

Commonwealth of Massachusetts



Massachusetts Highway Safety Performance Plan

Federal Fiscal Year 2007

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Acknowledgments

Any loss or injury on our roadways is one too many. The Massachusetts Highway Safety Performance Plan recognizes that traffic crashes are preventable, and that Massachusetts is committed to reducing the number of fatalities, injuries, and economic loss resulting from these crashes.

I acknowledge the contributions and thank the staff of the Governor's Highway Safety Bureau, a program of the Executive Office of Public Safety, for their efforts in the development and implementation of the Highway Safety Performance Plan:

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The hard work and dedication by the Governor's Highway Safety Bureau staff to the issues of highway safety have resulted in safer roadways in Massachusetts, including a four-year increase in safety belt use and a four-year decrease in alcohol-related fatalities.

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Secretary of Public Safety and Governor's Representative for Highway Safety
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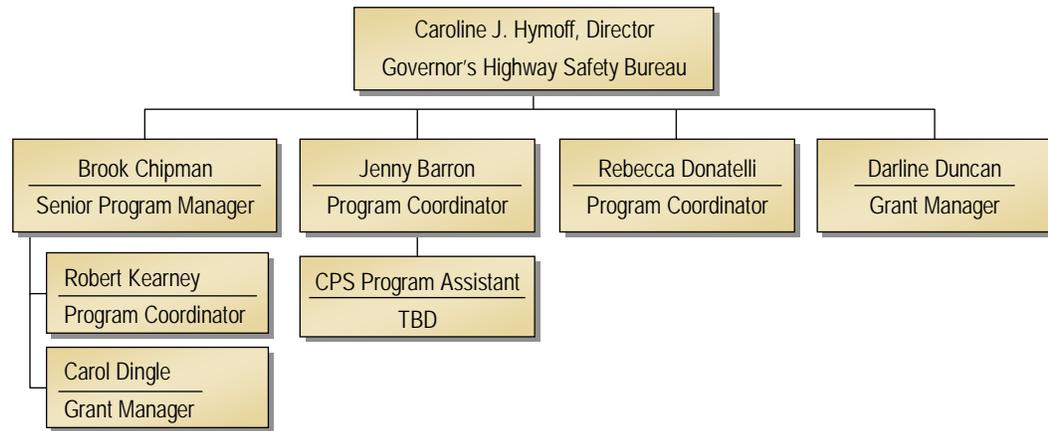
1.0 Introduction

1.1 HIGHWAY SAFETY PLANNING PROCESS CALENDAR

January-March	Review progress of FFY 2006 programs with staff as well as Federal, state, and local data and analyses to identify FFY 2007 key program areas. Review NHTSA regional response to the FFY 2005 Annual Report and recent NHTSA Assessments. Review spending patterns and revenue estimates.
April-May	Conduct series of strategic planning/listening sessions with staff and key stakeholders to create specific plans and projects within each program area.
June-July	Draft the Performance Plan for review and approvals. Conduct pre-submission meeting with NHTSA Region. Obtain any updates to previously reviewed Federal, state, and local data and analyses.
August	Submit the final Performance Plan to NHTSA and FHWA.
September	Conduct Bidders Conferences and begin to issue Requests for Responses/Quotes and Applications for Grant Funding based on availability of Federal funding.
October	Implement grants and contracts. Begin work on the FFY 2006 Annual Report.

1.2 GHSB ORGANIZATIONAL CHART

Figure 1.1 Governor's Highway Safety Bureau



1.3 MISSION STATEMENT

The mission of the Governor's Highway Safety Bureau (GHSB) is to reduce fatalities, injuries, and economic losses from motor vehicle crashes on Massachusetts roadways.

1.4 EXECUTIVE SUMMARY

Within the Commonwealth of Massachusetts, the GHSB, a program of the Executive Office of Public Safety (EOPS), is responsible for planning, implementing, and evaluating highway safety projects with Federal funds. The GHSB also works to coordinate the efforts of Federal, state, and local organizations involved in highway safety in Massachusetts.

This Massachusetts Highway Safety Performance Plan (HSPP) for Federal Fiscal Year 2007 serves as the Commonwealth of Massachusetts' application to the National Highway Traffic Safety Administration (NHTSA) for Federal funds available under Section 402 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). This HSPP also reflects programs that will be conducted with grant funds under remaining pre-SAFETEA-LU funds. Other funding sources include an EOPS/GHSB contract with NHTSA for the FARS projects. The GHSB receives additional funding from the Office of Juvenile Justice Delinquency Prevention (OJJDP) to enforce underage drinking laws and to conduct related educational programs.

The GHSB uses a data-driven and strategic planning approach to accomplish its mission. The HSPP first outlines the problem identification process and data

sources used to identify as well as prioritize the highway safety program areas to be addressed by the GHSB in FFY 2007. The HSPP then presents in detail the data and analyses that support the selection of the key program areas. For each key program area there follows specific problem identification information that is used to support appropriate goals, objectives and performance measures. The next section of the HSPP has related project tasks for all program areas as well as the GHSB's program management functions. The specific dollar amounts for each task provided in this section are for planning purposes only, subject to change, and based on the availability of the applicable Federal funds. Overall budget information as well as state certifications and assurances are at the end of the HSPP.

The overall goal of the GHSB's FFY 2007 work is to reduce the Massachusetts fatality rate per 100 million vehicle miles traveled (VMT) from 0.87 in 2004 to 0.83 in 2007. While Massachusetts had the lowest motor vehicle fatality rate per 100 million VMT in the nation in 2004, we continue to work towards zero fatalities on our roadways. NHTSA has a national goal of no more than one fatality per 100 million VMT by 2008.

FFY 2006 Highlights

- The Romney-Healey Administration successfully worked with the Legislature to pass "Melanie's Law" to toughen the Commonwealth's laws against repeat drunk drivers in October 2005.
- Massachusetts has experienced a four-year decline in alcohol-related fatalities from 228 in 2001 to 171 in 2005.
- The GHSB contributed grant funds to help the Massachusetts State Police obtain a Breath Alcohol Testing (BAT) Mobile in May 2006. As of mid-August, the BAT Mobile has participated in six checkpoints resulting in 39 arrests.
- While the Massachusetts Legislature elected again not to support a primary safety belt law, public support by the Romney-Healey Administration and an active grass roots coalition created an even greater effort to pass this critical safety legislation.
- The June 2006 statewide safety belt survey showed Massachusetts added an additional two percentage points to reach a use rate of 67 percent. The June 2006 survey certification was submitted to NHTSA in August 2006. Since implementing *Click It or Ticket* in 2002, the rate has increased 16 percent.
- GHSB served on the Executive Leadership Committee and was an active participant in the MassHighway-led effort to develop the Commonwealth's first Strategic Highway Safety Plan for Massachusetts that will become effective in FFY 2007.
- The GHSB worked closely with a growing number of Federal, State, and local partners to continue its successful statewide series of *Click It or Ticket* (CIOT),

You Drink & Drive. You Lose. (YD&DYL), and Road Respect (RR) Mobilizations.

- The GHSB achieved an all time record of traffic enforcement and/or education and equipment grant awards with 271 out of 351 municipal and campus police departments participating in its CIOT, YD&DYL, and RR Mobilizations. An additional 27 departments signed up to support these mobilizations on a voluntary basis.
- To assist its mobilization efforts, the GHSB expanded its Law Enforcement Liaison (LEL) Program and its efforts to impact the increasingly diverse population of Massachusetts.
- The GHSB and its partners continued to implement key suggestions from the 2005 NHTSA Impaired Driving Assessment.
- In conjunction with its new traffic records contractor and the Massachusetts Traffic Records Coordinating Committee (TRCC), the GHSB was able to restart and enhance its Traffic Records Portal and provide access to a group of approximately 30 users.
- With assistance from its traffic records contractor, the TRCC, as well as the NHTSA NER and its data contractor, the GHSB was able to successfully submit an application for FFY 2006 Section 408 funding. Successful applications also were submitted for FFY 06 Section 1906, 2010, 405, and 410 funding.
- The Boston/New England Chapter of the National Television Academy awarded the GHSB's paid media contractor an Emmy for its GHSB-funded motorcycle safety program television PSA's entitled "Blind spot" (share the road topic) and "Goodbye" (ride straight) develop for the Registry of Motor Vehicles' motorcycle safety program.
- To recognize traffic safety accomplishments of state and local police, the GHSB conducted its second annual Massachusetts Law Enforcement Challenge in cooperation with the Massachusetts Chiefs of Police Association. Twenty-one local communities and the Massachusetts State Police will be recognized at a ceremony in late September 2006.

FFY 2007 Highlights

- In late spring and early summer of 2006, the GHSB conducted a series of strategic planning/listening sessions with state and local law enforcement, youth-based organizations, judiciary, traffic safety advocacy groups, and other key stakeholders to assist with our development of this HSPP.
- Increasing the safety belt use rate to 70 percent in 2007 and decreasing the alcohol-related fatalities to 36 percent of all motor vehicle-related fatalities will be major goals for the GHSB.
- The GHSB will continue to expand our partnerships with a growing number of Federal, state, and local organizations toward greater implementation of

its statewide CIOT, DD-OL-UA, and RR Campaigns. The GHSB will adopt NHTSA's new anti-impaired driving tagline, *Drunk Driving – Over the Limit – Under Arrest*, as well as adopt its soon to be released speed reduction campaign tagline.

- GHSB will assist with the implementation and updating of the Commonwealth's Strategic Highway Safety Plan in FFY 2007.
- To assist its mobilization efforts, the GHSB will expand the Law Enforcement Liaison Program and the statewide Law Enforcement Challenge in partnership with the Massachusetts Chiefs of Police Association and the State Police.
- The GHSB-funded Traffic Safety Resource Prosecutor Program at the state District Attorneys Association will expand with the addition of a regional pilot program.

GHSB Partnerships

The GHSB is involved in many partnerships to enhance highway safety in Massachusetts. Not all of these relationships involve the GHSB providing grant funds to other organizations. Examples include:

- MassHighway-led Strategic Highway Safety Plan initiative;
- Executive Office of Transportation-led Safest Route to School Advisory Committee;
- EOT-led Statewide Bicycle and Pedestrian Advisory Committee;
- University of Massachusetts-led CODES Advisory Board;
- UMASS-led Commercial Motor Vehicle Date Quality Committee;
- Massachusetts Department of Public Health-led Emergency Medical Care Advisory Board;
- MDPH-led Massachusetts Injury Community Planning Group; and
- Registry of Motor Vehicles-led Impaired Driving Advisory Board.

2.0 Highway Safety Problem Identification Introduction

Massachusetts' Highway Safety Performance Plan (HSPP) for Federal Fiscal Year (FFY) 2007 has been developed in coordination with the following plans:

- Massachusetts' Draft Strategic Highway Safety Plan (FFY 2007);
- NHTSA New England Region's Action Plan (FFY 2007);
- Massachusetts' Commercial Vehicle Safety Plan (FFY 2006);
- Massachusetts' Impaired Driving Assessment (FFY 2005); and
- Massachusetts' Strategic Plan for Traffic Records/Commonwealth of Massachusetts Application for Funding Under 23 U.S.C. 408 (FFY 2006).

2.1 PROBLEM IDENTIFICATION PROCESS

The Governor's Highway Safety Bureau (GHSB) used a variety of data sources to pinpoint areas of concern warranting attention from Massachusetts' highway safety professionals in FFY 2007. This process is outlined below.

1. **General Problem Identification.** This step uses ongoing exchanges or special "listening sessions" with key Federal, state, and local partners to identify major highway safety areas of concern. These areas are then used to guide the subsequent analyses.
2. **Selection of Program Areas.** This step uses analyses of major available data sources to confirm the general decisions regarding areas of concern made in the first step. These data sources are described in Table 1.1.
3. **Program Area Analyses.** During this step, more detailed analyses of the above-mentioned data sources as well as other sources (for instance, telephone surveys) are done to develop a deeper understanding of program areas.
4. **Determination of Goals, Objectives and Performance Measures, and Tasks.** During this step, all of the above work is used to set reasonable goals, objectives, performance measures, and develop tasks for the program areas to allocate the GHSB's limited resources where they can be most effective. This step requires a deep knowledge of the demographics, laws, policies, and partnering opportunities and limitations that exist in the Commonwealth.

The GHSB was committed to using as many data sources as feasible to prepare this HSPP. The GHSB had a lengthy process to re-procure its traffic records contract and to establish a working relationship with a new traffic records

contractor in 2005 and early 2006. In the spring of 2006 this new contractor was able to restart and significantly update with new content the data warehouse it received from the GHSB's former traffic records contractor in the fall of 2005. The data and analyses primarily used to develop the problem identification section for this HSPP were obtained through the Massachusetts Traffic Records Portal based on this data warehouse.

Table 2.1 Data Used for FFY 2007 HSPP Problem Identification

Data Type	Data Set	Source/Owner	Year(s) Examined
Fatality	Fatality Analysis Reporting System (FARS)	National Highway Traffic Safety Administration (NHTSA)	2002-2005
Crash Fatality and Injury	Massachusetts Crash Data System (CDS)	Massachusetts Registry of Motor Vehicles (RMV)	2002-2005
Violation	Massachusetts Citation Data	Massachusetts RMV/Merit Rating Board	2002-2005
Safety Belt	Massachusetts Safety Belt Data	GHSB	2003-2006

It should be noted that current Crash Outcome Data Evaluation System (CODES) is unavailable at this time. Lacking CODES, the GHSB cannot use inpatient discharge data and death certificate information in this problem identification study.

Unless otherwise noted, data used in this report was obtained from the Massachusetts Traffic Records Portal (<http://mtrp.camsys.com>), which provides access to Massachusetts Crash Data and Massachusetts Citation Data. This data is obtained from the Registry of Motor Vehicles (RMV), and may not be consistent with the data reported by the Fatality Analysis Reporting System (FARS) due to variations in reporting procedures.

2.2 MASSACHUSETTS CHARACTERISTICS

Massachusetts is the 44th largest state with a land area of approximately 10,555 square miles and 351 cities and towns. Despite its small geographic size, Massachusetts is the 13th most populated state. In 2004, the Commonwealth's population was 6,417,000, resulting in a population density of approximately 820 persons per square mile of land. Massachusetts is the most populous of the six New England states. The highest population concentrations are in the eastern third of the State. In addition to the high concentration around the state capital and most populous city in the east, Boston, smaller pockets of population density also exist around the second and third largest cities of Worcester, in central Massachusetts, and Springfield in western Massachusetts. More than 72 percent of the Commonwealth's residents were licensed drivers in 2004, representing a total of 4,646,000 licensed drivers.

Eighty percent of the population is greater than 15 years of age compared with 78 percent nationally (2004 projected numbers). The age distribution is as follows:

child (0-15 years old): 20 percent; driving adult (16-64 years old): 66.8 percent; older persons (65+): 13.2 percent. Additionally, young drivers (16 to 24 years old) make up 11.9 percent of the population. Non-Caucasians account for 15.6 percent of the population; 19.3 percent of the population speak a foreign language other than English in the home; 13.7 percent of the total population is foreign born. Estimated U.S. Census 2006 data reveals the number of immigrants living in Massachusetts households increased more than 15 percent between 2000 and 2005. This increase consisted mainly of Brazilians and other Latin Americans and was concentrated in urban areas. The three largest minority populations in Massachusetts as of 2005 in rank order are Hispanic/Latinos, African Americans, and Asians.

Massachusetts' economy has become increasingly reliant on service, academic/research, and the high-tech and financial industries and less reliant on the manufacturing industry. Tourism is the third largest industry, with major summer destinations on Cape Cod and in the Berkshires. Over 120 public and private colleges and universities also play a significant role in the economy as well as increasing the population during the academic year. County government is virtually nonexistent. Communities have the right to form their own regional compacts for sharing services. In general, at the local level, administrative and legislative powers rest with mayors and city councils, town councils and boards of selectmen. However, counties are still important geographical entities. The counties detailed in Table 2.2 have been used in this report for purposes of localizing the traffic safety statistics.

