will continue to be used during inspections when an ELD is present.

Routine strike forces will be implemented to address human trafficking, human smuggling, and drug interdiction in conjunction with CMV inspections. A human trafficking and drug interdiction detection refresher training will be implemented and enforcement (paired with appropriate North American Standard Inspections) will be coordinated with other enforcement agencies.

Research will be conducted on how best to advise the general public on ways to report suspected incidents of human trafficking/smuggling involving commercial vehicles. Resources from FMCSA, Truckers Against Trafficking and others will be utilized.

HM inspections will be conducted in corridors where data indicates high concentration of HM crashes and incidents as well as HM movements. It will include focused enforcement of HM driver and vehicle regulations. Inspectors will pay particular attention to the possible presence of undeclared HM. Interstate and intrastate operators will be investigated as needed. Recurring roadside enforcement in specific areas of HM concentration will be conducted in order to improve HM driver and vehicle compliance with the HMRs and FMCSRs. Participation with the MCSAP HM Engagement plan will be implemented to increase HM inspections where HM data indicates a high concentration of HM movements as well as high HM crashes and incident corridors. Massachusetts will emphasize proper identification and oversight of HMSP carriers, especially those that are identified as intrastate, during inspections and investigations. Inspectors will gain certification to conduct cargo tank facility reviews. Where data signifies or supports HM OOS rates higher than 10%, the MSP CVES will concentrate resources and perform HM investigations and HM roadside inspections of intrastate HM motor carriers. MCSAP inspectors will get certification to conduct cargo tank facility reviews.

Updated for FY2025

Expanding on the HM inspection details described earlier, emphasis will be placed on compliance and enforcement plans that incorporate recurring roadside enforcement in specific areas of concentration to improve HM driver and vehicle compliance with the HMRs and FMCSRs. During vehicle inspections and investigations, inspectors will verify possession of permits when required.

The MSP will utilize inspections as an opportunity to address human trafficking and drug interdiction. These efforts will be coordinated with other State Police divisions and other enforcement agencies.

Crashes in or near work zones as well as those involving vulnerable road users will be special emphasis areas within driver and vehicle inspections. Areas with high crash occurrences will be examined and associated enforcement implemented.

Expanding upon the climate and sustainability work described earlier, the MSP will continue to minimize inspection wait times and related CMV idling and emissions.

The Non-HazMat roadside inspection projected goal for FY2025 was increased from 15,771 to 18,271.

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 2025, 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: 36

Projected Goals for FY 2025 - Roadside Inspections					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full	4050	500	20	4570	22.03%
Level 2: Walk-Around	4000	400	320	4720	22.75%
Level 3: Driver-Only	10000	5	30	10035	48.37%
Level 4: Special Inspections	200	0	0	200	0.96%
Level 5: Vehicle-Only	20	0	1200	1220	5.88%
Level 6: Radioactive Materials	1	1	0	2	0.01%
Sub-Total Lead Agency	18271	906	1570	20747	

MCSAP subrecipient agency

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

Subrecipient is: DPU (DEPARTMENT OF PUBLIC UTILITIES)

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

Projected Goals for FY 2025 - 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 Subrecipients	0	0	0	0	

Non-Funded Agencies

Total number of agencies:	2
Enter the total number of non-funded certified officers:	11
Enter the total number of inspections projected for FY 2025:	800

Summary

Projected Goals for FY 2025 - Roadside Inspections Summary

Projected Goals for FY 2025 Summary for All Agencies					
MCSAP Lead Agency: MA STATE POLICE (MSP) COMMERCIAL VEHICLE ENFORCEMENT SECTION (CVES)					
# certified personnel: 36					
Subrecipient Agencies: DPU (DEPARTMENT OF PUBLIC UTILITIES)					
# certified personnel: 0					
Number of Non-Funded Agencies: 2					
# certified personnel: 11					
# projected inspections: 800					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full	4050	500	20	4570	22.03%
Level 2: Walk-Around	4000	400	320	4720	22.75%
Level 3: Driver-Only	10000	5	30	10035	48.37%
Level 4: Special Inspections	200	0	0	200	0.96%
Level 5: Vehicle-Only	20	0	1200	1220	5.88%
Level 6: Radioactive Materials	1	1	0	2	0.01%
Total MCSAP Lead Agency & Subrecipients	18271	906	1570	20747	

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

Please review your State’s investigation goals, program activities and monitoring. Do changes need to be made on this page for the upcoming fiscal year? Note: Before selecting “yes,” make sure there are changes to be made as once selected, this answer cannot be changed.

- Yes, the information in this section must be updated. I understand that I must include the heading "Update for FY 2025" before adding my changes in the narrative section and then click "Save" to save the changes.
- No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary. If no is selected, this section will not be open for editing.

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.

Updated for FY2025 Challenges: With staff shortages, due to retirements, it has been difficult to meet these projected goals. The MSP CVES is planning on sending troopers to the training course in FY2025.

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.

FY2024 Updates

Although the MSP CVES will work to increase the number of interstate carrier investigations by 20%, personnel shortages have proven to be a barrier toward achieving this goal. As a result, the projected goals have not been increased in the table above. If the MSP CVES is able to increase the number of truck team troopers, then the number of dedicated State personnel conducting investigations will also increase.

Resources will be utilized to address risk-based carrier compliance reviews/investigations.

Hazardous Materials (HM)

- HM inspections will emphasize focused enforcement plans incorporating recurring roadway enforcement in areas of concentration for the specific purpose or improving compliance with the HMRs when HM data indicates a high concentration of HM movements as well as high HM crashes and incident corridors.
- Massachusetts will emphasize proper identification and oversight of HMSP carriers, especially those that are identified as intrastate, during inspections and investigations.
- If OOS rates are higher than 10%, HM investigations of intrastate HM carriers will be implemented.

Updated for FY2025

The MSP CVES will send additional troopers to the training course in order to meet the projected goals. This will enable us to dedicate and expand the number of State personnel conducting investigations. We will continue to dedicate resources to address risk-based carrier compliance reviews/investigations in FY2025 by increasing the number of trained and certified investigation personnel.

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

The State will review the number of carrier interventions quarterly.

Part 2 Section 5 - Traffic Enforcement

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

- Yes, the information in this section must be updated. I understand that I must include the heading "Update for FY 2025" before adding my changes in the narrative section and then click "Save" to save the changes.
- No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary. If no is selected, this section will not be open for editing.

Traffic enforcement means documented enforcement activities by 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 are engaged in equitable 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.

FY2024 Updates

Additional objectives will include:

- Increase CMV traffic enforcement efforts combined with an inspection by at least 10%. The FY2024 projected goal has been increased from 10,000 to 11,000.
- Increase the percentage of DACH prohibited drivers identified at roadside by 15% (national goal of 85% detection by FY2025).
- Increase the percentage of OOS carriers identified and detained by 10%. The MSP will be holding training on this soon and anticipates such an increase is possible.
- Increase the use of high visibility traffic enforcement to reduce crashes in high-crash corridors.
- Prioritize enforcement of human trafficking, drug interdiction, and OOS issues.

Each year, the MSP CVES collaborates with UMassSafe to review crash statistics in order to engage in high-visibility enforcement. The Safe System approach will be implemented in order to engender a roadway system consisting of Safer People, Safer Vehicles and Safer Speeds.