Table 2.2 Counties of Massachusetts

County	2005 County Population ¹	Number of Communities in County	Communities in County
Barnstable	226,514	15	Barnstable, Bourne, Brewster, Chatham, Dennis, Eastham, Falmouth, Harwich, Mashpee, Orleans, Provincetown, Sandwich, Truro, Wellfleet, Yarmouth
Berkshire	131,868	32	Adams, Alford, Becket, Cheshire, Clarksburg, Dalton, Egremont, Florida, Great Barrington, Hancock, Hinsdale, Lanesborough, Lee, Lenox, Monterey, Mount Washington, New Ashford, New Marlborough, NORTH ADAMS, Otis, Peru, PITTSFIELD, Richmond, Sandisfield, Savoy, Sheffield, Stockbridge, Tyringham, Washington, West Stockbridge, Williamstown, Windsor
Bristol	546,331	20	Acushnet, ATTLEBORO, Berkley, Dartmouth, Dighton, Easton, Fairhaven, FALL RIVER, Freetown, Mansfield, NEW BEDFORD, North Attleborough, Norton, Raynham, Rehoboth, Seekonk, Somerset, Swansea, TAUNTON, Westport

¹ Projected population estimates from the U.S Census Bureau.

County	2005 County Population ¹	Number of Communities in County	Communities in County
Dukes	15,592	7	Chilmark, Edgartown, Gay Head, Gosnold, Oak Bluffs, Tisbury, West Tisbury
Essex	738,301	34	Amesbury, Andover, BEVERLY, Boxford, Danvers, Essex, Georgetown, GLOUCESTER, Groveland, Hamilton, HAVERHILL, Ipswich, LAWRENCE, LYNN, Lynnfield, Manchester-by-the-Sea, Marblehead, Merrimac, Methuen, Middleton, Nahant, Newbury, NEWBURYPORT, North Andover, PEABODY, Rockport, Rowley, SALEM, Salisbury, Saugus, Swampscott, Topsfield, Wenham, West Newbury
Franklin	72,334	26	Ashfield, Bernardston, Buckland, Charlemont, Colrain, Conway, Deerfield, Erving, Gill, Greenfield, Hawley, Heath, Leverett, Leyden, Monroe, Montague, New Salem, Northfield, Orange, Rowe, Shelburne, Shutesbury, Sunderland, Warwick, Wendell, Whately
Hampden	461,591	23	Agawam, Blandford, Brimfield, Chester, CHICOPEE, East Longmeadow, Granville, Hampden, Holland, HOLYOKE, Longmeadow, Ludlow, Monson, Montgomery, Palmer, Russell, Southwick, SPRINGFIELD, Tolland, Wales, West Springfield, WESTFIELD, Wilbraham
Hampshire	153,339	20	Amherst, Belchertown, Chesterfield, Cummington, Easthampton, Goshen, Granby, Hadley, Hatfield, Huntington, Middlefield, NORTHAMPTON, Pelham, Plainfield, South Hadley, Southampton, Ware, Westhampton, Williamsburg, Worthington
Middlesex	1,459,011	54	Acton, Arlington, Ashby, Ashland, Ayer, Bedford, Belmont, Billerica, Boxborough, Burlington, CAMBRIDGE, Carlisle, Chelmsford, Concord, Dracut, Dunstable, EVERETT, Framingham, Groton, Holliston, Hopkinton, Hudson, Lexington, Lincoln, Littleton, LOWELL, MALDEN, MARLBOROUGH, Maynard, MEDFORD, MELROSE, Natick, NEWTON, North Reading, Pepperell, Reading, Sherborn, Shirley, SOMERVILLE, Stoneham, Stow, Sudbury, Tewksbury, Townsend, Tyngsborough, Wakefield, WALTHAM, Watertown, Wayland, Westford, Weston, Wilmington, Winchester, WOBURN
Nantucket	10,168	1	Nantucket
Norfolk	653,595	28	Avon, Bellingham, Braintree, Brookline, Canton, Cohasset, Dedham, Dover, Foxborough, Franklin, Holbrook, Medfield, Medway, Millis, Milton, Needham, Norfolk, Norwood, Plainville, QUINCY, Randolph, Sharon, Stoughton, Walpole, Wellesley, Westwood, Weymouth, Wrentham
Plymouth	492,409	27	Abington, Bridgewater, BROCKTON, Carver, Duxbury, East Bridgewater, Halifax, Hanover, Hanson, Hingham, Hull, Kingston, Lakeville, Marion, Marshfield, Mattapoisett, Middleborough, Norwell, Pembroke, Plymouth, Plympton, Rochester, Rockland, Scituate, Wareham, West Bridgewater, Whitman
Suffolk	654,428	4	BOSTON, CHELSEA, REVERE, Winthrop

County	2005 County Population ¹	Number of Communities in County	Communities in County
Worcester	783,262	60	Ashburnham, Athol, Auburn, Barre, Berlin, Blackstone, Bolton, Boylston, Brookfield, Charlton, Clinton, Douglas, Dudley, East Brookfield, FITCHBURG, GARDNER, Grafton, Hardwick, Harvard, Holden, Hopedale, Hubbardston, Lancaster, Leicester, LEOMINSTER, Lunenburg, Mendon, Milford, Millbury, Millville, New Braintree, North Brookfield, Northborough, Northbridge, Oakham, Oxford, Paxton, Petersham, Phillipston, Princeton, Royalston, Rutland, Shrewsbury, Southborough, Southbridge, Spencer, Sterling, Sturbridge, Sutton, Templeton, Upton, Uxbridge, Warren, Webster, West Boylston, West Brookfield, Westborough, Westminster, Winchendon, WORCESTER

Note: Cities appear in all capital letters. Towns are in upper/lower case letters.

To accommodate the travel demands of this population, Massachusetts is serviced by a roadway infrastructure consisting of over 38,400 miles of roadway, including portions of 13 Interstates with 566 miles. The major roadways include Interstates 90 (the Massachusetts Turnpike), 91, 93, 95, and 495. In 2004, motorists in Massachusetts traveled over 547,000 million miles.

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

Table 2.3 Base Data for Massachusetts and United States

	2002		2003		2004		2005	
	MA	U.S.	MA	U.S.	MA	U.S.	MA	U.S.
Population ¹ (100k)	64.28	2,879	64.33	2,908	64.17	2,937	NA	NA
Child ² Population ³ (100k)	13.04	648.8	12.96	650.39	12.84	651.2	NA	NA
Young Driver, 16-19 (100k)	3.27	162.77	3.31	164.03	3.35	166.32	NA	NA
Young Driver, 20-24 (100k)	4.36	201.84	4.36	205.37	4.31	207.59	NA	NA
Adult Population (100k)	42.61	1,875	42.79	1,899	42.84	1,924	NA	NA
Older Person Population (100k)	8.64	355.5	8.58	358.50	8.49	361.4	NA	NA
VMT (100M) ⁴	532.7	28,560	537.1	28,900	547.7	29,630	NA	NA
Licensed Drivers (100k)	46.86	1,946	46.46	1,962	46.46	1,989	NA	NA
Total Fatalities ¹	459	43005	462	42,884	476	42636	450	NA

¹ Fatality Analysis Reporting System (FARS), 6/2006 and Massachusetts Traffic Records Portal, 6/2006.

² Child defined as 0-15 years old; Young drivers grouped by 16-19 and 20-24; Adult defined as 16-64; Older person defined as 65+ years.

³ Population distribution (child, young driver, adult, and older person) based on the percentage distribution of CEDDS 2004 data.

⁴ MA VMT and Licensed Drivers obtained from Mass.gov, 6/2006; U.S. VMT obtained from FARS, 6/2006.

2.3 BASELINE DATA AND SUMMARY STATISTICS

Historically, Massachusetts has had one of the lowest motor vehicle-related fatality rates in the nation. In 2002, the rate was 0.86 fatalities per 100 million vehicle miles of travel (VMT). While this rate increased slightly to 0.87 in 2004, it was the lowest rate in the United States, compared to a national rate of 1.45 and a NHTSA goal of 1.00. For motor vehicle-related fatalities per 100,000 population, Massachusetts also had the lowest rate in the nation in 2004 at 7.42. The 2004 national rate per 100,000 population was 14.52, nearly double the rate of Massachusetts.

The difference between a fatality and serious injury is often the time required to receive medical attention. In Massachusetts, this time tends to be short because of its small size and the high number of hospital and care facilities spread throughout the State. For these reasons, the primary measures for prioritizing programming are based on the combination of crash fatalities and incapacitating injuries and not solely on fatalities.

In 2002, 139,038 police-reported motor vehicle crashes occurred on Massachusetts roadways resulting in 459 lives lost and 5,279 incapacitating injuries. In 2003 this number increased to 141,673 total crashes, with fatalities increasing slightly to 462, and incapacitating injuries also increasing slightly to 5,370. In 2004 the number of crashes was reduced, dropping to 138,631; however, fatalities increased to 476. Incapacitating injuries dropped by nearly 6 percent to 5,032. In 2005 the number of crashes increased to 159,861, but the number of fatalities and incapacitating injuries decreased to 442 and 5,120, respectively.

Characteristics of Massachusetts fatal or incapacitating injury crashes are described in Table 2.4

**Table 2.4 Characteristics of Massachusetts Crashes Involving an Incapacitating Injury or Fatality
2003- 2005**

Variable	Characteristics
Month	<p>In 2003, the highest number of incapacitating injury or fatal crashes occurred in June, followed by October, August and July. In general a higher percentage occurred in the summer months and lower percentage in the winter months.</p> <p>In 2004, incapacitating injury or fatal crashes were more evenly distributed, with the highest percentage occurring in May, followed by December and then October. The highest percentages of all crashes occurred in December and January.</p> <p>In 2005, crashes involving an incapacitating injury or fatality were evenly distributed, with the highest percentage occurring in August. Summer months had a slightly higher percentage of these types of crashes.</p>
Day of Week	<p>In 2003, the highest percentage of incapacitating injury or fatal crashes occurred on Friday and Saturday, each with 15.3 percent. Thursday was the third highest day, although the second highest number of fatalities occurred on Sunday.</p> <p>In 2004, a similar, but more pronounced trend continued with 17.6 percent of incapacitating injury or fatal crashes occurring on Friday and 15.4 percent on Saturdays. All other days ranged from 12.8 percent to 14.1 percent. This trend was even more pronounced for fatal crashes with 19.5 percent occurring on Saturday and 16.6 percent on Fridays.</p> <p>In 2005, the trend continued, with 16.7 percent of crashes involving an incapacitating injury or fatal crashes occurring on Friday and 15.7 percent occurring on Saturdays. Similarly, Saturday had the highest occurrence of fatal crashes with 18.3 percent followed by Thursday and Friday with 15.7 percent each.</p>
Time of Day	<p>In 2003, the highest number of crashes involving an incapacitating injury or fatality occurred between the hours of 3:00 p.m. and 5:59 p.m., with 20.3 percent of crashes. The lowest number occurred between the hours of 3:00 a.m. and 5:59 a.m., with 5.1 percent of crashes.</p> <p>In 2004 and 2005, the hours between 3:00 p.m. and 5:59 p.m. remained the highest occurrence of crashes involving an incapacitating injury or fatality with 18.8 percent and 20.3 percent, respectively. The lowest number again occurred between the hours of 3:00 a.m. and 5:59 p.m., with 5.2 percent and 5.9 percent, respectively.</p>
Weather Condition	<p>In 2003, over 65 percent of crashes involving an incapacitating injury or fatality, where weather condition was reported, occurred on clear days. 14 percent occurred on days with rain, snow, sleet, or hail.</p> <p>In 2004 and 2005, those ratios were similar, with slightly more crashes involving an incapacitating injury or fatality (where weather condition was reported) occurring on clear days at 66 and 69 percent, respectively. 13.1 percent and 12.8 percent, respectively, occurred on days with rain, snow, sleet or hail.</p>

Variable	Characteristics
Light Condition	<p>In 2003, 62.3 percent of crashes involving an incapacitating injury or fatality, where light condition was recorded, occurred during daylight. 32.6 percent occurred during darkness and 5.0 percent occurred during dawn/dusk.</p> <p>In 2004 and 2005, this distribution continued. In 2004, 62.1 percent, 33.2 percent and 4.6 percent occurred during daylight, darkness and dusk/dawn, respectively. In 2005, 64.4 percent, 29.7 percent, and 5.8 percent occurred during daylight, darkness, and dusk/dawn, respectively.</p>
Traffic Control Device	<p>Of crashes involving an incapacitating injury or fatality, where traffic control device was reported, approximately one-third occurred where there was a traffic control device in 2003. Of those, 50.6 percent were at a traffic control signal and 39 percent were at a stop sign.</p> <p>In 2004 and 2005, this distribution of incapacitating injury or fatal crashes continued. Each year, just under one-third (of crashes where traffic control device was reported) occurred where there was a traffic control device. Of these, 51.9 percent were at a traffic control signal and 38 percent were at a stop sign in 2004 and in 2005, the distribution was 55.2 percent and 34.8 percent, respectively.</p>
Manner of Collision	<p>In 2003, one-third of crashes involving an incapacitating injury or fatality, where manner of collision was recorded, were single vehicle crashes. Of those that were not, 42 percent were angle crashes, 34.4 percent were rear-end crashes, and 13.8 percent were head-on crashes.</p> <p>In 2004, the number of single vehicle crashes increased to 37.6 percent of those involving an incapacitating injury or fatality. Of those that were not, 46 percent were angle crashes, 30.8 percent were rear-end crashes and 14.4 percent were head-on crashes.</p> <p>In 2005, the number of single vehicle crashes dropped again to just over one-third of crashes involving an incapacitating injury or fatality (where manner of collision was reported). Of those that were not, 41.6 percent were angle crashes, 32.5 percent were rear-end crashes and 14.5 percent were head-on crashes.</p>
Traffic Way	<p>In 2003, most crashes involving an incapacitating injury or fatality (61.3 percent), where traffic way descriptor was recorded, occurred on undivided two-way traffic ways. 32.7 percent occurred on divided two-way traffic ways.</p> <p>In 2004 and 2005, the distribution of crashes involving an incapacitating injury or fatality over traffic ways was similar. In 2004, 64 percent occurred on undivided two-way traffic ways and 31.3 percent occurred on divided two-way traffic ways. In 2005, 61.4 percent occurred on undivided two-way traffic ways and 32.7 percent occurred on divided two-way traffic ways.</p>
Speed Limit	<p>In 2003, nearly two-thirds (62 percent) of crashes involving an incapacitating injury or fatality, where speed limit was recorded, occurred in areas where the speed limit was 35 mph or less. The speed limit was unknown in 33.6 percent of crashes involving an incapacitating injury.</p> <p>In 2004 and 2005 the distribution remained the same, with 61.6 percent and 58.1 percent occurring in areas where the speed limit was 35 mph or less, respectively. The speed limit was unknown or not reported in 31.5 percent of crashes in 2004 and 40.2 percent in 2005.</p>

Source: Massachusetts Traffic Records Portal, 8/2006.

Table 2.5 summarizes crash data trends since 1994. Overall trends show the following:

- Both the number of fatalities and the fatality rate (fatalities per 100 million VMT) dropped between 1994 and 1998 and then began to increase. Both the number and the rate of fatalities have remained relatively steady since 2002, with a slight decrease in 2005. The fatality rate per 100,000 population had tracked closely to the total number of fatalities, since population change in Massachusetts has been minimal.
- The number of annual serious/incapacitating injuries showed a similar trend to fatalities, dropping significantly during the 1998 to 2000 period, but then increasing in 2002 and 2003, with a slight decrease in 2004 and 2005. Due to increases in VMT, rates per 100 million VMT remain lower than in the baseline (1994 to 1997) period.
- The proportion of fatalities related to alcohol has remained relatively steady over the entire analysis period, but has dropped recently, from 50 percent in 2000 to 43 percent in 2004. Alcohol-related fatalities have declined from a high of 228 in 2001 to 203 in 2004.
- After a significant increase in the safety belt use rate occurred between 2001 and 2002 (51 percent to 62 percent), safety belt usage has continued to rise by about 2 percent per year.
- Pedestrian and bicyclist fatalities have ranged between 80 and 97 during the past 12 years with the exception of 2002 when 65 fatalities were recorded. With the exception of 2002 pedestrian/bicyclist fatality rates, both per 100 million VMT and 100,000 population, have remained relatively steady over the 10-year period.
- Both fatalities and serious/incapacitating injuries for motorcyclists have spiked upward since 2001. Between 1994 and 2000, the annual number of motorcycle fatalities ranged from 28 to 35. Since 2001, fatalities have exceeded 53 in every year except 2003. A similar trend has been found with serious/incapacitating injuries.
- Speed-related fatalities have increased from the baseline but have decreased over the last few years from 176 in 2002 to 158 in 2004. Speed-related fatalities per 100 million VMT also have trended upwards from the baseline to 0.29 in 2004.
- The number of young drivers involved in fatal crashes varied significantly on an annual basis between 1994 and 1999. Since 2000, the number has ranged from 149 in 2000 to 165 in 2005. While the fatality rate remained relatively steady, the number of serious/incapacitating injuries declined.
- Fatalities have remained relatively stable in Massachusetts over the past several years, but the number per VMT has declined since 2001. Fatalities among young drivers and alcohol-related fatalities have remained relatively steady over the period as have pedestrian and bicycle fatalities. The only driver type that has experienced significant increases in both fatalities and serious/incapacitating injuries is motorcycle users.

Table 2.5 Massachusetts Crash Data Trends

Year	Baseline Data				Progress Report Data							
	1994	1995	1996	1997	1998	1999	2000	2001 ^a	2002 ^b	2003	2004	2005 ^c
Fatalities (Actual)	440	444	417	441	406	414	433	477	459	462	476	450
Fatality Rate/(100 Million VMT)	0.94	0.92	0.84	0.87	0.79	0.80	0.83	0.90	0.86	0.86	0.87	NA
Serious/Incapacitating Injuries (Actual)	4,732	4,840	4,759	4,505	4,306	3,897	4,286	NA	5,279	5,370	5,032	5,120
Fatality and Serious/Incapacitating Injury Rate/(100 Million VMT)	11.01	11.00	10.39	9.80	9.15	8.36	9.00	NA	10.77	10.86	10.06	NA
Fatality Rate/100K Population	7.30	7.31	6.83	7.20	6.60	6.70	6.99	7.67	7.14	7.18	7.42	NA
Fatal and Serious/Incapacitating Injury Rate/(100K Population)	85.75	87.00	84.84	80.74	76.60	69.81	76.13	NA	89.27	90.66	85.83	NA
Alcohol-Related Fatalities (Actual)	212	193	184	198	184	195	216	228	224	215	207	NA
Proportion of Alcohol-Related Fatalities	0.48	0.43	0.44	0.45	0.45	0.47	0.50	0.48	0.49	0.47	0.43	NA
Alcohol-Related Fatality Rate/ (100 Million VMT)	0.45	0.40	0.37	0.39	0.36	0.38	0.41	0.43	0.42	0.40	0.38	NA
Percent of Population Observed Using Safety Belts	47%	53%	54%	53%	51%	52%	50%	56%	51%	62%	63%	65%
Pedestrian Fatalities (Actual)	NA	NA	NA	NA	NA	NA	NA	NA	58	85	81	79
Pedestrian Fatality Rate/ (100 Million VMT)	NA	NA	NA	NA	NA	NA	NA	NA	0.11	0.16	0.15	NA
Pedestrian Serious/ Incapacitating Injuries (Actual)	NA	NA	NA	NA	NA	NA	NA	NA	287	246	268	242
Pedestrian Fatality and Serious/Incapacitating Injury Rate/ (100 Million VMT)	NA	NA	NA	NA	NA	NA	NA	NA	0.65	0.62	0.64	NA
Pedestrian Fatality Rate/ (100K Population)	NA	NA	NA	NA	NA	NA	NA	NA	0.90	1.32	1.26	NA
Pedestrian Fatal and Serious/Incapacitating Injury Rate/ (100K Population)	NA	NA	NA	NA	NA	NA	NA	NA	5.37	5.15	5.44	NA
Bicyclist Fatalities (Actual)	NA	NA	NA	NA	NA	NA	NA	NA	6	11	11	5
Bicyclist Fatality Rate/ (100 Million VMT)	NA	NA	NA	NA	NA	NA	NA	NA	0.01	0.02	0.02	NA

Year	Baseline Data				Progress Report Data							
	1994	1995	1996	1997	1998	1999	2000	2001 ^a	2002 ^b	2003	2004	2005 ^c
Bicyclist Serious/ Incapacitating Injuries (Actual)	NA	NA	NA	NA	NA	NA	NA	NA	84	70	94	74
Bicyclist Fatality and Serious/Incapacitating Injury Rate/ (100 Million VMT)	NA	NA	NA	NA	NA	NA	NA	NA	0.17	0.15	0.19	NA
Bicyclist Fatality Rate/ (100K Population)	NA	NA	NA	NA	NA	NA	NA	NA	0.09	0.17	0.17	NA
Bicyclist Fatal and Serious/Incapacitating Injury Rate/ (100K Population)	NA	NA	NA	NA	NA	NA	NA	NA	1.40	1.26	1.64	NA
Motorcycle Fatalities (Actual)	30	28	34	30	34	35	33	53	59	36	62	56
Motorcycle Fatality Rate/ (100 Million VMT)	0.06	0.06	0.07	0.06	0.07	0.07	0.06	0.10	0.11	0.07	0.11	NA
Motorcycle Serious/ Incapacitating Injuries (Actual)	213	179	220	162	209	179	180	NA	368	319	390	419
Motorcycle Fatality and Serious/Incapacitating Injury Rate/ (100 Million VMT)	0.52	0.43	0.51	0.38	0.47	0.41	0.41	NA	0.80	0.66	0.83	NA
Motorcycle Fatality Rate/ (100K Population)	0.50	0.46	0.56	0.49	0.55	0.57	0.53	0.85	0.90	0.54	0.97	NA
Motorcycle Fatal and Serious/Incapacitating Injury Rate/ (100K Population)	4.03	3.41	4.16	3.13	3.95	3.47	3.44	NA	6.63	5.50	7.04	NA
Speed Fatalities (Actual) ^d	92	103	111	156	150	127	151	144	176	156	158	NA
Speed Fatality Rate/ (100 Million VMT)	0.20	0.21	0.22	0.31	0.29	0.25	0.29	0.27	0.33	0.29	0.29	NA
Speed Fatality Rate/ 100K Population	1.53	1.70	1.82	2.55	2.44	2.06	2.44	2.31	2.74	2.42	2.46	NA
Young Drivers Involved in Fatal Crashes (Actual) ^e	149	138	128	163	141	132	149	155	158	150	159	165
Young Drivers in Fatal Crashes/ (100 Million VMT) ^e	0.32	0.29	0.26	0.32	0.27	0.26	0.28	0.29	0.30	0.28	0.29	NA
Young Drivers in Serious/ Incapacitating Injury Crashes (Actual) ^e	1,607	1,678	1,581	1,563	1,532	1,350	1,524	NA	1,768	1,774	1,700	1,618
Young Drivers in Fatal and Serious/Incapacitating Injury Crashes/(100 Million VMT) ^e	3.74	3.78	3.43	3.42	3.25	2.87	3.19	NA	3.62	3.58	3.39	NA
Older Drivers Involved in Fatal Crashes (Actual) ^f	NA	NA	NA	NA	NA	NA	NA	NA	71	89	63	71

Year	Baseline Data				Progress Report Data							
	1994	1995	1996	1997	1998	1999	2000	2001 ^a	2002 ^b	2003	2004	2005 ^c
Older Drivers in Fatal Crashes/ (100 Million VMT) ^f	NA	NA	NA	NA	NA	NA	NA	NA	0.13	0.17	0.12	NA
Older Drivers in Serious/Incapacitating Injury Crashes (Actual) ^f	NA	NA	NA	NA	NA	NA	NA	NA	615	623	569	677
Older Drivers in Fatal and Serious/Incapacitating Injury Crashes/(100 million VMT) ^f	NA	NA	NA	NA	NA	NA	NA	NA	1.29	1.33	1.15	NA

Source: Massachusetts Traffic Record Portal, 8/2006 and FARS, 6/2006.

All Vehicle Miles Traveled (VMT) data are obtained from the Massachusetts Highway Department. These data are not yet available for 2005, therefore the rate values cannot be calculated.

All population data are obtained from the U.S. Census Bureau.

Note: Some numbers reported in this FFY 2007 Highway Safety Performance Plan may differ slightly from the same numbers reported in previous reports due to changes in data availability and data quality improvements. Some crash data is new to this report and trend data may not be available with consistent reporting procedures/methodology.

^a Due to a late-year change in the crash report form and the potential associated change in reporting only fatal crashes can be examined for 2001.

^b A change in the police reported crash form occurred between 2001 and 2002. Injury crash definitions and the ability to report multiple injuries changed which does not allow direct comparison between current and previous injury statistics.

^c 2005 data is available from the Massachusetts Traffic Records Portal, but 2005 FARS is not reflected.

^d FARS, 6/2006.

^e Young drivers are drivers age 16 to 24.

^f Older drivers are drivers age 65+.

Figures 2.1 through 2.21 illustrate the select data shown in the table above in greater detail and include data points and an associated trend line.

Figure 2.1 Fatalities

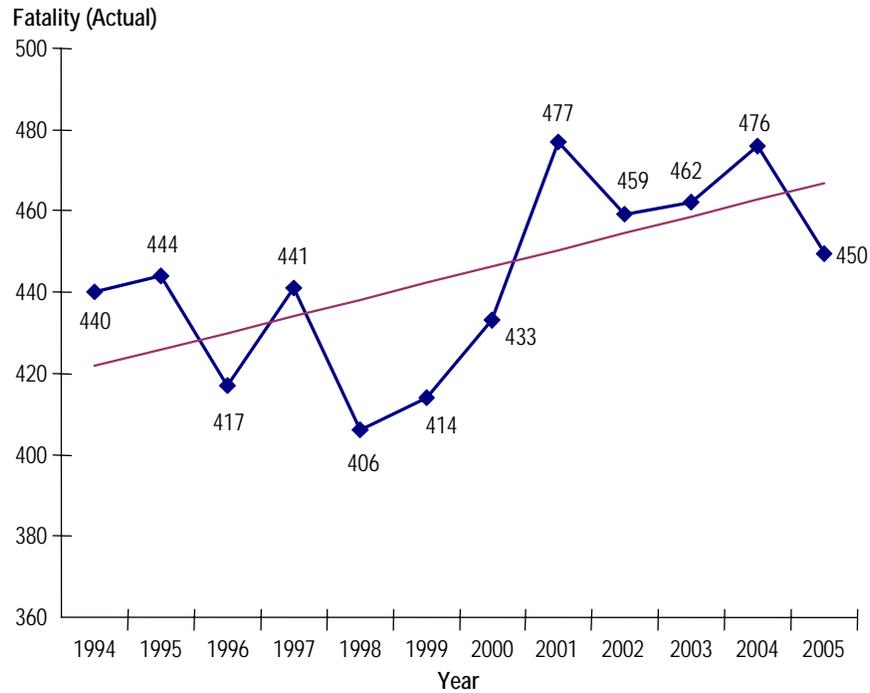


Figure 2.2 Fatality Rate
VMT

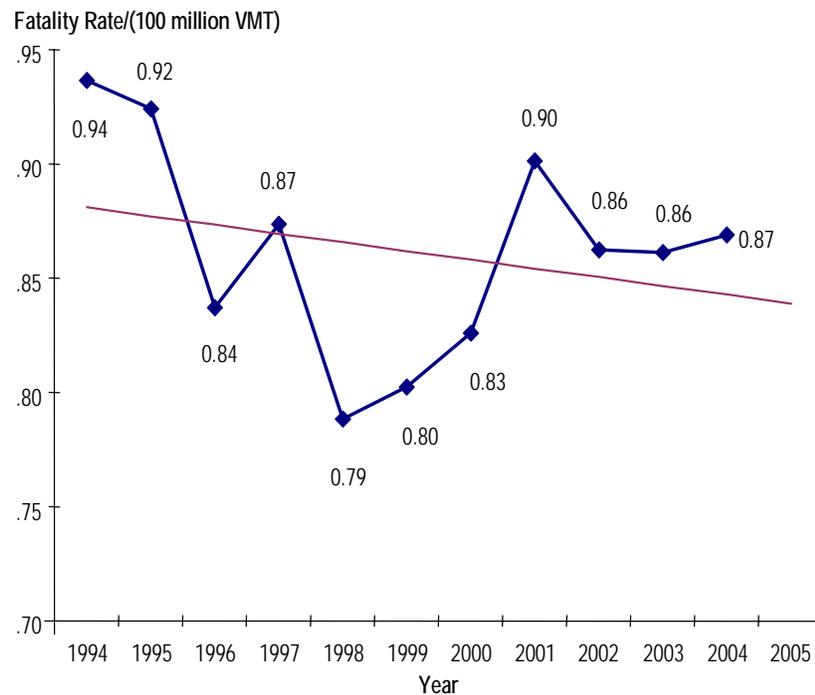
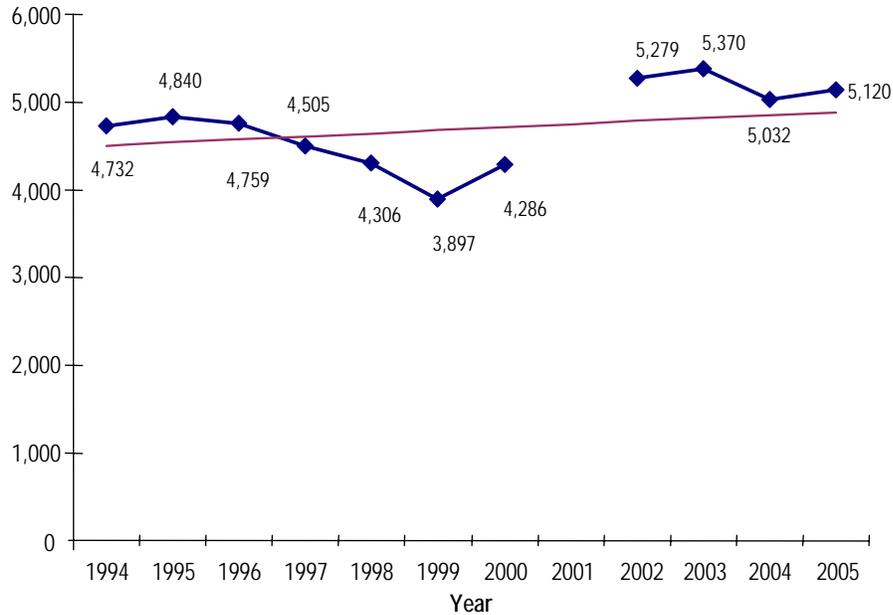


Figure 2.3 Incapacitating Injuries

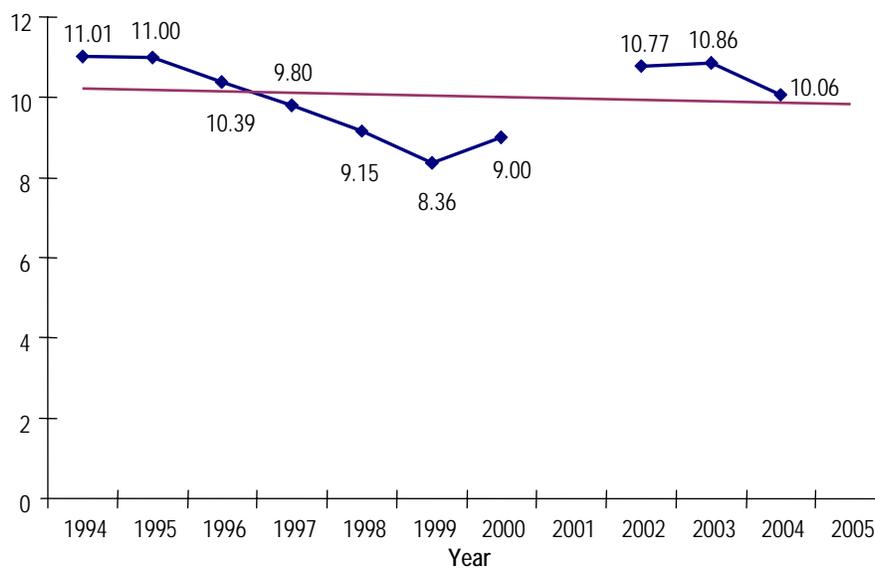
Serious/Incapacitating Injuries (Actual)



Note: Due to a mid-year change in the crash report form and the potential associated change in reporting only fatal crashes can be examined for 2001.