UMassSafe will use statistically linked datasets, specifically state-crash linked with SafetyNet-crash and state-citation linked with SafetyNet-inspection, to better understand the characteristics of crashes, including those reported or cited with safety-related driver contributing codes or violations. These additional datasets will allow for the selection process of identifying safety-related driver behavior incidences to be expanded. For example, utilizing supplemental fields such as 'alcohol suspected' or 'violation description' will flag additional crashes for inclusion that would otherwise be omitted. In addition, analysis will be thematically organized to address driver behaviors such as inattention/fatigue or distraction/cell-phone use, thereby aligning the enforcement programming initiatives under the Safe System umbrellas, with specific focus on Safer Users. Safer Vehicles will be addressed through the analysis of cargo body type, crash role, resulting injuries and crash damage.

The MSP CVES will direct their traffic enforcement priorities to target vehicle/freight types which correlate to their relative crash trends, as well as flagged incidences that indicate at-risk driver behavior. Through the preparation and analysis of data-driven traffic enforcement priorities, the trends found will prioritize different themes to balance efforts amongst Safer Users, Safer Roadways, and Safer Vehicles. By including factors such as weather, day of week, time of day, roadway classification, traffic volumes, and freight corridors, MSP CVES will be able to most efficiently target traffic enforcement.

Problematic driver behaviors, such as excessive speed, impaired driving, distracted driving, occupant/driver restraint, driver fatigue and prohibited operation, will be addressed by identifying the relevant incident characteristics and co-morbid factors, prioritizing based on volumes, locations, and temporal variables, and targeting such roadways, drivers, and vehicle types while conducting routine traffic enforcement. CMV enforcement with and without inspections will be implemented.

For drivers transporting placarded amounts of HM, high crash corridors, crash days and times will be targeted, as well as speed and distracted driving. Collaboration with other MSP Divisions and local police departments will be utilized. Recurring roadside enforcement will be implemented in areas of concentration for the specific purpose of improving compliance with HMRs.

Enforcement of human trafficking, drug interdiction, and enforcement of OOS will also be priorities.

The scale of the targeted enforcement has grown tremendously with the additional funding provided via the BIL. As an example, in previous years enforcement was conducted on specific high crash corridors for short periods of time. This led to short term reductions in problematic driving behaviors, but after the enforcement concluded many of the behaviors resumed. The additional BIL funding enables the CVES to conduct ongoing enforcement on high crash corridors in addition to targeting more specific behaviors based on the crash data analysis.

Updated for FY2025

The MSP will continue to address high crash topics including excessive speed, impaired driving, distracted driving, occupant/driver restraint, driver fatigue, prohibited operation (DACH and Federal OOS violations) and other areas including high crash days and times. The CVES has a state-specific CVES objective regarding work zone crash reduction and the safety of workers. Extensive enforcement is being conducted of CMVs in work zones, as well as passenger vehicles within the immediate vicinity of CMVs in work zones, including

enforcement in the congested areas immediately before and after the work zones. Locations for this enforcement vary depending on where current work zones exist. The MSP works with MassDOT as part of its Strategic Highway Safety Plan specific to the work zone emphasis area. The pilot part-time truck team unit will be replenished and expanded. Existing task forces will expand to address driver distraction.

The MSP, with its partner UMassSafe, is studying where crashes with vulnerable road users (VRUs) occur as well as the characteristics of these crashes. This data will be utilized to increase enforcement of CMVs as well as non-CMV in the immediate vicinity of CMVs, that are operating in an unsafe manner whenever and wherever VRUs are most likely to be present.

The MSP will continue to review updated Title VI compliance requirements related to inspection selection and unbiased policing policies, and will conduct training to ensure nondiscrimination in our enforcement activities.

Enforcement of non-CMV operating unsafely around CMVs will continue at or below the 10% funding limit along with ongoing CMV enforcement both with and without an inspection in order to reduce crashes associated with speeding, distracted driving and the use of alcohol/other drugs along with other crash causation factors.

The scale of the targeted enforcement has grown tremendously with the additional funding provided via the Bipartisan Infrastructure Law (BIL). The additional funds enable the CVES part-time unit to be utilized further. In addition, non-CVES troopers are utilized via overtime to help conduct CMV traffic enforcement in high crash corridors and other selected areas. The CVES team has grown from 25 full-time sworn personnel to 31 full-time sworn personnel. In FY2024 through the third quarter, the MSP has conducted 155% of its projected goal of traffic enforcement inspections. In addition, the current catch rate is 98.15%.

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.

			Performance Goals		
Yes	No	Traffic Enforcement Activities	FY 2023	FY 2024	FY 2025
<input checked="" type="radio"/>	<input type="radio"/>	CMV with Inspection	10000	11000	11000
<input checked="" type="radio"/>	<input type="radio"/>	CMV Non-Inspection	600	650	
<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, new entrant safety audits, and CMV non-inspection traffic enforcements conducted in the State for Fiscal Years 2014 and 2015. The table below displays the information you input into this CVSP from those respective sections. The sum of your planned activities must equal or exceed the average number of 2014/2015 activities to be eligible to utilize Federal funding for Non-CMV traffic enforcement.

FY 2025 Planned Safety Activities					
Inspections	Investigations	New Entrant Safety Audits	CMV Non-Inspection Traffic Enforcement	Sum of FY 2025 Activities	Average 2014/15 Activities
21547	36	966	0	22549	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

Please verify your State's safety technology compliance levels with the ITD and PRISM programs, responsible agencies, and narrative overview. Do changes need to be made on this page for the upcoming fiscal year? Note: Before selecting "yes," make sure there are changes to be made as once selected, this answer cannot be changed.

- Yes, the information in this section must be updated. I understand that I must include the heading "Update for FY 2025" before adding my changes in the narrative section and then click "Save" to save the changes.
- No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary. If no is selected, this section will not be open for editing.

This section covers two of FMCSA's safety technology programs:

- Innovative Technology Deployment (ITD)
- Performance and Registration Information Systems Management (PRISM)

Please complete the information below to indicate your State's participation level in each program, along with specific information about how MCSAP Operations and Maintenance (O&M) funding is used to support each of these safety technology programs. **All O&M expenses for both ITD and PRISM must be included and described both in this section and in the appropriate section of Part 4, Financial Information.**

Innovative Technology Deployment (ITD)

The ITD program is a key component of the FMCSA's drive to improve commercial motor vehicle safety. The ITD program empowers States to apply cutting-edge technology to share data more effectively and improve roadway safety.

With the enhanced funding provided to each State as part of the Infrastructure Investment and Jobs Act (IIJA), certain technologies may be funded by MCSAP if certain criteria outlined below are met.

The technology:

- Is widely available not requiring any product development
- Can be fully deployed and operational within the period of performance
- Has a direct impact on CMV safety based on verified performance data
- Is outlined in a State's approved ITD Program Plan/Top Level Design (PP/TLD) if required

If there is a need for any technology development as part of a MCSAP project, and if the time to fully implement the technology exceeds the MCSAP period of performance, then the HP-ITD grant would be the appropriate source for federal funding. All ITD technology projects proposed will be reviewed by the ITD Program Office for eligibility determination.

ITD O&M is defined as costs associated with deployment projects that maintain and repair real property, or a system, based on its current status and abilities. O&M costs may also include memberships, fees, dues, program travel, and other related program costs that maintain or support deployment activities, as defined previously in the MCSAP Comprehensive Policy (MCP) section 5.2.