Figure 2.4 Fatality and Incapacitating Injury Rate
VMT

Fatality and Incapacitating Injury Rate/(100 Million VMT)



Note: Due to a mid-year change in the crash report form and the potential associated change in reporting only fatal crashes can be examined for 2001.

Figure 2.5 Alcohol-Related Fatalities

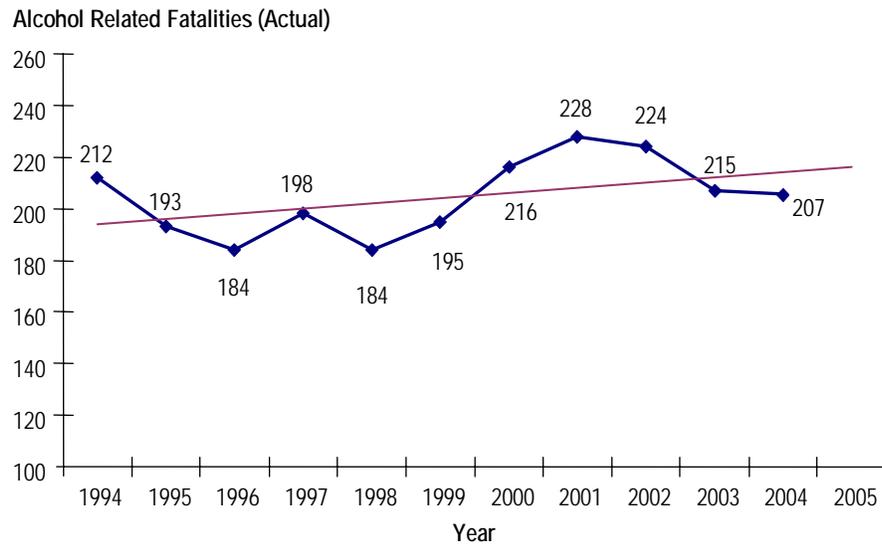


Figure 2.6 Proportion of Alcohol-Related Fatalities

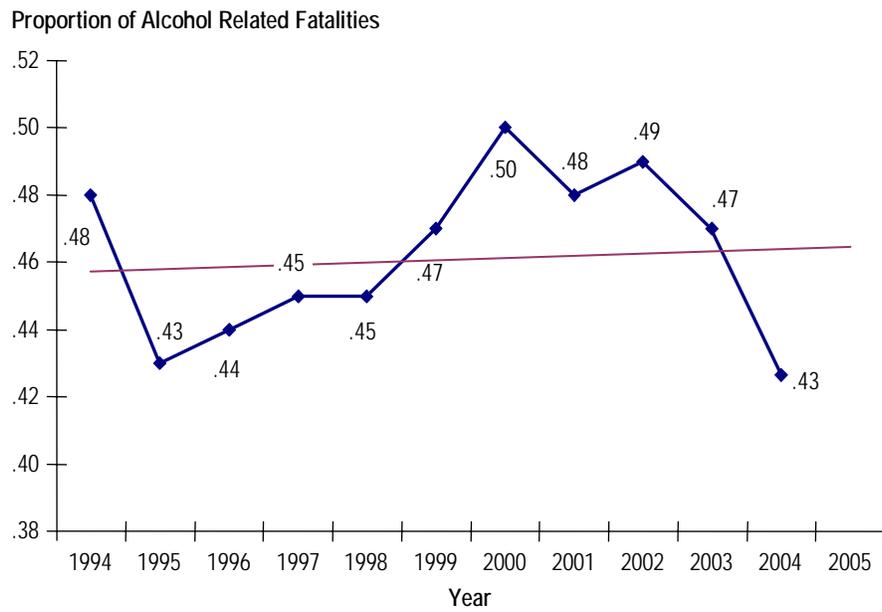


Figure 2.7 Alcohol Fatality Rate
VMT

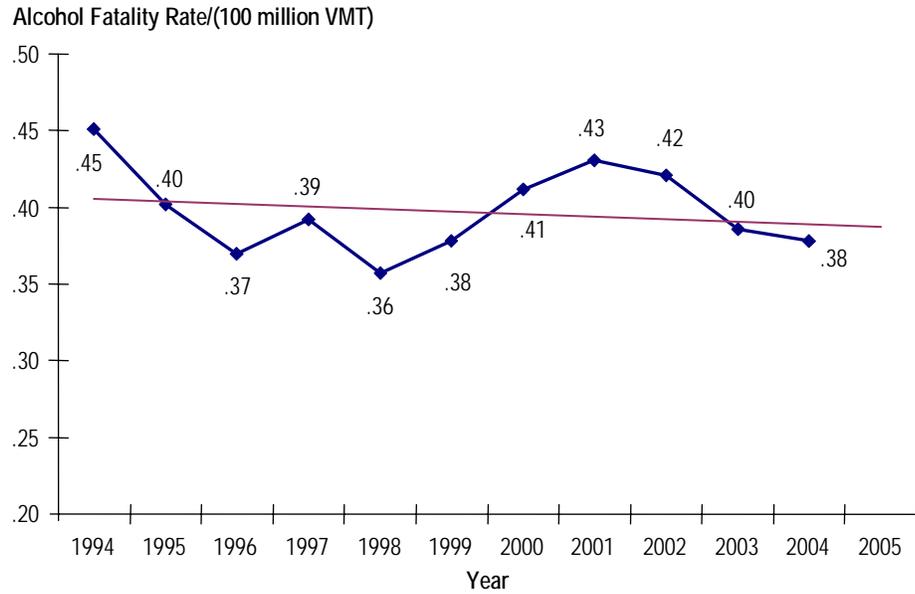


Figure 2.8 Safety Belt Usage
Observed

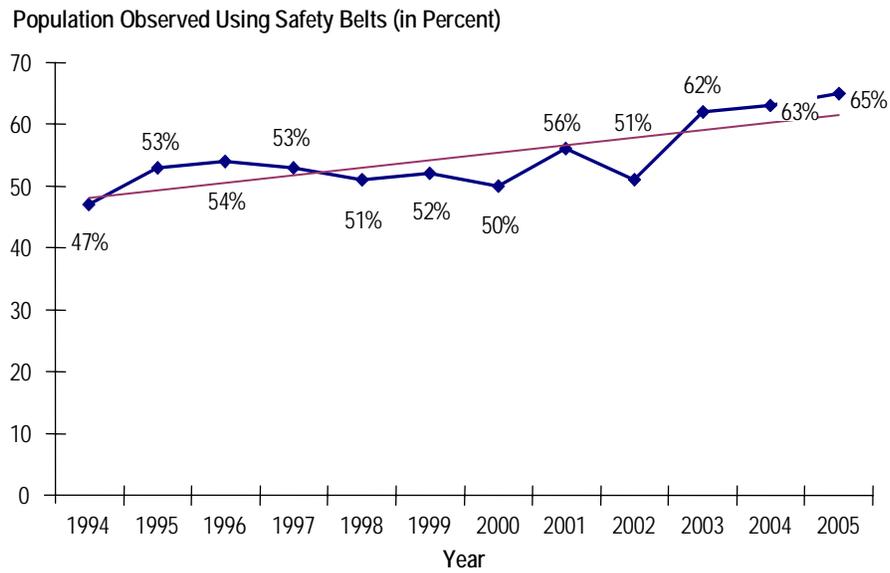
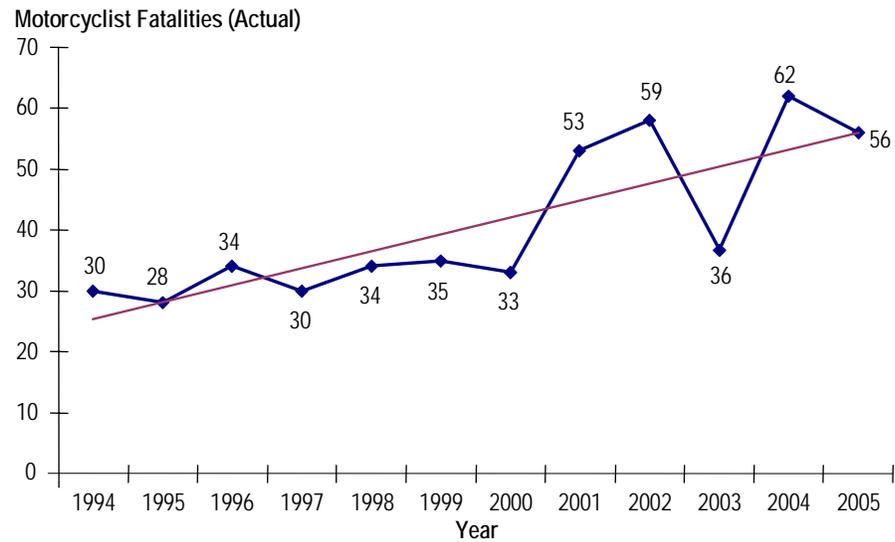


Figure 2.9 Motorcyclist Fatalities



**Figure 2.10 Motorcyclist Fatality Rate
VMT**

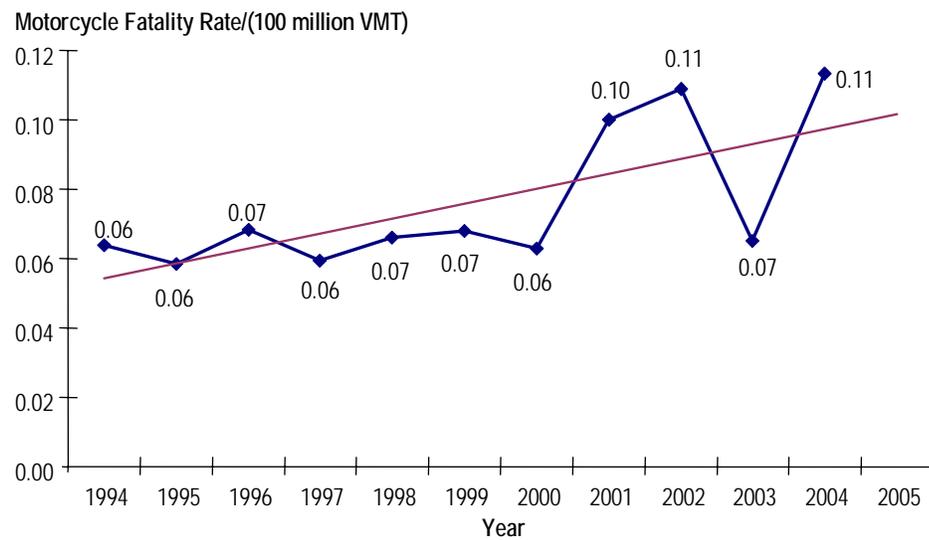
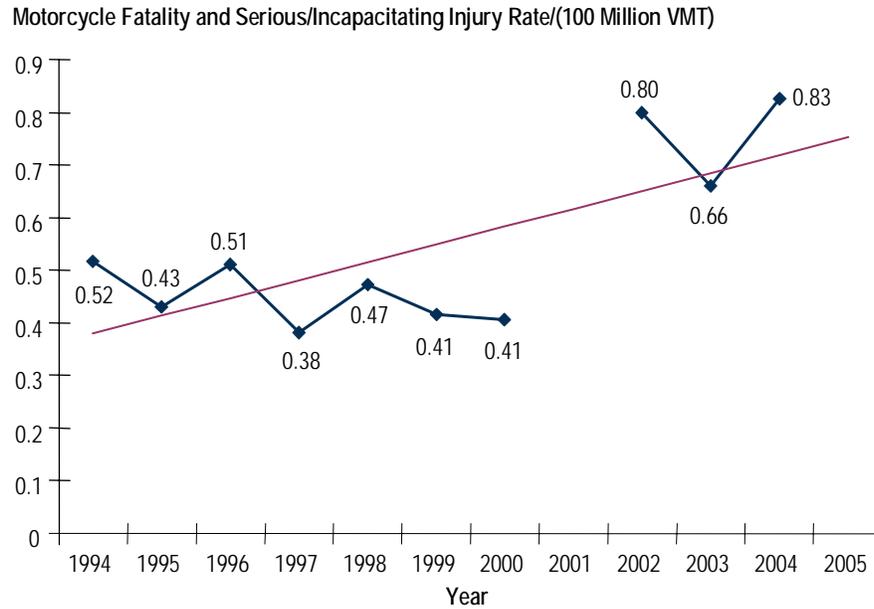


Figure 2.11 Motorcycle Fatality and Incapacitating Injury Rate
VMT



Note: Due to a mid-year change in the crash report form and the potential associated change in reporting only fatal crashes can be examined for 2001.

Figure 2.12 Speed-Related Fatalities

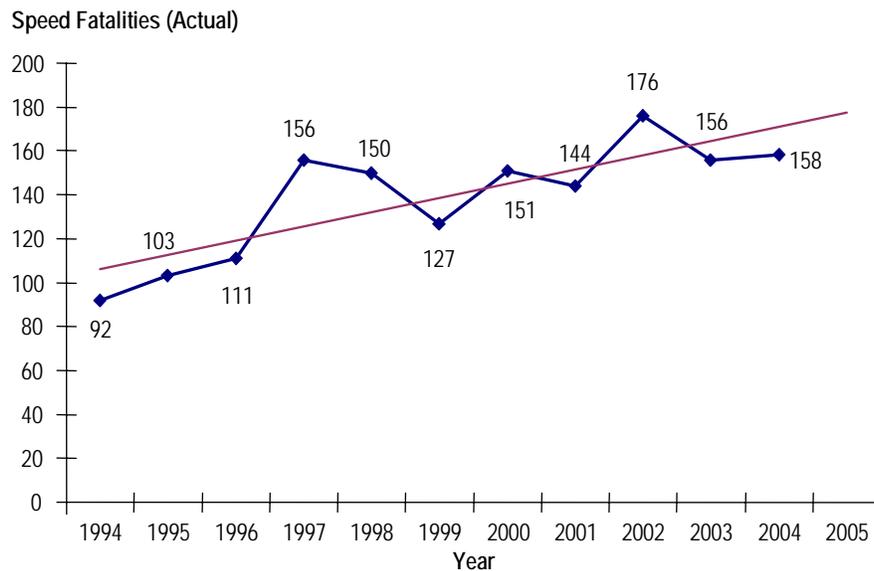


Figure 2.13 Speed-Related Fatality Rate
VMT

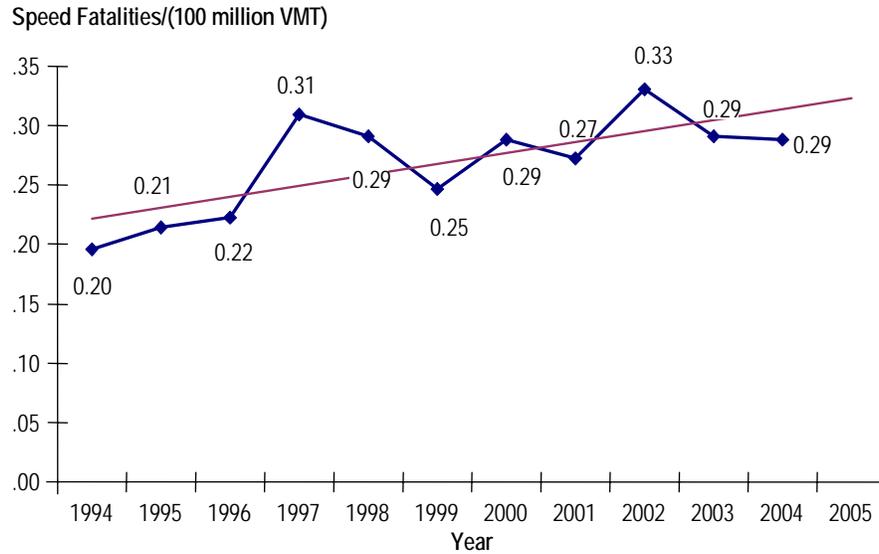


Figure 2.14 Young Drivers Involved in Fatal Crashes

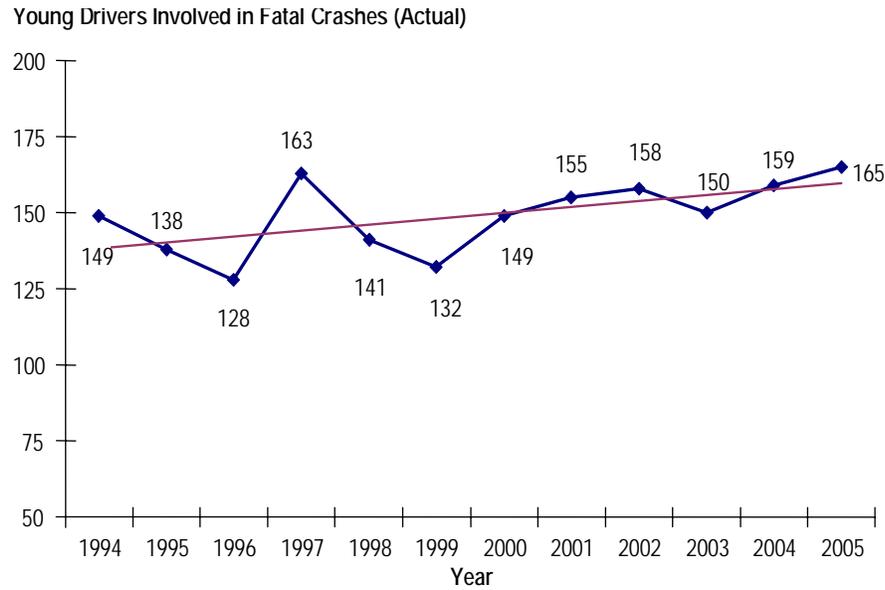


Figure 2.15 Young Driver Fatality Rate
VMT

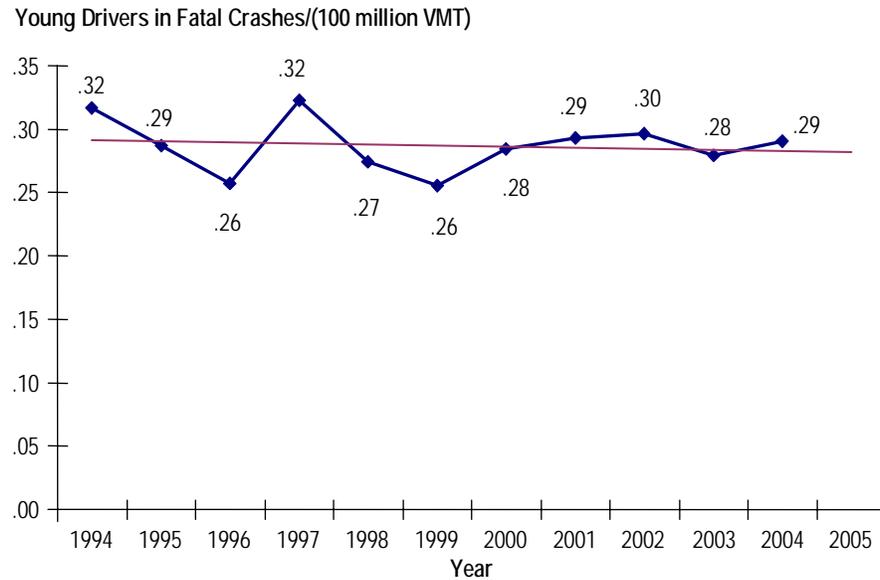
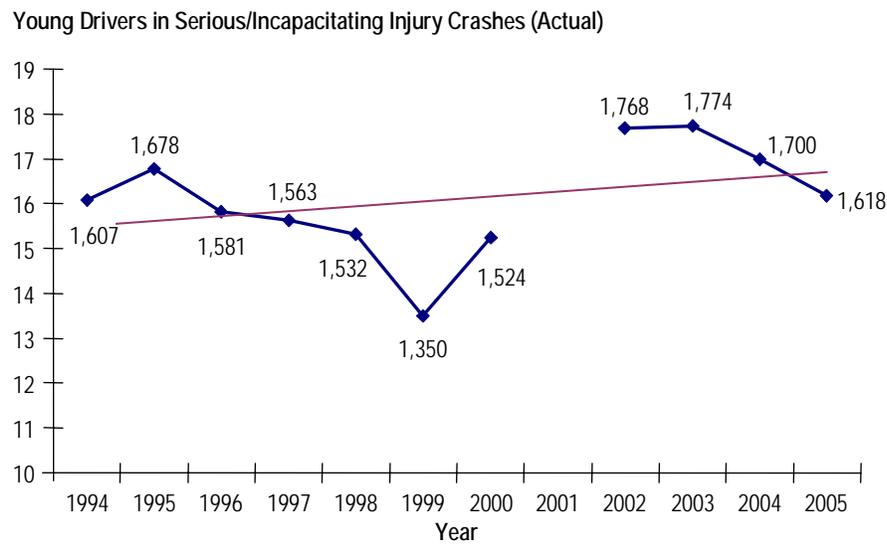
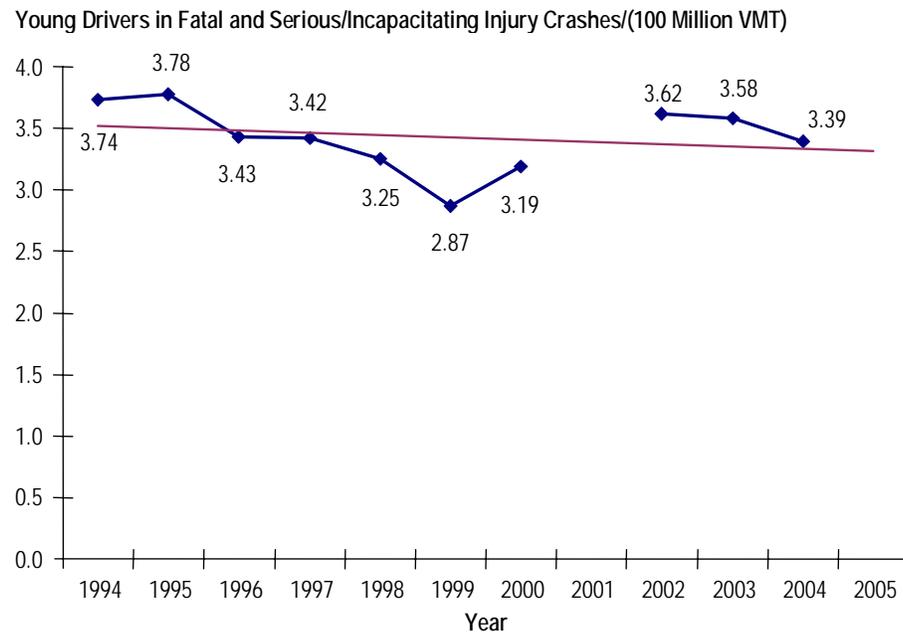


Figure 2.16 Young Drivers Involved in Serious/Incapacitating Injury Crashes



Note: Due to a mid-year change in the crash report form and the potential associated change in reporting only fatal crashes can be examined for 2001.

**Figure 2.17 Young Driver Fatal and Serious/Incapacitating Injury Crashes
VMT**



Note: Due to a mid-year change in the crash report form and the potential associated change in reporting only fatal crashes can be examined for 2001.

2.4 PROGRAM AREAS

The GHSB closely monitors national traffic safety trends to ensure its priorities are in line with NHTSA's, unless state or local specific data and analyses show the need for a different approach. Based on the problem identification information presented above, the GHSB has elected to prioritize its FFY 2007 work based on the following program areas:

- Impaired Driving;
- Occupant Protection;
- Speed and Aggressive Driving;
- Higher Risk Transportation System Users:
 - Young and Older Drivers;
 - Pedestrians;
 - Bicyclists;
 - Motorcyclists; and
- Traffic Records.

The reader will observe that there are other program areas in this document that are not noted above nor reflected in the following problem identification

sections, for instance, Police Traffic Services, Traffic Engineering Services, and Planning and Administration. These program areas do have tasks associated with them in the Program Area (8.0) section of this document. The reader will also note that while there is young driver problem identification there is no corresponding part in the Program Area (8.0) section. This is because specific young driver tasks are spread throughout the major program areas such as impaired driving, occupant protection, as well as speed and aggressive driving.

3.0 Impaired Driving

Massachusetts continues to make significant progress in its efforts to reduce impaired driving. In 2003, Massachusetts Governor Mitt Romney signed a 0.08 per se law to help curb drunk driving crashes. The new law stipulated that if a motorist is detected having a Blood Alcohol Content (BAC) of 0.08 percent or higher, that individual is in fact considered driving under the influence. According to the National Highway Traffic Safety Administration (NHTSA), lowering the BAC to 0.08 sets the legal limit to a point at which driving skills are proven to be compromised. In 2005, Massachusetts further strengthened its efforts in the campaign against drunk driving with the passage of “Melanie’s Bill,” which toughens laws against repeat offenders. Enforcement of this law will be critical to decreasing the number of alcohol-related fatalities in Massachusetts. During the period of 1999 to 2004, 1,273 people died on Massachusetts roadways due to alcohol-related crashes.

Impaired driving continues to be an area of great concern at the national, state, and local levels. NHTSA set a goal of 0.53 alcohol-related fatalities per 100 million VMT by 2005. In 2004, this rate for Massachusetts was 0.37 while the national rate was 0.57. Yet the percentage of all Massachusetts alcohol-related crash fatalities was 43 percent in 2004, exceeding the national rate of 39 percent. In 2005, 3,572 crashes on Massachusetts roadways included the issuance of an alcohol-related violation. An additional 11,776 citations containing alcohol-related violations were issued where a crash did not exist. The number of alcohol-related crashes and the proportion of alcohol-related fatalities in Massachusetts therefore warrant GHSB’s treatment of impaired driving as a major highway safety program area in FFY 2007. Efforts in this area also will address drowsy driving.

Goal

- Reduce the percentage of alcohol-related fatalities from 39 percent in 2005 to 37 percent in 2007.

Problem Identification and Analysis

Starting in December 2002, the Governor’s Highway Safety Bureau (GHSB) implemented the full “You Drink & Drive. You Lose.” (YD&DYL) model developed by NHTSA. The initial evaluation of this effort to date has been positive. Massachusetts saw a reduction in alcohol-related fatalities as a percentage of all motor vehicle-related fatalities between 2002 and 2004, from 49 percent to 43 percent. There also was a reduction in alcohol-related fatalities per 100 million VMT between 2002 and 2004, from 0.42 to 0.37. Despite the early successes of its YD&D YL Campaign, Massachusetts needs to strengthen its impaired driving laws and related judicial processes.

Due to data limitations, alcohol-related crashes in this HSPP are examined solely through the analysis of citations with at least one alcohol-related violation. Impaired driving was studied both in terms of all citations (containing alcohol-related violations) issued, as well as alcohol-related violations issued where a crash occurred.

Impaired Driving Fatalities

Alcohol-related fatal crashes in Massachusetts have mirrored the national trend over the past three years with reductions in total numbers and the proportion of total fatal crashes. The number of alcohol-related fatal crashes dropped from 210 in 2002 to 189 in 2004 and dropped as a proportion of all fatal crashes from 48 percent to 42 percent. This percentage remains above the 39 percent national average. The total rate of alcohol-related fatal crashes per 100,000 population remains much lower in Massachusetts (2.95) than nationally (5.10).

The number of Single-Vehicle Nighttime (SVN) fatal crashes also was reduced, from 139 in 2002 to 124 in 2004. SVN fatal crashes as a percentage of the total declined from 32 percent to 28 percent but remains higher than the national average of 24 percent. Total SVN alcohol-related fatal crashes remained relatively steady over the 3-year period and in 2004 constituted 21 percent of the total fatal crashes, compared to 17 percent nationally. These trends are reported in Table 3.1 and illustrated in Figure 3.1.

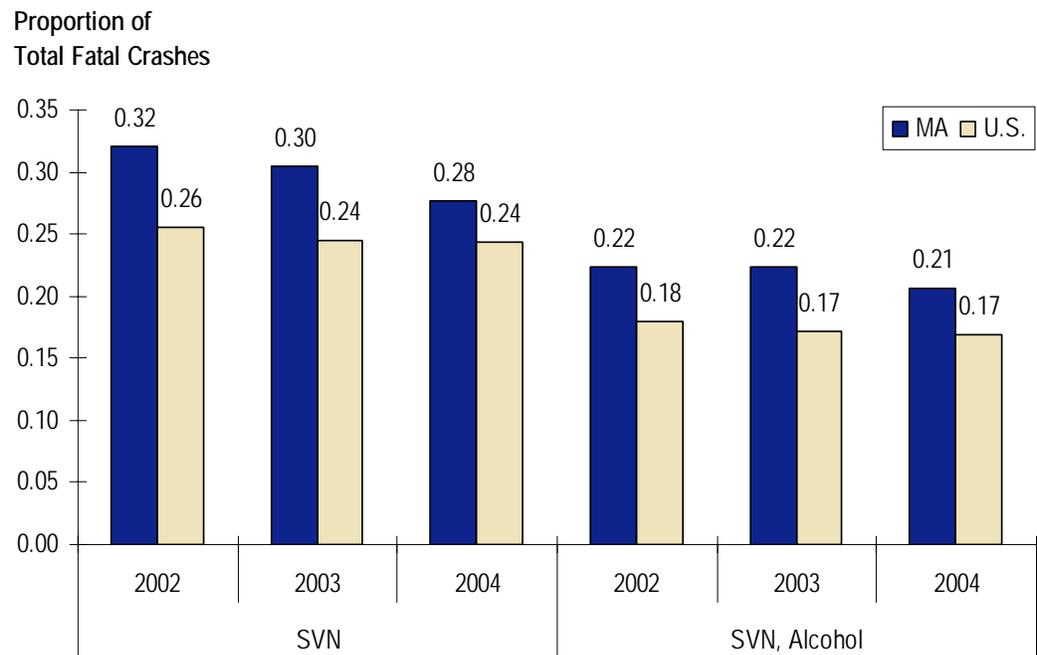
Table 3.1 Impaired Driving Fatalities

	2002		2003		2004	
	MA	U.S.	MA	U.S.	MA	U.S.
Total Alcohol-Related Fatal Crashes	210	15,725	199	15,330	189	14,968
Proportion of Total Fatal Crashes	0.48	0.41	0.46	0.40	0.42	0.39
Total per 100k Population	3.27	5.46	3.09	5.27	2.95	5.10
Total Alcohol-Related Fatalities	224	17,524	215	17,105	207	16,694
Proportion of Total Fatalities	0.49	0.41	0.47	0.40	0.43	0.39
Total Fatalities per 100k Population	3.48	6.09	3.34	5.88	3.23	5.68
Total SVN Fatal Crashes	139	9,830	132	9,405	124	9,321
Proportion of Total Fatal Crashes	0.32	0.26	0.30	0.24	0.28	0.24
Total SVN Alcohol-Related Fatal Crashes	97	6,938	97	6,607	92	6,467
Proportion of Total Fatal Crashes	0.22	0.18	0.22	0.17	0.21	0.17

Source: Fatality Analysis Reporting System (FARS), 6/2006.