Performance and Registration Information Systems Management (PRISM)

FMCSA's PRISM program is a partnership with State CMV registration offices and law enforcement that improves highway safety by identifying and immobilizing commercial motor carriers that are prohibited from operating due to a Federal Out-of-Service (OOS) order. PRISM is a key component to FMCSA's mission to reduce the number of CMV crashes, injuries and fatalities in a rapidly expanding interstate motor carrier population. PRISM provides States a safety mechanism to identify and immobilize motor carriers with serious safety deficiencies and hold them accountable through registration and law enforcement sanctions. States may fund new PRISM system development, deployment, as well as Operations and Maintenance. Further information regarding full participation in PRISM can be found in the MCP Section 4.3.1.

PRISM O&M are costs associated with projects that improve CMV safety, maintain and/or advance PRISM levels. O&M costs may also include memberships, fees, dues, program travel, and other related program costs that maintain or support PRISM deployment activities. All PRISM technology projects proposed will be reviewed by the PRISM Program Manager for eligibility determination.

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, specific details must be included both in this section and in your Part 4 Spending Plan.

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

Available data sources:

- The [Innovative Technology Deployment \(ITD\) website](#) is a centralized repository for information that States should utilize to plan and implement effective ITD programs. ITD users can log in to query information from SAFER and other FMCSA systems, as well as access resources including recordings of previous webinars, conference materials, and web infrastructure technical specifications.
- The [PRISM Data and Safety Hub \(DASH\)](#) is an online workspace where State partners can log in to access reports, submit data, get materials to help implement PRISM and obtain information on the Level Up initiative.

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 ITD and PRISM 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 ITD and PRISM programs. Include a description of O&M costs for ITD and PRISM.

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

Performance Measurements and Monitoring: Describe all performance measures that will be used and include how the State will conduct ongoing monitoring of ITD and PRISM 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

Please review the description of your State’s public education and outreach activities, projected goals and monitoring. Do changes need to be made on this page for the upcoming fiscal year? Note: Before selecting “yes,” make sure there are changes to be made as once selected, this answer cannot be changed.

- Yes, the information in this section must be updated. I understand that I must include the heading "Update for FY 2025" before adding my changes in the narrative section and then click "Save" to save the changes.
- No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary. If no is selected, this section will not be open for editing.

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: 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 activities the State plans to conduct, including but not limited to passenger transportation, work zone safety, hazardous materials transportation, human trafficking/smuggling, and share the road safety initiatives. Include the number of personnel that will be participating in these efforts and any Public Education and Outreach activities that are not specifically listed in the Projected Goals table.

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.

FY2024 Update

Two changes/additions to the Public Education and Outreach plan are the inclusion of outreach and education campaigns promoting work zone safety and addressing social and cultural norms as a way of changing behavior.

Updated for FY2025

In addition to the safety topics outlined above, the MSP will conduct public education and outreach efforts regarding vulnerable road users, the dangers of speeding and high crash areas. Carrier safety talks, state trucking association meetings and state sponsored outreach events will be utilized. Furthermore, National safety campaigns and associated materials will be integrated into state-focused campaigns.

Finally, the MSP CVES will work with MassDOT and the EOPSS Highway Safety Division (HSD) to expand social media programming and develop a paid media campaign targeting 1) safe behavior of passenger cars around CMVs, 2) CMV safety in and around work zones 3) CMV safety in and around high crash areas and 4) safe CMV driving behaviors around vulnerable road users (VRUs). A review of the causes and circumstances of CMV crashes involving vulnerable road users will also be conducted and the findings will be utilized to guide the campaign.

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 type="radio"/>	<input checked="" 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)

Please review your State’s SSDQ compliance levels and Narrative Overview and identify if changes are needed for the upcoming fiscal year. Do changes need to be made on this page for the upcoming fiscal year? Note: Before selecting “yes,” make sure there are changes to be made as once selected, this answer cannot be changed.

- Yes, the information in this section must be updated. I understand that I must include the heading "Update for FY 2025" before adding my changes in the narrative section and then click "Save" to save the changes.
- No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary. If no is selected, this section will not be open for editing.

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). All O&M expenses for SSDQ must be included and described both in this section and in the appropriate section of the Financial Information in Part 4.

SSDQ Compliance Status

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

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

Available data sources:

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

Enter the agency name responsible for Data Quality: 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	Good	Good	Good	Good
Crash Timeliness	Good	Good	Good	Good
Crash Accuracy	Fair	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 FY2024 Update Snapshot date changed from 6/24/22 to 7/7/23

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.

FY2024 Update

Fatal Crash Completeness changed from Fair to Good.

Crash Accuracy changed from Good to Fair.

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. Include a description of all O&M costs for SSDQ.

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 Massachusetts State Police CVES unit conducts DataQ for the state on a weekly basis. Inspections/violations are reviewed, the Trooper that conducted the inspection, and their immediate supervisor are consulted, and depending on need, sometimes the body cam footage of the stop is reviewed. If the DataQ is denied, the submitter can appeal, and the DataQ will be reviewed again by three CVES member panel that are not involved with the inspection. If there is a further appeal, the FMCSA will be consulted. The goal is to answer each Data Q within 10 business days.

Program Activities FY 2023 - 2025: Describe how your State provides resources to conduct DataQs operations within your State, and how elevated/appeals requests are handled.***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

Please review the agency responsible for conducting New Entrant activities and the description of your State’s strategies, activities and monitoring. Do changes need to be made on this page for the upcoming fiscal year? Note: Before selecting “yes,” make sure there are changes to be made as once selected, this answer cannot be changed.

- Yes, the information in this section must be updated. I understand that I must include the heading "Update for FY 2025" before adding my changes in the narrative section and then click "Save" to save the changes.
- No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary. If no is selected, this section will not be open for editing.

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 (NEWS)	
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						
Number of Safety Audits/Non-Audit Resolutions	FY 2023		FY 2024		FY 2025	
	Interstate	Intrastate	Interstate	Intrastate	Interstate	Intrastate
# of Safety Audits (Onsite)	246	0	335	0	386	0
# of Safety Audits (Offsite)	574	0	620	0	580	0
# Group Audits	0	0	0	0	0	0
TOTAL Safety Audits	820	0	955	0	966	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. Describe how the State will reduce past due Safety Audits. 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.

FY2024 Update

The MSP CVES will strive to increase the number of New Entrant audits by 15% (from a projection of 830 to 955 for FY2024 and from 840 to 966 for FY2025). The Projected Goals table has been updated accordingly. In addition, the number of overdue New Entrant audits will be reduced with a goal of a 20% reduction.

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.

FY2024 Update

The MSP CVES has a robust interstate New Entrant safety audit program with new additional staff. New Entrant audits will be conducted using various methods as suggested in the Planning Memo. They will include the new entrant’s principal place of business, an agreed upon

location, group safety audits and offsite audits (with all program requirements met). In addition to conducting additional New Entrant audits, having additional staff will enable the MSP CVES to address and prevent overdue audits.

Updated for FY2025

With additional staff, the MSP will continue to reduce overdue New Entrant Safety Audits. However, the MSP full-time New Entrant trooper retired this year. While the position has been filled, it will take some time for this trooper to be fully brought up-to-date with the processes and practices.

Educational materials on crashes involving vulnerable road users, work zone crashes and high crash corridors will be provided during New Entrant Audits. In addition, findings of the UMassSafe CDL online survey - Understanding Safety Beliefs and Risky Behaviors of Drivers of Large Trucks - will be shared in presentations and/or print materials. Materials from the paid media and social media campaigns will also be provided.