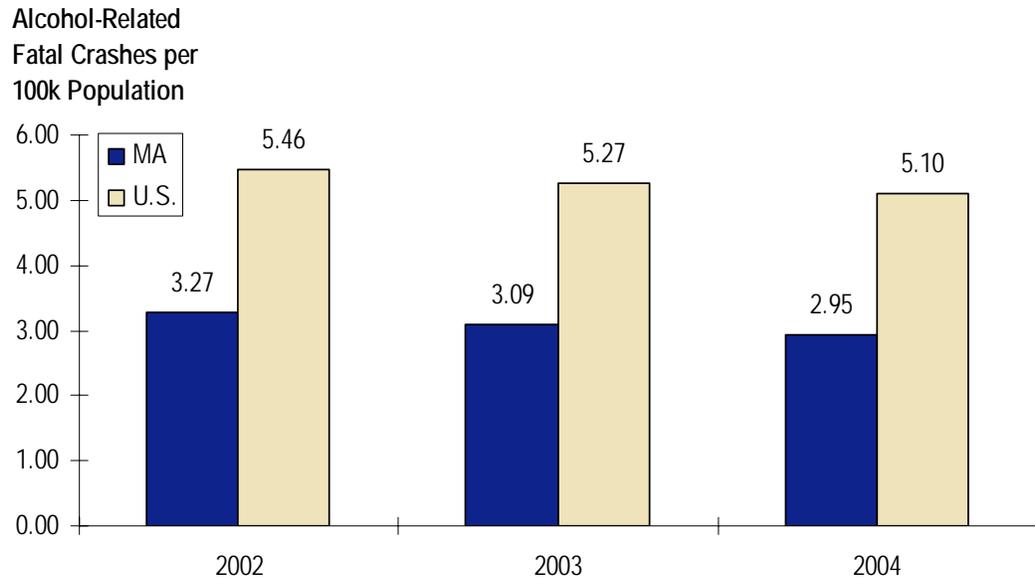
Note: SVN refers to single-vehicle nighttime.

Figure 3.1 Single-Vehicle Nighttime Fatal Crashes



Source: Fatality Analysis Reporting System (FARS), 6/2006.

Figure 3.2 illustrates a downward trend in alcohol-related fatal crashes per 100,000 population, both nationally and in Massachusetts over the past three years. The rate in Massachusetts remains at approximately 60 percent of the national level. Contributing factors could include the accessibility to quality healthcare and complete cell phone coverage which enables emergency medical crews to be notified more quickly.

Figure 3.2 Alcohol-Related Fatal Crashes

Source: Fatality Analysis Reporting System (FARS), 6/2006.

Table 3.2 presents alcohol-related fatalities by BAC. In 2004, 43 percent of all fatalities were alcohol-related, with 38 percent resulting from a BAC of 0.08 or above. A BAC of 0.08 is considered illegally impaired. The data indicate that the alcohol-related fatalities are trending in the desired direction. However, 43 percent is a significant portion of the total number of fatalities and a reduction in this category would positively impact the total number of traffic fatalities.

**Table 3.2 Alcohol-Related Fatalities
By Blood Alcohol Content**

	2002		2003		2004	
	Number	Percent	Number	Percent	Number	Percent
BAC = 0.00	235	51%	247	53%	274	57%
BAC = 0.01-0.07	33	7%	43	9%	22	5%
BAC = 0.08+	191	42%	172	37%	181	38%
Total Alcohol-Related Fatalities	224	49%	215	47%	203	43%
Total Fatalities	459	-	462	-	476	-

Source: Fatality Analysis Reporting System (FARS), 7/2006.

Table 3.3 shows alcohol-related crash violations by gender and age for the period 2002 to 2004. Among females the number of crashes has dropped significantly in all categories of drivers between 2003 and 2005 especially among younger drivers. A similar trend occurred among male drivers, although they still account for a significant majority of such crashes in all age categories. The drop

in all male age categories up to age 64 was particularly significant between 2004 and 2005.

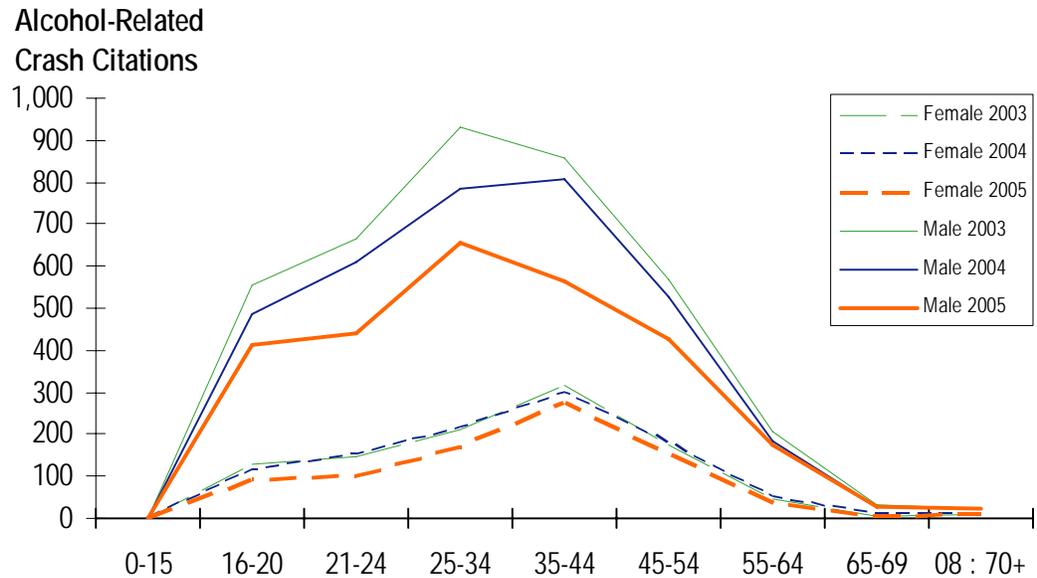
Table 3.3 Alcohol-Related Crash Citations
By Age and Gender

	2003	2004	2005
Female			
0-15	0	1	2
16-20	130	113	90
21-24	146	152	101
25-34	212	214	171
35-44	318	299	273
45-54	175	180	153
55-64	44	52	36
65-69	3	10	3
70+	7	10	7
Male			
0-15	1	1	2
16-20	556	485	411
21-24	665	608	440
25-34	933	784	657
35-44	858	808	565
45-54	567	527	427
55-64	207	183	174
65-69	32	27	26
70+	23	23	23

Source: Massachusetts Traffic Records Portal, 8/2006.

Figure 3.3 illustrates both the large gap between female and male drivers and the higher crash rates experienced by younger drivers.

Figure 3.3 Alcohol-Related Crash Citations
By Age and Gender



Source: Massachusetts Traffic Records Portal, 8/2006.

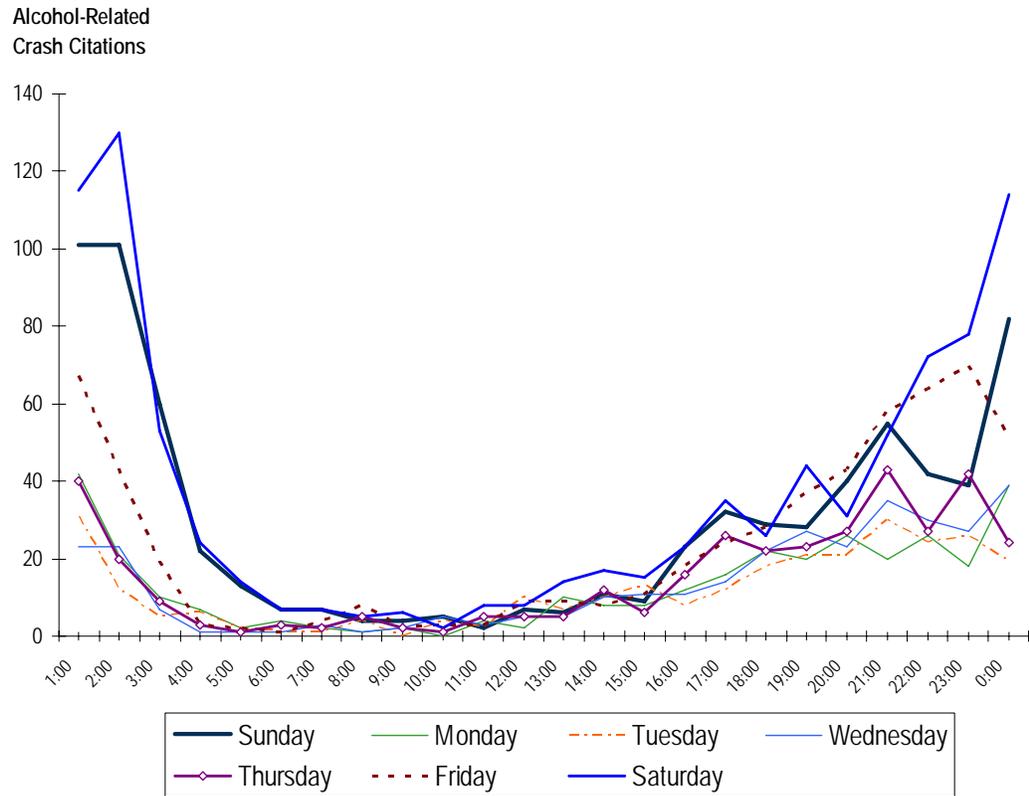
Both Table 3.4 and Figure 3.4 show the pattern of alcohol-related crash violations by time of day and day of week. The largest number of such crashes occur during the late night hours of Friday night/Saturday morning and Saturday night/Sunday morning. The hours between midnight and 3:00 a.m. experience the largest number of crashes, coinciding with bar closing times. A relatively high number of crashes also occur late on Sunday night but are significantly lower on Monday through Friday. Crashes during the late afternoon and evening hours are highest on Friday, Saturday, and Sunday.

Table 3.4 Alcohol-Related Crash Citations
By Time of Day and Day of Week (2005)

Time	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
0-3 a.m.	284	102	62	85	84	161	359
3:00 a.m.-6:00 a.m.	95	19	13	9	13	24	91
6:00 a.m.-9:00 a.m.	18	7	6	5	10	13	19
9:00 a.m.-Noon	11	6	6	10	8	8	16
Noon-3 p.m.	24	20	27	20	22	26	39
3:00 p.m.-6:00 p.m.	64	36	33	36	48	53	73
6:00 p.m.-9:00 p.m.	97	68	60	72	72	108	101
9:00 p.m.-Midnight	136	64	80	92	112	193	202

Source: Massachusetts Traffic Records Portal, 8/2006.

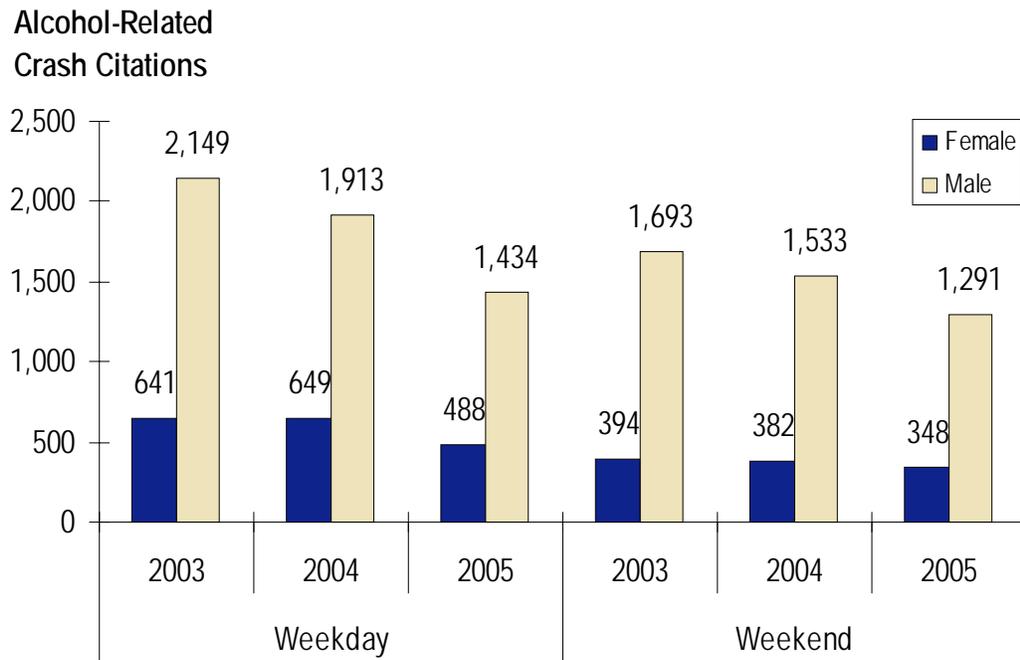
Figure 3.4 Alcohol-Related Crash Citations
By Time of Day and Day of Week (2005)



Source: Massachusetts Traffic Records Portal, 8/2006.

Figure 3.5 summarizes alcohol-related crashes by gender and weekday/week-end. The two trends cited above regarding gender and day of week also are highlighted. Alcohol-related crashes are about four times more likely to involve males than females, and crashes occur disproportionately during the weekends. Weekend crashes among males dropped more rapidly than those among females between 2003 and 2005.

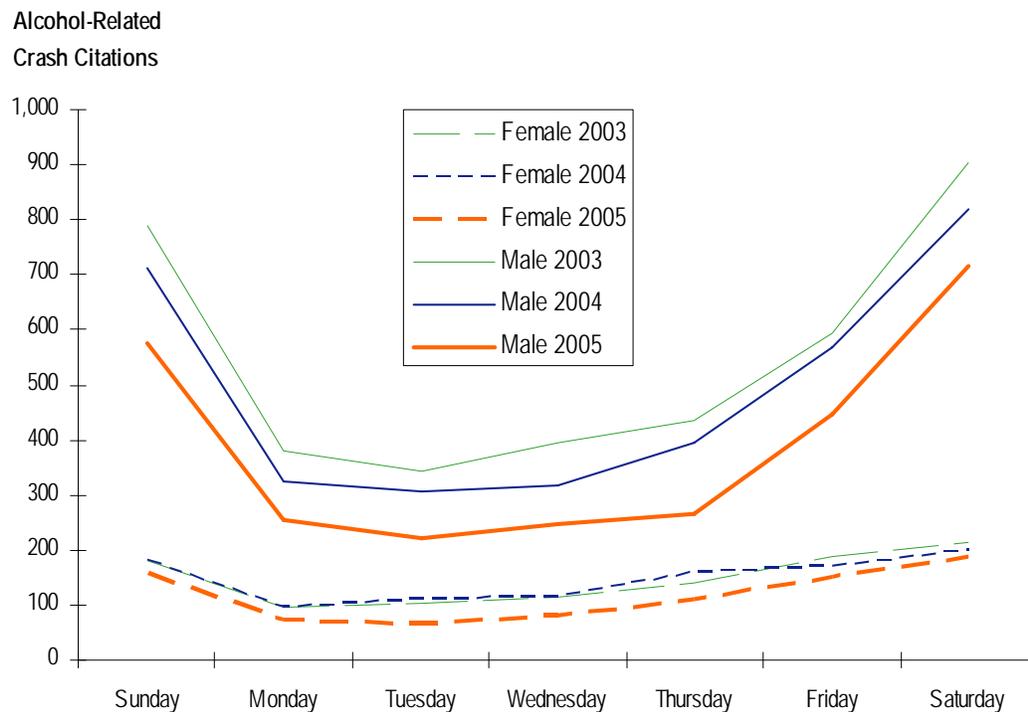
Figure 3.5 Alcohol-Related Crash Citations
By Gender and Weekday/Weekend



Source: Massachusetts Traffic Records Portal, 8/2006.

Figure 3.6 clearly denotes the heavier proportion of weekend-day crashes. The largest number of crashes occurs between Friday and Sunday, with Saturday the heaviest day, particularly among males.

Figure 3.6 Alcohol-Related Crash Citations
By Gender and Day of Week



Source: Massachusetts Traffic Records Portal, 8/2006.