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**Part 3 Section 1 - Overview**

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 national emphasis areas and priorities outlined in the MCSAP Planning Memorandum that do not fit well within any section in Part 2 – Crash Reduction.

States may include any State-specific objectives. For example, create an objective to provide refresher training to MCSAP funded personnel on detecting human trafficking and human smuggling in Section 5.

Specific goals and activities must be projected for the three fiscal year period (FYs 2023 - 2025).

Part 3 Section 2 - Enforcement of Federal OOS Orders during Roadside Activities

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

- Yes, the information in this section must be updated. I understand that I must include the heading "Update for FY 2025" before adding my changes in the narrative section and then click "Save" to save the changes.
- No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary. If no is selected, this section will not be open for editing.

Instructions:

FMCSA has established an Out-of-Service (OOS) catch rate of at least 85 percent for carriers operating while under a Federal **Imminent Hazard (IH) and unsatisfactory/unfit (UNSAT/UNFIT) OOS** order. If your catch rate is below 85 percent, States must develop performance goals and activities to meet the FMCSA threshold of at least 85 percent.

The OOS Catch Rate report is located on the [A&I Online website](#) in the Grants module. Select the OOS report from the Activity Dashboard to view your catch rate. Portal credentials are required to access this website.

Your State’s FY 2023 Federal IH and UNSAT/UNFIT OOS Catch Rate percentage: No Data Available

Data Source: Last completed fiscal year, FMCSA Motor Carrier Management Information System (MCMIS) and the Safety and Fitness Electronic Records (SAFER) as of 04/26/2024

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

Project Goal: Increase the IM and UNSAT/UNFIT OOS catch rate percentage to meet the FMCSA threshold of at least 85 percent.

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

FY2024 Update

FY2023 YTD (10/1/22-5/31/23) rate of OOS carriers identified is 81.82% but is based on only 22 OOS Carrier Inspections. However, trend fluctuations within these small sample sizes should be interpreted with caution.

Updated for FY2025

In FY2024 to date, the Massachusetts OOS catch rate (May 2024 results) is 98.15% compared to 87.10% at the end of FY2023. The goal of 93% has been surpassed. Furthermore, the percent of imminent hazard and unsatisfactory/unfit carriers identified is 100%.

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 the 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.

FY2024 Update

As it has done each year, the MSP CVES will work to strengthen its ability to identify and immobilize OOS carriers during enforcement activities by checking a carriers US DOT number or other identifiable information to verify operational status.

As outlined above, the necessary policies and trainings exist, with all available technologies being utilized to better identify OOS carriers. Quality assurance oversight is implemented by the MSP CVES Commander.

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 3 - Passenger Carrier Enforcement

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

- Yes, the information in this section must be updated. I understand that I must include the heading "Update for FY 2025" before adding my changes in the narrative section and then click "Save" to save the changes.
- No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary. If no is selected, this section will not be open for editing.

Instructions:

FMCSA requests that States conduct enhanced investigations for motor carriers of passengers and other high-risk carriers. 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.

FY2024 Update

The number of buses involved in fatal and non-fatal crashes increased from 234 in FY21 to 361 in FY22. In FY23 there have been 153 buses involved in fatal and non-fatal crashes.

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.

Updated for FY2025

The number of passenger carrier inspections conducted to date is 1,561 of the projected 1,570.

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.

Updated for FY2025

The MSP will fund the DPU to conduct additional passenger carrier inspections. In addition, the MSP will conduct regular passenger carrier enforcement task forces with the DPU.

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 4 - State Specific Objectives – Past

No updates are required for this section.

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 5 - State Specific Objectives – Future

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

- Yes, the information in this section must be updated. I understand that I must include the heading "Update for FY 2025" before adding my changes in the narrative section and then click "Save" to save the changes.
- No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary. If no is selected, this section will not be open for editing.

Instructions:

The State may include additional objectives from the national priorities or emphasis areas identified in the NOFO as applicable. In addition, the State may include any State-specific CMV problems identified in the State that will be addressed with MCSAP funding. Some examples may include human trafficking/smuggling initiatives, work zone safety details, 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. FY2024 Update In addition to conducting 700 truck inspections in or near work zones, the MSP CVES goal is to reduce the number of serious (injury/fatality resulting) CMV crashes in and around work zones by 15%, from 31 crashes in FFY22 (most recent data available) to fewer than 27 crashes by FFY25. Updated for FY2025 Challenges: Documenting CMV traffic enforcement/inspections in and near work zones is challenging therefore the number of such inspections documented is likely lower than the actual number of actual inspections conducted. Special study codes will be utilized to improve documentation of enforcement in work zones.

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). FY2024 Updates The Massachusetts plan to reduce the number of serious CMV crashes in work zones by 15% includes the targeting of both CMVs and non-CMV in the immediate vicinity of CMVs, operating in an unsafe manner. The focus will be in congested areas immediately before and after work zones as well as the work zones themselves. At the beginning of FY2024, the MSP CVES will work MassDOT and UMassSafe to identify the planned work zones and associated enforcement efforts. In addition the days of week and times of day will be examined and utilized in planning enforcement. PI&E activities will be implemented to advise the drivers and carriers about the dangers of CMV crashes in work zones. Updated for FY2025 The MSP, and its partner UMassSafe, will examine current trends and areas of high occurrence (roadway types, regions, etc.). This will be utilized to plan additional work zone enforcement targeting CMVs and non-CMV traffic in the immediate vicinity of work zones that are operating in an unsafe manner. Special study codes will be utilized to improve documentation of enforcement in work zones. CMV inspections will also be conducted in the vicinity of work zones when it is safe to do so. Social and paid media outreach will also target work zone safety.

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 justify 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 2025 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.
- A State's planned Federal and State share totals are each within \$5 of FMCSA's Federal and State share estimated amounts.
- A Territory's 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	\$8,005,913.00	\$421,364.00	\$8,427,277.00

Summary of MCSAP Funding Limitations	
Allowable amount for Lead MCSAP Agency Overtime without prior approval (15% of MCSAP Award Amount):	\$1,264,092.00
MOE Baseline:	\$335,450.37

Part 4 Section 2 - Personnel

Personnel costs are salaries for employees working directly on a project. Only salaries for employees of the lead MCSAP agency should be applied to personnel costs. Salaries for employees of subrecipients should be placed in Contractual and Subaward.

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 prior approval (15% of MCSAP Award Amount):	\$1,264,092.00