Alcohol-Related Violations

An alcohol-related violation involves one of the following Massachusetts General Laws:

- DWI Liquor (90 24 DI);
- DWI Alcohol Program (90 24D);
- Drink Open Container (90 24I);
- DWI Serious Injury (90 24L);
- Persons under 21 years; purchase or attempt to purchase alcoholic beverages (138 34A);
- Liquor Purchase Identification Card (138 34B);
- Liquor Transported by Minor (138 34C);

- Liquor Transported by Minor (138 34C LQ);² or
- Liquor Possession by Minor (138 34C NS).

Table 3.5 presents annual alcohol-related citations,³ in total and as they related to crashes. The percent of crash citations that are alcohol-related has held relative steady, with slight variation over the last few years. Almost a quarter of alcohol-related citations involved a crash. In 2005, alcohol-related citations were distributed fairly evenly throughout the year. July had the greatest proportion of these citations with 10.2 percent of the year's alcohol-related citations. In general, summer months and those with significant holidays (for example, March, May and July) have a slightly higher proportion of alcohol-related citations. January had the highest number of alcohol-related crash citations, followed by March, May, and July.

Table 3.5 Alcohol-Related Citations

	2003	2004	2005
Total Alcohol-Related Citations	20,395	19,383	15,348
Alcohol-Related Citations per 100k Licensed Drivers	439	417	
Crash Citations, Alcohol-Related	4,906	4,498	3,572
Percent of Alcohol Citations that Involved a Crash	24%	23%	23%
Crash Citations, Total	39,344	38,013	33,715
Percent of Crash Citations Alcohol-Related	12.5%	11.8%	10.6%

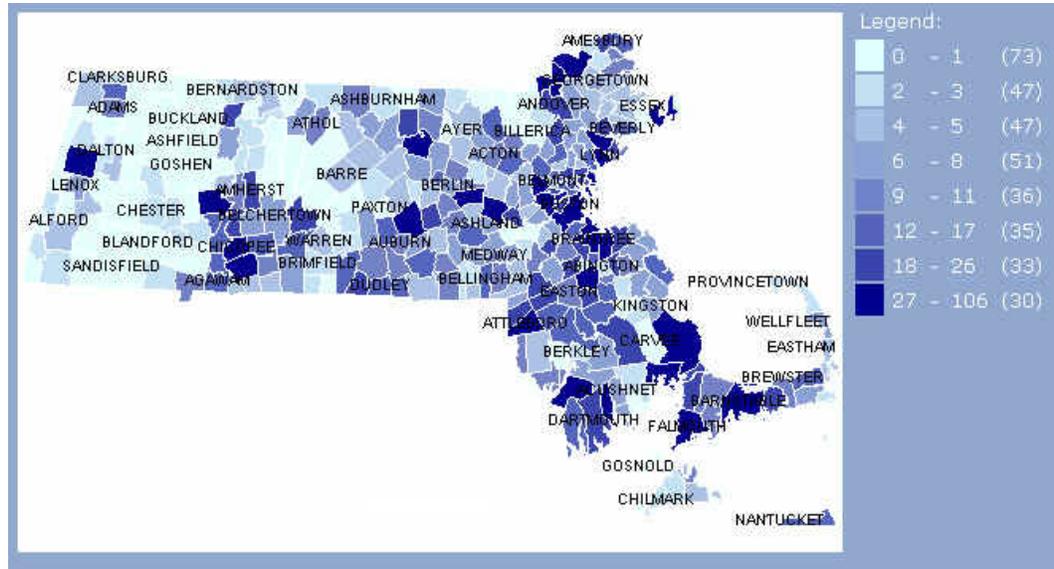
Source: Massachusetts Traffic Records Portal, 8/2006.

Figure 3.7 shows the geographical distribution of alcohol-related crash citations. As expected, urban communities – metropolitan Boston, Worcester, and Springfield – have the greatest number of alcohol-related crash citations, as shown in Table 3.6. Communities in southeastern Massachusetts and Cape Cod also have high numbers of alcohol-related crash citations.

² 138 34C LQ is the former code for the liquor transported by a minor violation. It is now designated as 138 34C. Queries in this report include both codes as some officers coded with the old number even after the transition.

³ In this report, an alcohol-related citation is a citation that involved at least one of the above violations. There can be multiple violations on a citation.

**Figure 3.7 Alcohol-Related Crash Citations
By Community (2005)**



Source: Massachusetts Traffic Records Portal, 8/2006.

**Table 3.6 Ranking: Top 10 Alcohol-Related Crash Citation Communities
2005**

Community	Type	County	2005 Population	Alcohol-Related Crash Citations	
				Total	Per 1,000 Population
Boston	City	Suffolk	559,034	106	0.19
Worcester	City	Worcester	175,898	74	0.42
Fall River	City	Bristol	91,802	62	0.68
New Bedford	City	Bristol	93,102	61	0.66
Lynn	City	Essex	88,792	60	0.68
Quincy	City	Norfolk	90,250	56	0.62
Barnstable	City	Barnstable	47,826	54	1.13
Brockton	City	Plymouth	94,632	48	0.51
Peabody	City	Essex	51,239	44	0.86
Weymouth	Town	Norfolk	53,788	42	0.78

Source: Massachusetts Traffic Records Portal, 8/2006.

Major cities and those concentrated in southeastern Massachusetts have the highest number of alcohol-related crash citations. When these values are weighted by the population (1,000) of the community, however, the top communities (with a population greater than 5,000) change significantly, as shown in Table 3.7. Worcester and Essex counties have a high representation among the top communities for alcohol-related crash citations. There are a number of smaller communities in Berkshire and Hampshire counties as well as on Cape Cod and the Islands that have a high number of these incidents by population.

Table 3.7 Ranking: Top 10 Alcohol-Related Crash Citation Communities
Weighted by Population (2005)

Community	Type	County	2005 Population	Alcohol-Related Crash Citations	
				Total	Per 1,000 Population
West Bridgewater	Town	Plymouth	6,821	20	2.93
Salisbury	Town	Essex	8,284	17	2.05
Ware	Town	Hampshire	10,005	19	1.90
Sturbridge	Town	Worcester	8,860	15	1.69
Nantucket	Town	Nantucket	10,168	16	1.57
Holbrook	Town	Norfolk	10,775	15	1.39
Leicester	Town	Worcester	10,967	15	1.37
Lenox	Town	Berkshire	5,156	7	1.36
Sutton	Town	Worcester	8,989	12	1.33
Gloucester	City	Essex	30,713	40	1.30

Source: Massachusetts Traffic Records Portal, 8/2006.

Note: Communities with population greater than 5,000.

Table 3.8 presents the alcohol-related crash citation information in a slightly different manner. The top three communities (weighted by population) in each county are listed with both alcohol-related crash citation data and alcohol-related citation data. Alcohol-related citations for 2005 are illustrated by community in Figure 3.8.

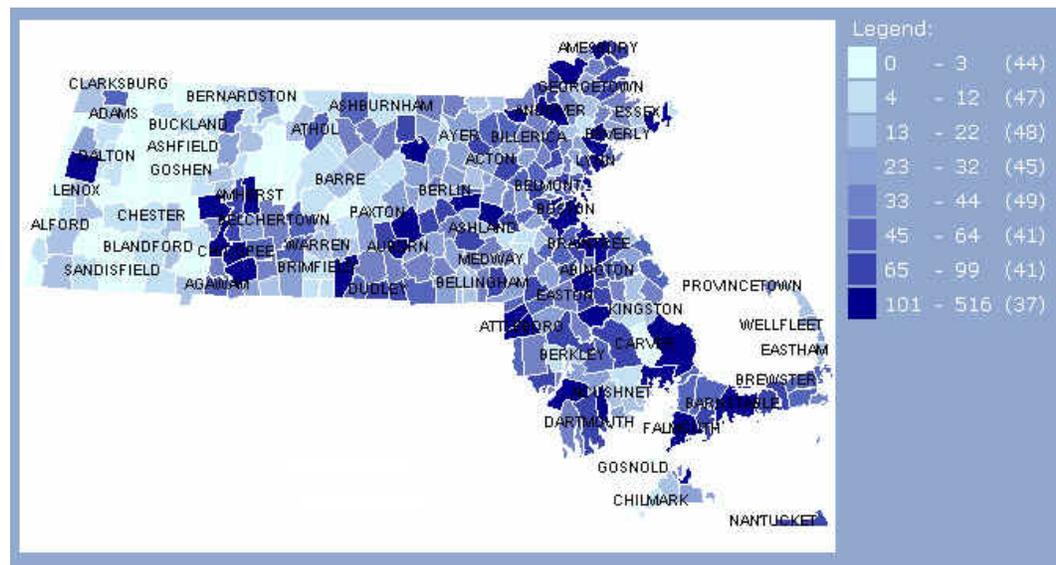
Table 3.8 Top Alcohol-Related Crash Citations Communities
Weighted by Population, by County (2005)

Community	2005 Population	Alcohol-Related Crash Citations		Alcohol-Related Citations	
		Total	Per 1,000 Population	Total	Per 1,000 Population
Barnstable					
Wellfleet	2,822	8	2.83	32	11.34
Truro	2,164	3	1.39	13	6.01
Brewster	10,242	12	1.17	61	5.96
Berkshire					
Hinsdale	1,811	4	2.21	5	2.76
Egremont	1,356	2	1.47	8	5.90
West Stockbridge	1,452	2	1.38	2	1.38
Bristol					
Raynham	13,498	15	1.11	40	2.96
North Attleborough	28,133	26	0.92	108	3.84
Norton	19,169	17	0.89	30	1.57
Dukes					
Oak Bluffs	3,787	11	2.90	101	26.67
Chilmark	945	2	2.12	9	9.52
Tisbury	3,812	5	1.31	33	8.66
Essex					
Salisbury	8,284	17	2.05	90	10.86
Gloucester	30,713	40	1.30	103	3.35
Newbury	7,002	9	1.29	88	12.57
Franklin					
Leyden	816	2	2.45	8	9.80
Bernardston	2,238	4	1.79	11	4.92
Erving	1,544	2	1.30	6	3.89
Hampden					
Montgomery	745	2	2.68	2	2.68
Chester	1,321	3	2.27	6	4.54
Granville	1,647	3	1.82	4	2.43
Hampshire					
Hadley	4,822	10	2.07	98	20.32
Ware	10,005	19	1.90	53	5.30
Worthington	1,292	2	1.55	3	2.32
Middlesex					
Carlisle	4,829	9	1.86	28	5.80
Hopkinton	14,112	17	1.20	78	5.53
Boxborough	5,062	6	1.19	27	5.33
Nantucket					
Nantucket	10,168	16	1.57	97	9.54

Community	2005 Population	Alcohol-Related Crash Citations		Alcohol-Related Citations	
		Total	Per 1,000 Population	Total	Per 1,000 Population
Norfolk					
Holbrook	10,775	15	1.39	37	3.43
Foxborough	16,313	21	1.29	89	5.46
Millis	7,964	8	1.00	37	4.65
Plymouth					
West Bridgewater	6,821	20	2.93	86	12.61
Wareham	21,296	27	1.27	101	4.74
Rockland	17,839	22	1.23	48	2.69
Suffolk					
Revere	45,807	28	0.61	104	2.27
Chelsea	32,518	18	0.55	60	1.85
Winthrop	17,069	7	0.41	16	0.94
Worcester					
Berlin	2,689	8	2.98	22	8.18
Royalston	1,368	3	2.19	6	4.39
Bolton	4,435	9	2.03	25	5.64

Source: Massachusetts Traffic Records Portal, 8/2006.

Figure 3.8 Alcohol-Related Citations By Community (2005)



Source: Massachusetts Traffic Records Portal, 8/2006.

Table 3.9 and Table 3.10 present the communities with the highest alcohol-related citations in 2005. These communities include a mix of major cities and smaller towns, including Amherst, a small college town and Amesbury, a small town near Salisbury Beach and the New Hampshire border.

Table 3.9 Ranking: Top 10 Alcohol-Related Citation Communities
2005

Community	Type	County	2005 Population	Alcohol-Related Citations	
				Total	Per 1,000 Population
Boston	City	Suffolk	559,034	516	0.92
Worcester	City	Worcester	175,898	251	1.43
Springfield	City	Hampden	151,732	230	1.52
Barnstable	City	Barnstable	47,826	198	4.14
Amesbury	Town	Essex	16,643	184	11.06
Amherst	Town	Hampshire	34,047	169	4.96
Brockton	City	Plymouth	94,632	168	1.78
Lowell	City	Middlesex	103,111	157	1.52
New Bedford	City	Bristol	93,102	156	1.68
Plymouth	Town	Plymouth	54,923	154	2.80

Source: Massachusetts Traffic Records Portal, 8/2006.

Table 3.10 Ranking: Top 10 Alcohol-Related Citation Communities
Weighted by Population (2005)

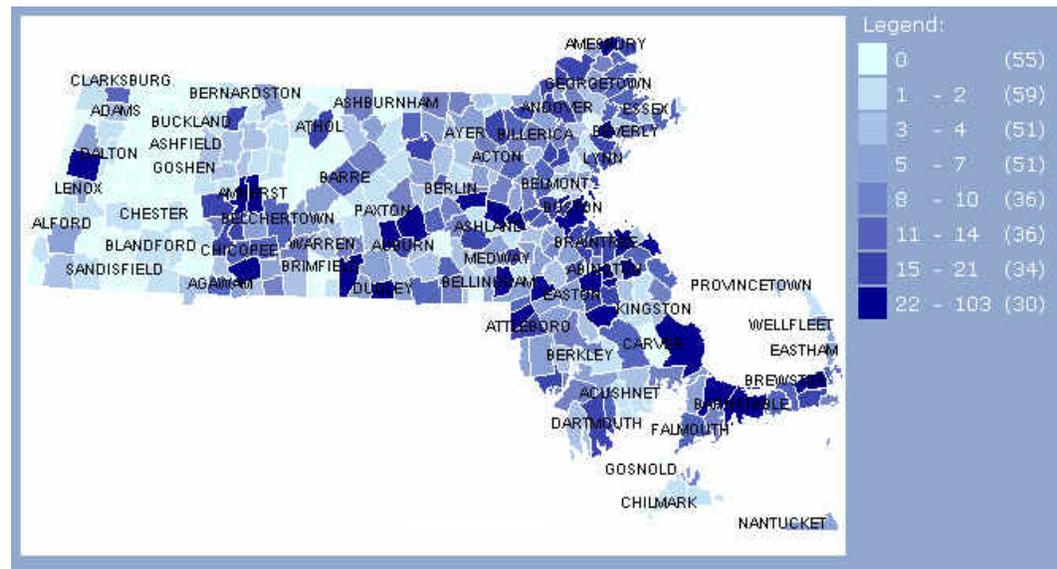
Community	Type	County	2005 Population	Alcohol-Related Citations	
				Total	Per 1,000 Population
West Bridgewater	Town	Plymouth	6,821	86	12.61
Newbury	Town	Essex	7,002	88	12.57
Rowley	Town	Essex	5,845	71	12.15
Sturbridge	Town	Worcester	8,860	107	12.08
Amesbury	Town	Essex	16,643	184	11.06
Salisbury	Town	Essex	8,284	90	10.86
Nantucket	Town	Nantucket	10,168	97	9.54
Orleans	Town	Barnstable	6,458	60	9.29
Douglas	Town	Worcester	7,885	63	7.99
Auburn	Town	Worcester	16,400	130	7.93

Source: Massachusetts Traffic Records Portal, 8/2006.

Note: Communities with population greater than 5,000.

Figure 3.9 illustrates underage drinking violations by community in 2005. These data show different geographic trends than the alcohol-related crash citations. Hot-spots of underage drinking are more geographically diverse, with concentrations in southeastern Massachusetts, Cape Cod, and communities with colleges and universities. Tables 3.11 and 3.12 show the 10 communities in the Commonwealth with the highest occurrence of underage drinking citations, both in terms of total numbers and weighted by 1,000 population.

**Figure 3.9 Underage Drinking-Related Citations
By Community (2005)**



Source: Massachusetts Traffic Records Portal, 8/2006.