Warning status

Overtime Costs budgeted must be equal to or less than 15% of the MCSAP Award (plus \$5 allowed.) Please adjust the spending plan to reflect the allowable amount: \$1,264,092.00. If additional overtime is needed, please provide justification for FMCSA review and approval in the narrative 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
Research Analyst	1	100.0000	\$124,566.40	\$124,566.40	\$118,338.08	\$6,228.32	\$0.00
Program Coordinator	1	50.0000	\$149,760.40	\$74,880.20	\$71,136.18	\$3,744.02	\$0.00
Civilian Employee	1	100.0000	\$120,000.00	\$120,000.00	\$114,000.00	\$6,000.00	\$0.00
Sergeant	1	100.0000	\$234,349.60	\$234,349.60	\$222,632.12	\$11,717.48	\$0.00
Sergeant	1	100.0000	\$224,975.60	\$224,975.60	\$213,726.82	\$11,248.78	\$0.00
Trooper	1	100.0000	\$173,740.00	\$173,740.00	\$165,053.00	\$8,687.00	\$0.00
Trooper	1	100.0000	\$173,740.00	\$173,740.00	\$165,053.00	\$8,687.00	\$0.00
Lieutenant	1	60.0000	\$282,568.00	\$169,540.80	\$161,063.76	\$8,477.04	\$0.00
Sergeant	1	60.0000	\$251,915.60	\$151,149.36	\$143,591.89	\$7,557.47	\$0.00
Sergeant	1	60.0000	\$221,685.20	\$133,011.12	\$126,360.56	\$6,650.56	\$0.00
CVES Troopers	4	0.0000	\$335,451.00	\$0.00	\$0.00	\$0.00	\$335,451.00
Trooper	1	60.0000	\$157,794.00	\$94,676.40	\$89,942.58	\$4,733.82	\$0.00
Trooper	1	60.0000	\$173,740.00	\$104,244.00	\$99,031.80	\$5,212.20	\$0.00
Trooper	1	60.0000	\$154,594.00	\$92,756.40	\$88,118.58	\$4,637.82	\$0.00
Trooper	1	60.0000	\$146,567.20	\$87,940.32	\$83,543.30	\$4,397.02	\$0.00
Trooper	1	60.0000	\$173,740.00	\$104,244.00	\$99,031.80	\$5,212.20	\$0.00
Trooper	1	60.0000	\$169,581.60	\$101,748.96	\$96,661.51	\$5,087.45	\$0.00
Trooper	1	60.0000	\$169,581.60	\$101,748.96	\$96,661.51	\$5,087.45	\$0.00
Trooper	1	60.0000	\$173,740.00	\$104,244.00	\$99,031.80	\$5,212.20	\$0.00
Trooper	1	60.0000	\$173,740.00	\$104,244.00	\$99,031.80	\$5,212.20	\$0.00
Trooper	1	60.0000	\$157,794.00	\$94,676.40	\$89,942.58	\$4,733.82	\$0.00
Administrative Coordinator	1	100.0000	\$135,494.40	\$135,494.40	\$128,719.68	\$6,774.72	\$0.00
Subtotal: Salary				\$2,705,970.92	\$2,570,672.35	\$135,298.57	\$335,451.00
Overtime Project Costs							
Lieutenant	1	100.0000	\$63,577.80	\$63,577.80	\$63,577.80	\$0.00	\$0.00
Administrative	2	100.0000	\$19,754.06	\$39,508.12	\$39,508.12	\$0.00	\$0.00
Research Analyst	1	100.0000	\$15,000.00	\$15,000.00	\$15,000.00	\$0.00	\$0.00
Sergeant	4	100.0000	\$52,500.00	\$210,000.00	\$210,000.00	\$0.00	\$0.00
Trooper	26	100.0000	\$40,000.00	\$1,040,000.00	\$1,040,000.00	\$0.00	\$0.00
Trooper	12	100.0000	\$28,800.00	\$345,600.00	\$345,600.00	\$0.00	\$0.00
Subtotal: Overtime				\$1,713,685.92	\$1,713,685.92	\$0.00	\$0.00
TOTAL: Personnel				\$4,419,656.84	\$4,284,358.27	\$135,298.57	\$335,451.00
Accounting Method:	Cash						

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

Costs are based upon FMCSA policies and guidance, the FMCSA grants manuals, and OMB circulars. MCSAP activities delineated in this eCVSP are funded by MCSAP funds. Without MCSAP funding, these activities would not be conducted. The State Police has adequate policies and monitoring to ensure compliance with federal grant rules. There are 3 civilian and 31 sworn personnel (1 Lieutenant, 4 Sergeants, 26 Troopers) presently assigned to the Commercial Vehicle Enforcement Section.

The salary amounts are based on two years (40 pay periods/20 months).

Funding for staffing is provided in the following manner:

- 1 Full-time civilian administrative coordinator is assigned to MCSAP activities 100% of the time (37.5 hours/week)
- 1 Full-time civilian program coordinator is assigned to MCSAP activities 50% of the time (18.75 hours/week)
- 1 Full-time civilian research analyst is assigned to MCSAP activities 100% of the time. (37.5 hours/week)
- 1 Lieutenant, 2 Sergeants and 10 Troopers are assigned to MCSAP activities 60% of the time.
- 2 Sergeants and 2 Troopers are assigned to MCSAP activities 100% of the time. (40 hours/week)

All personnel work an average of 8 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 Premium Time calculation is regular time plus a 50% premium. The overtime calculation allows for approximately 12 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.

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
Payroll Tax - All	1.6200	100.0000	\$4,419,656.84	\$71,598.44	\$69,406.60	\$2,191.84	\$0.00
Program Coordinator	43.4300	50.0000	\$149,760.40	\$32,520.47	\$30,894.45	\$1,626.02	\$0.00
Administrative Coordinator	43.4300	100.0000	\$135,494.40	\$58,845.21	\$55,902.95	\$2,942.26	\$0.00
Lieutenant	63.0000	60.0000	\$282,568.00	\$106,810.70	\$101,470.16	\$5,340.54	\$0.00
Trooper	63.0000	60.0000	\$1,650,872.40	\$624,029.76	\$592,828.27	\$31,201.49	\$0.00
Trooper	63.0000	100.0000	\$347,480.00	\$218,912.40	\$207,966.78	\$10,945.62	\$0.00
Civilian Employee	43.4300	100.0000	\$120,000.00	\$52,116.00	\$52,116.00	\$0.00	\$0.00
Sergeant	63.0000	60.0000	\$473,600.80	\$179,021.10	\$170,070.04	\$8,951.06	\$0.00
Sergeant	63.0000	100.0000	\$459,325.20	\$289,374.87	\$274,906.13	\$14,468.74	\$0.00
Research Anaylst	43.4300	100.0000	\$124,566.40	\$54,099.18	\$51,394.22	\$2,704.96	\$0.00
TOTAL: Fringe Benefits				\$1,687,328.13	\$1,606,955.60	\$80,372.53	\$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 Proposed Civilian Fringe rate effective 7/1/2024 is 43.43%.

The Proposed Sworn Fringe rate effective 7/1/2024 is 63.00%.

Fringe benefit is only assessed against regular salary.
The Proposed Payroll Tax rate effective 7/1/2024 is 1.62%.
Payroll tax is assessed against both regular salary and overtime.
The first line is the 1.62% payroll tax that is assessed on all payroll.
The Proposed FY24 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 §200.475](#).

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	2	5	100.0000	\$6,000.00	\$6,000.00	\$0.00	\$0.00
NTC Recertification Class	4	5	100.0000	\$10,000.00	\$10,000.00	\$0.00	\$0.00
CVSA Spring Workshop	4	5	100.0000	\$10,000.00	\$10,000.00	\$0.00	\$0.00
CVSA Fall Conference	4	5	100.0000	\$10,000.00	\$10,000.00	\$0.00	\$0.00
COHMED	3	5	100.0000	\$7,500.00	\$7,500.00	\$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	\$5,000.00	\$5,000.00	\$0.00	\$0.00
Crash Investigation Training	2	5	100.0000	\$4,000.00	\$4,000.00	\$0.00	\$0.00
New Entrant Certification Training	2	5	100.0000	\$4,000.00	\$4,000.00	\$0.00	\$0.00
Compliance Review School	1	14	100.0000	\$8,000.00	\$8,000.00	\$0.00	\$0.00
TOTAL: Travel				\$68,500.00	\$68,500.00	\$0.00	\$0.00

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

Travel funds are allocated to support conference and training attendance directly related to MCSAP activities. These include the following:

Training courses required for Troopers to become NTC Instructors or to recertify as NTC Presenters or Instructors

- NTC Instructor Development Course (2 officers)
- NTC Recertification Classes (4 officers)

Commercial Vehicle Safety Alliance Events

- CVSA Spring Workshop in Chicago, IL, April 2026 (4 officers)
- CVSA Annual Fall Conference in Orlando, FL, September 2026 (4 officers)

Cooperative Hazardous Materials Enforcement Development Conference

- COHMED Conference in Costa Mesa, CA, January 2025 (3 officers)

North American Inspectors Championship participation includes training and collaboration on latest commercial motor vehicle safety trends, technology, and inspection procedures

- NAIC in Pittsburgh, PA, August 2026 (2 officers)

FMCSA Grants Conference to receive updates on MCSAP and collaborate with other states and FMCSA staff on planning for ongoing and upcoming Commercial Motor Vehicle Safety activities (3 officers/staff)

Florida Highway Patrol Academy (or similar) Advanced CMV Post Crash investigation course focused on CMV vehicle inspection in severe crashes. The FHPA course is conducted over 14 days. This covers analytic methods for determining braking efficiency (2 officers). Estimates are based on a review of current travel and lodging rates. It is estimated that travel for 5 days/4 nights will cost approximately \$2,500/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. Rates are also based on lowest cost air fare, government rate hotels, and the current state per diem rate.

New Entrant Certification investigation training to learn examination of a new motor carrier's operations and its compliance with Federal Motor Carrier Safety Regulations (FMCSR) and applicable Hazardous Materials Regulations (HMR). (2 officers)

Compliance Review School - send one Trooper to FMCSA Compliance Review Course on how to conduct a compliance review of a motor carrier's operations in a manner that assures that no violations are missed, overlooked, or unrecorded. The MSP currently works with DPU staff who are certified to conduct these reviews.

All travel expenses are conducted in accordance with the Massachusetts State Employee travel policy. Travel estimates are based on a review of current travel and lodging rates. It is estimated that travel for 5 days/4 nights will cost approximately \$2,500/person. Rates are also based on lowest cost air fare, government rate hotels, and the current state per diem rate.

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 equipment threshold amount. To refer to Capital assets, Computing devices, General purpose equipment, Information technology systems, Special purpose equipment, and Supplies see [2 CFR § 200.1](#) Definitions.

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 how many of each item, the full cost of each item, and the percentage of time this item will be dedicated to MCSAP activities.

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
Crash Reconstruction Equipment	1	\$25,000.00	100	\$25,000.00	\$25,000.00	\$0.00	\$0.00
Tire Anomaly System	2	\$150,000.00	100	\$300,000.00	\$300,000.00	\$0.00	\$0.00
Message Board	1	\$25,000.00	100	\$25,000.00	\$25,000.00	\$0.00	\$0.00
Truck Caps & Equipment	4	\$5,000.00	100	\$20,000.00	\$20,000.00	\$0.00	\$0.00
Cruiser Vehicles	3	\$85,000.00	100	\$255,000.00	\$255,000.00	\$0.00	\$0.00
TOTAL: Equipment				\$625,000.00	\$625,000.00	\$0.00	\$0.00
Equipment threshold is greater than \$5,000.							

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

The requested equipment is necessary to conduct enforcement under the CMV traffic enforcement program.

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 an 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.

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 2 weigh station locations on the Massachusetts Turnpike. Cost estimate is based on a preliminary quote of \$150,000 per location.

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

Cruisers/Marked vehicles for MCSAP staff. 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 Chevy Tahoes with the full equipment package at a cost of \$85,000 each.

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

Part 4 Section 6 - Supplies

Supplies means all tangible property other than that described in Equipment in [2 CFR §200.1](#) Definitions. 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.

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
IPads/Tablets	5 ea	\$500.00	100.0000	\$2,500.00	\$2,500.00	\$0.00	\$0.00
Printers, Inverters and Mounts	10 each	\$4,000.00	100.0000	\$40,000.00	\$40,000.00	\$0.00	\$0.00
Office Supplies	1 ea	\$12,329.00	100.0000	\$12,329.00	\$12,329.00	\$0.00	\$0.00
Uniforms	32 each	\$1,562.50	100.0000	\$50,000.00	\$50,000.00	\$0.00	\$0.00
Supplies for vehicles	25 ea	\$600.00	100.0000	\$15,000.00	\$15,000.00	\$0.00	\$0.00
Laptops	6 each	\$4,500.00	100.0000	\$27,000.00	\$27,000.00	\$0.00	\$0.00
Scanners	31 each	\$150.00	100.0000	\$4,650.00	\$4,650.00	\$0.00	\$0.00
Supplies for Inspections	5 each	\$500.00	100.0000	\$2,500.00	\$2,500.00	\$0.00	\$0.00
Supplies for Engine Downloads	100 each	\$10.00	100.0000	\$1,000.00	\$1,000.00	\$0.00	\$0.00
TOTAL: Supplies				\$154,979.00	\$154,979.00	\$0.00	\$0.00

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

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. Troopers will have the ability to take and upload photos onsite with the tablet, improving timeliness and completeness of inspection documentation.

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 include flood/spotlights, push bumpers, gun safes, 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.

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.

Scanners will be provided for MCSAP Troopers' vehicles so that documentation can be scanned on site for inclusion with inspection report, and originals returned to the driver. This will improve completeness of inspection documentation.

Portable heaters and tents will be used at pop-up inspection locations during inclement weather.

Engine downloads require that USB flashdrives be loaded with the vehicle engine data and mailed back to the software vendor (Synercon) for analysis.

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 §200.1 Definitions). All contracts issued under a Federal award must comply with the procurement standards described in 2 CFR §200.317, 2 CFR §200.318, and Appendix II to Part 200.

Note: Contracts are separate and distinct from subawards; see 2 CFR §200.331 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 §200.1 Definitions and 2 CFR §200.331).

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 §200.1 Definitions).

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 non-proprietary identifier that replaced 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
UMASS	VGJHK59NMPK9	Contract	100.0000	\$200,000.00	\$200,000.00	\$0.00	\$0.00
Description of Services: Data Analysis							
State Vendor	unknown	Contract	0.0000	\$0.00	\$0.00	\$0.00	\$0.00
Description of Services: ALPR Support and Maintenance							
State Vendor	unknown	Contract	100.0000	\$25,000.00	\$25,000.00	\$0.00	\$0.00
Description of Services: Public Service Messaging Campaigns							
State Vendor	SHI	Contract	100.0000	\$70,000.00	\$70,000.00	\$0.00	\$0.00
Description of Services: Iteris "INSPECT" Subscription							
Department of Public Utilities	L51XALPDNZR4	Subrecipient	100.0000	\$75,000.00	\$75,000.00	\$0.00	\$0.00
Description of Services: Passenger Vehicle Task Force Inspections							
TOTAL:				\$370,000.00	\$370,000.00	\$0.00	\$0.00
Contractual and Subaward							

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

UMassSafe provides data analysis for MCSAP activities in Massachusetts. This includes management of a database 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 MSP's ALPR database. ALPRs are used to find out-of-service or high ISS score carriers roadside. **9/30/2025: ALPR support is no longer needed. Removed from budget.**

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 human trafficking, 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.

Iteris INSPECT software is used for commercial vehicle inspections, receives reports and data from FMCSA, IRP, INC. and other designated data centers/sources and transfers Data to or from applicable Data centers/sources.

The Mass Department of Public Utilities will provide passenger vehicle task force inspections in collaboration with MSP CVES Troopers. **9/30/2025: Increased federal share of DPU budget to reflect expanded participation on inspections.**

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 §200.1](#) Definitions) 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. For more information, please see [2 CFR § 200.414](#) Indirect (F&A) costs.

- **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)	16.24	\$4,284,358.29	\$695,779.78	\$695,779.78	\$0.00
TOTAL: Indirect Costs			\$695,779.78	\$695,779.78	\$0.00

Other Costs Project Costs							
Item Name	# of Units/ Unit of Measurement	Cost per Unit	% of Time on MCSAP Grant	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
Training costs - Engine download software	1 ea	\$16,000.00	100.0000	\$16,000.00	\$16,000.00	\$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	\$185,000.00	100.0000	\$185,000.00	\$85,000.00	\$100,000.00	\$0.00
Mail Machine Postage	24 Each	\$180.83	100.0000	\$4,339.92	\$4,339.92	\$0.00	\$0.00
CVSA DUES	2 EACH	\$13,000.00	100.0000	\$26,000.00	\$26,000.00	\$0.00	\$0.00
Conference Costs CVSA	10 each	\$600.00	100.0000	\$6,000.00	\$6,000.00	\$0.00	\$0.00
CVSA Decals	8 each	\$250.00	100.0000	\$2,000.00	\$2,000.00	\$0.00	\$0.00
Engine Download Subscription	1 ea	\$6,000.00	100.0000	\$6,000.00	\$6,000.00	\$0.00	\$0.00
Light Towers for Weigh Stations	2 ea	\$25,000.00	100.0000	\$50,000.00	\$50,000.00	\$0.00	\$0.00
Vehicle Maintenance	1 ea	\$105,692.93	100.0000	\$105,692.93	\$0.00	\$105,692.93	\$0.00
TOTAL: Other Costs				\$406,032.85	\$200,339.92	\$205,692.93	\$0.00

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

Training Registrations and Fees

Engine Download Software Training – Training for engine download software is needed for investigating crashes involving CMVs. CVES personnel will be trained to access and interpret CMV data from vehicle system engines and systems. 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.

Human Trafficking Training - Training for human trafficking is needed for troopers stopping and inspecting CMVs can identify the indicators and trends of human traffickers. 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.

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. **9/30/2025: Reduced federal share.**

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

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

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

CVSA Decals for vehicles that have passed inspection.

Engine Download subscription is for licenses to access the engine download software.

Portable light towers will be used at inspection stations to provide reliable and dependable lighting on the jobsite.

Ongoing vehicle maintenance costs for cruisers assigned to the CVES Troopers are performed by the MSP's Fleet Section and include oil changes, brake repairs, transmission overhauls, tire replacement, etc. **9/30/2025: Reduced state share.**

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	\$8,005,913.00	\$421,364.00	\$8,427,277.00

Summary of MCSAP Funding Limitations	
Allowable amount for Lead MCSAP Agency Overtime without prior approval (15% of MCSAP Award Amount):	\$1,264,092.00
MOE Baseline:	\$335,450.37

Estimated Expenditures				
Personnel				
	Federal Share	State Share	Total Project Costs (Federal + Share)	MOE
Research Analyst	\$118,338.08	\$6,228.32	\$124,566.40	\$0.00
Program Coordinator	\$71,136.18	\$3,744.02	\$74,880.20	\$0.00
Civilian Employee	\$114,000.00	\$6,000.00	\$120,000.00	\$0.00
Sergeant	\$222,632.12	\$11,717.48	\$234,349.60	\$0.00
Sergeant	\$213,726.82	\$11,248.78	\$224,975.60	\$0.00
Trooper	\$165,053.00	\$8,687.00	\$173,740.00	\$0.00
Trooper	\$165,053.00	\$8,687.00	\$173,740.00	\$0.00
Lieutenant	\$161,063.76	\$8,477.04	\$169,540.80	\$0.00
Sergeant	\$143,591.89	\$7,557.47	\$151,149.36	\$0.00
Sergeant	\$126,360.56	\$6,650.56	\$133,011.12	\$0.00
CVES Troopers	\$0.00	\$0.00	\$0.00	\$335,451.00
Trooper	\$89,942.58	\$4,733.82	\$94,676.40	\$0.00
Trooper	\$99,031.80	\$5,212.20	\$104,244.00	\$0.00
Trooper	\$88,118.58	\$4,637.82	\$92,756.40	\$0.00
Trooper	\$83,543.30	\$4,397.02	\$87,940.32	\$0.00
Trooper	\$99,031.80	\$5,212.20	\$104,244.00	\$0.00
Trooper	\$96,661.51	\$5,087.45	\$101,748.96	\$0.00
Trooper	\$96,661.51	\$5,087.45	\$101,748.96	\$0.00
Trooper	\$99,031.80	\$5,212.20	\$104,244.00	\$0.00
Trooper	\$99,031.80	\$5,212.20	\$104,244.00	\$0.00
Trooper	\$89,942.58	\$4,733.82	\$94,676.40	\$0.00
Administrative Coordinator	\$128,719.68	\$6,774.72	\$135,494.40	\$0.00
Salary Subtotal	\$2,570,672.35	\$135,298.57	\$2,705,970.92	\$335,451.00
Lieutenant	\$63,577.80	\$0.00	\$63,577.80	\$0.00
Administrative	\$39,508.12	\$0.00	\$39,508.12	\$0.00
Research Analyst	\$15,000.00	\$0.00	\$15,000.00	\$0.00
Sergeant	\$210,000.00	\$0.00	\$210,000.00	\$0.00
Trooper	\$1,040,000.00	\$0.00	\$1,040,000.00	\$0.00
Trooper	\$345,600.00	\$0.00	\$345,600.00	\$0.00
Overtime subtotal	\$1,713,685.92	\$0.00	\$1,713,685.92	\$0.00
Personnel total	\$4,284,358.27	\$135,298.57	\$4,419,656.84	\$335,451.00

Fringe Benefits				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Payroll Tax - All	\$69,406.60	\$2,191.84	\$71,598.44	\$0.00
Program Coordinator	\$30,894.45	\$1,626.02	\$32,520.47	\$0.00
Administrative Coordinator	\$55,902.95	\$2,942.26	\$58,845.21	\$0.00
Lieutenant	\$101,470.16	\$5,340.54	\$106,810.70	\$0.00
Trooper	\$592,828.27	\$31,201.49	\$624,029.76	\$0.00
Trooper	\$207,966.78	\$10,945.62	\$218,912.40	\$0.00
Civilian Employee	\$52,116.00	\$0.00	\$52,116.00	\$0.00
Sergeant	\$170,070.04	\$8,951.06	\$179,021.10	\$0.00
Sergeant	\$274,906.13	\$14,468.74	\$289,374.87	\$0.00
Research Anaylst	\$51,394.22	\$2,704.96	\$54,099.18	\$0.00
Fringe Benefits total	\$1,606,955.60	\$80,372.53	\$1,687,328.13	\$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	\$10,000.00	\$0.00	\$10,000.00	\$0.00
CVSA Spring Workshop	\$10,000.00	\$0.00	\$10,000.00	\$0.00
CVSA Fall Conference	\$10,000.00	\$0.00	\$10,000.00	\$0.00
COHMED	\$7,500.00	\$0.00	\$7,500.00	\$0.00
NAIC	\$4,000.00	\$0.00	\$4,000.00	\$0.00
FMCSA Annual Grants Conference	\$5,000.00	\$0.00	\$5,000.00	\$0.00
Crash Investigation Training	\$4,000.00	\$0.00	\$4,000.00	\$0.00
New Entrant Certification Training	\$4,000.00	\$0.00	\$4,000.00	\$0.00
Compliance Review School	\$8,000.00	\$0.00	\$8,000.00	\$0.00
Travel total	\$68,500.00	\$0.00	\$68,500.00	\$0.00

Equipment				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Crash Reconstruction Equipment	\$25,000.00	\$0.00	\$25,000.00	\$0.00
Tire Anomaly System	\$300,000.00	\$0.00	\$300,000.00	\$0.00
Message Board	\$25,000.00	\$0.00	\$25,000.00	\$0.00
Truck Caps & Equipment	\$20,000.00	\$0.00	\$20,000.00	\$0.00
Cruiser Vehicles	\$255,000.00	\$0.00	\$255,000.00	\$0.00
Equipment total	\$625,000.00	\$0.00	\$625,000.00	\$0.00

Supplies				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
IPads/Tablets	\$2,500.00	\$0.00	\$2,500.00	\$0.00
Printers, Inverters and Mounts	\$40,000.00	\$0.00	\$40,000.00	\$0.00
Office Supplies	\$12,329.00	\$0.00	\$12,329.00	\$0.00
Uniforms	\$50,000.00	\$0.00	\$50,000.00	\$0.00
Supplies for vehicles	\$15,000.00	\$0.00	\$15,000.00	\$0.00
Laptops	\$27,000.00	\$0.00	\$27,000.00	\$0.00
Scanners	\$4,650.00	\$0.00	\$4,650.00	\$0.00
Supplies for Inspections	\$2,500.00	\$0.00	\$2,500.00	\$0.00
Supplies for Engine Downloads	\$1,000.00	\$0.00	\$1,000.00	\$0.00
Supplies total	\$154,979.00	\$0.00	\$154,979.00	\$0.00

Contractual and Subaward				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
UMASS	\$200,000.00	\$0.00	\$200,000.00	\$0.00
State Vendor	\$0.00	\$0.00	\$0.00	\$0.00
State Vendor	\$25,000.00	\$0.00	\$25,000.00	\$0.00
State Vendor	\$70,000.00	\$0.00	\$70,000.00	\$0.00
Department of Public Utilities	\$75,000.00	\$0.00	\$75,000.00	\$0.00
Contractual and Subaward total	\$370,000.00	\$0.00	\$370,000.00	\$0.00

Other Costs				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Training costs - Engine download software	\$16,000.00	\$0.00	\$16,000.00	\$0.00
Training costs - Human Trafficking	\$5,000.00	\$0.00	\$5,000.00	\$0.00
Fuel for cruisers	\$85,000.00	\$100,000.00	\$185,000.00	\$0.00
Mail Machine Postage	\$4,339.92	\$0.00	\$4,339.92	\$0.00
CVSA DUES	\$26,000.00	\$0.00	\$26,000.00	\$0.00
Conference Costs CVSA	\$6,000.00	\$0.00	\$6,000.00	\$0.00
CVSA Decals	\$2,000.00	\$0.00	\$2,000.00	\$0.00
Engine Download Subscription	\$6,000.00	\$0.00	\$6,000.00	\$0.00
Light Towers for Weigh Stations	\$50,000.00	\$0.00	\$50,000.00	\$0.00
Vehicle Maintenance	\$0.00	\$105,692.93	\$105,692.93	\$0.00
Other Costs total	\$200,339.92	\$205,692.93	\$406,032.85	\$0.00

Total Costs				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Subtotal for Direct Costs	\$7,310,132.79	\$421,364.03	\$7,731,496.82	\$335,451.00
Indirect Costs	\$695,779.78	\$0.00	\$695,779.78	NA
Total Costs Budgeted	\$8,005,912.57	\$421,364.03	\$8,427,276.60	\$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	\$8,005,913.00	\$421,364.00	\$8,427,277.00

Summary of MCSAP Funding Limitations	
Allowable amount for Lead MCSAP Agency Overtime without prior approval (15% of MCSAP Award Amount):	\$1,264,092.00
MOE Baseline:	\$335,450.37



Warning status

Overtime Costs budgeted must be equal to or less than the 15% of the MCSAP Award (plus \$5 allowed). Please adjust the spending plan to reflect the allowable amount: \$1,264,092.00. If additional overtime is needed, please provide justification for FMCSA review and approval in the narrative section.

Estimated Expenditures				
	Federal Share	State Share	Total Project Costs (Federal + State)	Planned MOE Costs
;;;Salary Subtotal	\$2,570,672.35	\$135,298.57	\$2,705,970.92	\$335,451.00
;;;Overtime Subtotal	\$1,713,685.92	\$0.00	\$1,713,685.92	\$0.00
Personnel Total	\$4,284,358.27	\$135,298.57	\$4,419,656.84	\$335,451.00
Fringe Benefits Total	\$1,606,955.60	\$80,372.53	\$1,687,328.13	\$0.00
Travel Total	\$68,500.00	\$0.00	\$68,500.00	\$0.00
Equipment Total	\$625,000.00	\$0.00	\$625,000.00	\$0.00
Supplies Total	\$154,979.00	\$0.00	\$154,979.00	\$0.00
Contractual and Subaward Total	\$370,000.00	\$0.00	\$370,000.00	\$0.00
Other Costs Total	\$200,339.92	\$205,692.93	\$406,032.85	\$0.00
	95% Federal Share	5% State Share	Total Project Costs (Federal + State)	Planned MOE Costs
Subtotal for Direct Costs	\$7,310,132.79	\$421,364.03	\$7,731,496.82	\$335,451.00
Indirect Costs	\$695,779.78	\$0.00	\$695,779.78	NA
Total Costs Budgeted	\$8,005,912.57	\$421,364.03	\$8,427,276.60	\$335,451.00

Part 5 - Certifications and Documents**Part 5 Section 1 - Overview**

Part 5 includes electronic versions of specific requirements, certifications and documents that a State must agree to and abide by 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.

These certifications must be completed and signed on an annual basis.

Part 5 Section 2 - 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 Geoffrey D. Noble
2. What is this person's title? Superintendent
3. Who is your Governor's highway safety representative? Jonathan Gulliver
4. What is this person's title? Highway Administrator

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

- Yes
- Yes, uploaded certification document
- No

State Certification declaration:

I, Colonel Geoffrey D. Noble, 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 3 - 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 John E. Mawn Jr.
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/john.mawn@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 John E. Mawn Jr., certify that MASSACHUSETTS 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 4 - New Laws/Legislation/Policy Impacting CMV Safety

The State will provide answers to the questions below regarding any new laws, regulations, or policy that impacts CMV safety since the last CVSP or annual update that was submitted.

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



Commonwealth of Massachusetts

OFFICE OF THE COMPTROLLER

ONE ASHBURTON PLACE, 9TH FLOOR
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MACOMPTROLLER.ORG



WILLIAM McNAMARA
COMPTROLLER

April 22, 2024

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

Dear Ms. Small:

The enclosed negotiation agreement involving the FY2025 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 FY2025 rate of 16.24% of regular employee salaries (subsidiary AA object code expenditures) beginning with Period 01 (July), BFY2025. The last approved rate of 22.50% currently in effect will expire at that time.

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

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

Sincerely,

Kristin Lacroix
Chief Accounting Officer/Assistant Comptroller