**Table 3.11 Ranking: Underage Drinking-Related Citation Communities
2005**

Community	Type	County	2005 Population	Drinking-Related Citations	
				Total	Per 1,000 Population
Bridgewater	Town	Plymouth	25,720	103	4.00
Amherst	Town	Hampshire	34,047	80	2.35
Framingham	Town	Middlesex	65,060	58	0.89
Abington	Town	Plymouth	16,351	54	3.30
Amesbury	Town	Essex	16,643	53	3.18
Hadley	Town	Hampshire	4,822	43	8.92
Franklin	City	Norfolk	30,893	37	1.20
Leicester	Town	Worcester	10,967	33	3.01
Marlborough	City	Middlesex	37,444	33	0.88
Hingham	Town	Plymouth	21,507	32	1.49

Source: Massachusetts Traffic Records Portal, 8/2006.

Table 3.12 Ranking: Top 10 Underage Drinking-Related Citation Communities
Weighted by Population (2005)

Community	Type	County	2005 Population	Alcohol-Related Citations	
				Total	Per 1,000 Population
Bridgewater	Town	Plymouth	25,720	103	4.00
Abington	Town	Plymouth	16,351	54	3.30
Amesbury	Town	Essex	16,643	53	3.18
Leicester	Town	Worcester	10,967	33	3.01
Sturbridge	Town	Worcester	8,860	24	2.71
Dudley	Town	Worcester	10,812	29	2.68
Hull	Town	Plymouth	11,280	28	2.48
Salisbury	Town	Essex	8,284	20	2.41
Millis	Town	Norfolk	7,964	19	2.39
Amherst	Town	Hampshire	34,047	80	2.35

Source: Massachusetts Traffic Records Portal, 8/2006.

Note: Communities with population greater than 5,000.

Table 3.13 presents the total number of alcohol-related violations in Massachusetts for the period 2003 to 2005. It is important to note that there can be multiple violations per citation.

Table 3.13 Alcohol and Underage Drinking-Related Violations

Offense Description	Offense Code	2003	2004	2005
Alter/Trans Lic/ID	138 34B	23	28	26
Drink Open Container	90 24I	3,290	3,164	2,920
DWI Alcohol Program	90 24D	8,970	8,900	7,585
DWI Liquor	90 24 DI	7,046	6,121	4,054
DWI Serious Injury	90 24L	95	76	47
Liquor Possession By Minor	138 34C NS	10	15	38
Liquor Trans By Minor	138 34C (138 34C LQ)	2,181	2,286	1,673

Source: Massachusetts Traffic Records Portal, 8/2006.

Alcohol-related violation offenses have remained relatively steady over the past several years. The most significant violation is “DWI Alcohol Program,” which entails an assignment of the driver to an alcohol education program. This occurs in conjunction with other alcohol-related violations, the most prevalent of which are *DWI Liquor*, which is operating a vehicle under the influence of liquor, *Drink Open Container*, which is drinking alcohol from an open container while operating a motor vehicle. Although the high occurrence of the violation *Liquor*

Transported by a Minor continues to be a problem, there was a significant (27 percent) reduction in the number of violations issued in 2005 as compared to 2004.

From 2003 to 2005, there was a significant drop in DWI Liquor violations and DWI Serious Injury violations.

Massachusetts Drunk Driving Survey Results

In 2004 and 2005, 500 person statewide telephone surveys were conducted to determine reported behavior, awareness of, and attitudes towards drunk driving and related laws among Massachusetts licensed drivers. Table 3.14 summarizes some of the survey findings.

Table 3.14 Drunk Driving-Related Telephone Survey

	2004	2005
Stricter Enforcement of Drunk Driving Law		
Strongly Favor	58%	54%
Favor	30%	36%
Likelihood Drunk Drivers will be Stopped by Police		
Very Likely	31%	25%
Somewhat Likely	43%	46%
Police Increasing Enforcement Impact on Abstaining from Drinking and Driving		
Much More Likely	42%	44%
Somewhat More Likely	16%	15%

Source: Governor's Highway Safety Bureau, 9/2005.

In 2005, 90 percent of those surveyed indicated that they favor stricter enforcement of the drunk driving law. This is a slight increase from 88 percent in 2004. Of those surveyed, 71 percent thought it was likely that drunk drivers will be stopped by the police (down from 74 percent in 2004) and 59 percent indicated that police increase their enforcement of drunk driving would make them more likely to abstain from drinking and driving.

Objectives and Performance Measures

Objectives

1. Enhance and evaluate the impact of the series of "Drunk Driving - Over the Limit - Under Arrest" (DD-OL-UA) Mobilizations.
2. Expand and evaluate number of sobriety checkpoints.
3. Enhance and evaluate the impact of efforts to reduce impaired driving by younger drivers and underage drinking.

4. Support law enforcement with training and technical assistance aimed at increasing their effectiveness to combat impaired driving and underage drinking.

Select Performance Measures

1. Increase number of respondents to GHSB-sponsored statewide telephone survey that were likely to abstain from drinking and driving if they knew that police were increasing their enforcement of drunk driving from 59 percent in FFY 2005 to 63 percent in FFY 2007.
2. Increase number of State Police-led sobriety checkpoints from 16 in FFY 2006 to 24 in FFY 2007.
3. Increase number of stops by per hour by local police during DD-OL-UA Mobilizations from 2.3 in FFY 2006 to 2.4 in FFY 2007.
4. Increase number of mini-grants awarded by GHSB's Youth Program from 44 in FFY 2006 to 75 in FFY 2007.
5. Increase number of grants awarded by GHSB's Higher Education Program from 10 in FFY 2006 to 15 in FFY 2007.

4.0 Occupant Protection

Occupant protection refers to the use of safety belts, booster seats, and child safety seats by motor vehicle drivers and passengers. On an annual basis it is estimated that 88 lives could be saved, 6,009 injuries could be prevented, and \$660.2 million could be saved if 100 percent of the residents in Massachusetts wore safety belts. Massachusetts has a weak “secondary” safety belt law that significantly restricts its ability to increase safety belt use. Secondary safety belt laws limit enforcement by specifying that officers may not issue safety belt citations until they first stop a motorist for “primary” traffic violations, such as speeding. A primary safety belt law allows officers to write citations for belt violations whenever unbelted drivers or passengers are observed. In 2006 the Massachusetts Legislature considered passage of a primary enforcement safety belt bill, but it was defeated by the House in May. This resulted in Massachusetts being temporarily ineligible for a \$13.6 million grant offered through the Section 406 incentive program. Due to the fact that safety belts remain the single most effective means of preventing death or injury in the result of a crash, and the Massachusetts belt use rate remains at an unacceptable low rate, the GHSB will continue to make occupant protection a major highway safety program area in FFY 2007.

Goals

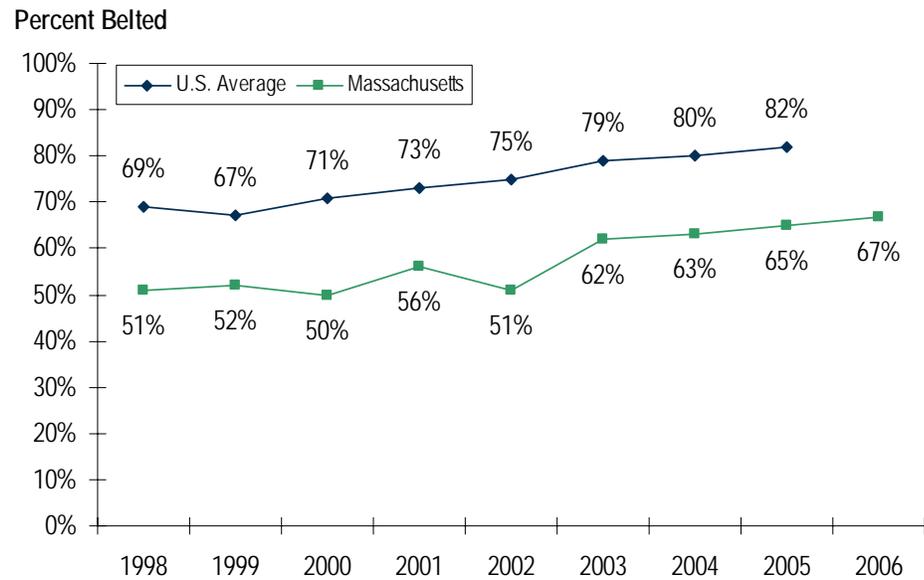
- To increase statewide safety belt use rate three percentage points from the 2006 rate of 67 percent to 70 percent by 2007.
- To increase statewide teenage safety belt use rate 4 percentage points from the 2006 unweighted rate of 66 percent to 70 percent by 2007.

Problem Identification and Analysis

Observed Safety Belt Use Rate

Massachusetts historically has one of the lowest statewide safety belt use rates in the country. In FFY 2003, the application of NHTSA’s full *Click it or Ticket* (CIOT) model enabled Massachusetts to increase its safety belt use from 51 percent to 62 percent – the highest statewide rate increase ever recorded. This increase included a 22 percent conversion rate of non-users. Still, the Commonwealth was 17 percentage points below the 2005 national average of 82 percent as shown in Figure 4.1. Safety belt use by type of vehicle is provided in Table 4.1.

Figure 4.1 Massachusetts and U.S. Safety Belt Use Rate Trends



Source: Governor's Highway Safety Bureau and National Highway Traffic Safety Administration. 2006 Massachusetts GHSB Safety Belt Usage Observation Study.

GHSB will continue to expand the CIOT model through FFY 2007. Over the four-year period since FFY 2003, overall safety belt use has seen steady, incremental increases from 62 percent to 67 percent. The FFY 2006 stated goal of 67 percent was attained. By continuing to apply the full CIOT model, the Commonwealth should see an increase in safety belt use in FFY 2007. It is important to note that with the exception of overall belt use, rates for Massachusetts are unweighted. This is true for all Massachusetts safety belt use data presented in this HSP unless otherwise noted. Since 2003, when Massachusetts reduced the gap with the national average from 24 percent to 17 percent, the gap has remained steady. As noted, incremental increases in both the state and national rates have been experienced over the past three years.

Table 4.1 Safety Belt Use Rate
By Type of Vehicle (2006)

Category	U.S. (%)	MA (%)
Overall Safety Belt Use	82%	67%
Occupant Role		
Driver – Alone		71%
Driver – With Passenger(s)		72%
Passengers		72%
Vehicle Type		
Passenger Car	81%	74%
SUV		75%
Van		76%
Pick-up Truck	73%	55%
Commercial Vehicle		52%
Status Undetermined		67%

Source: Governor's Highway Safety Bureau and National Highway Traffic Safety Administration. 2006 Massachusetts GHSB Safety Belt Usage Observation Study

Note: Overall Safety Belt Use is a weighted value to account for the sample stratification. The component data are unweighted.

U.S. Data is from 2005.

In an effort to further understand why Massachusetts has difficulty achieving a higher belt use rate, data collected during the statewide observational surveys conducted between 2002 and 2006 were analyzed. Figure 4.2 illustrates the districts used to analyze belt use based on geographic regions (MassHighway Districts).

Figure 4.2 Massachusetts Highway Department Districts

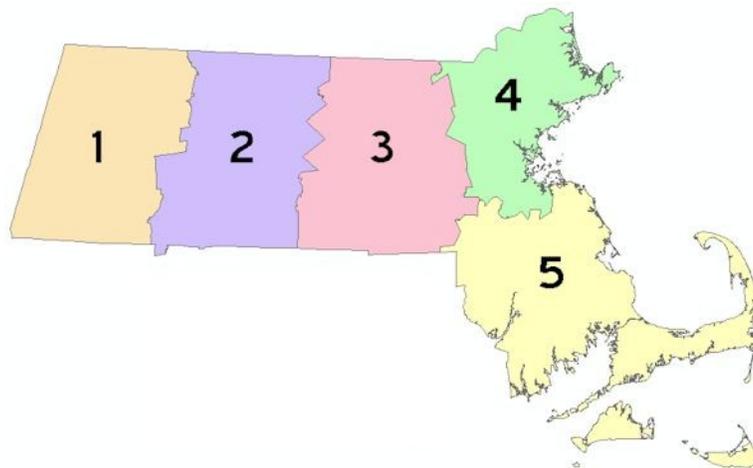


Table 4.2 documents safety belt use rates in Massachusetts for 2003 to 2006.

**Table 4.2 Massachusetts Safety Belt Use Rates
2003-2006**

		2003	2004	2005	2006*
United States		79%	80%	82%	NA
Primary Law States		83%	84%	NA	NA
Secondary Law States		75%	73%	NA	NA
Massachusetts		62%	63%	65%	67%
Gender	Male	57%	57%	59%	65%
	Female	72%	73%	73%	78%
Age Group	Teen	58%	60%	57%	66%
	Adult	63%	64%	65%	70%
	Elder Adult	71%	71%	73%	82%
Occupant Role	Driver	64%	64%	66%	71%
	Front Seat Passenger	61%	64%	63%	72%*
	Front Seat Occupants	64%	64%	65%	72%*
Vehicle Type	Passenger Car	67%	68%	68%	74%
	SUV	65%	68%	68%	75%
	Van	70%	72%	73%	76%
	Pick-up Truck	48%	48%	53%	55%
	Commercial Vehicle	35%	34%	39%	52%
Roadway Classification	Highway	64%	70%	70%	77%
	Non-highway	60%	59%	61%	71% (67%)*
State of Vehicle Registration	Massachusetts	63%	64%	65%	71%
	New Hampshire	61%	59%	64%	68%
	Other State	75%	75%	73%	81%
Region	1	64%	61%	71%	81%
	2	68%	69%	65%	63%
	3	68%	67%	71%	70%
	4	62%	62%	64%	69%
	5	59%	61%	63%	70%

Source: Governor's Highway Safety Bureau.

2006 Massachusetts Safety Belt Usage Observation Study, Cambridge Systematics.

Note: Overall Safety Belt Use is a weighted value to account for the sample stratification. The component data are unweighted.

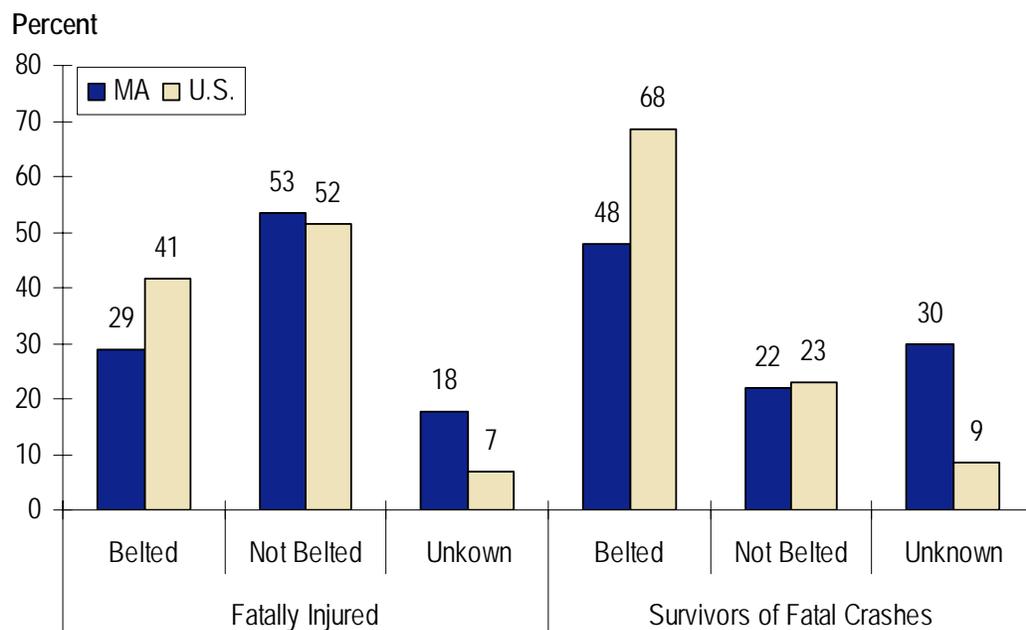
* 2006 categorization different than previous years, so not directly comparable: Occupant role 2006 numbers refer to Driver – with passengers and Passenger, respectively. Roadway classification 2006 numbers refer to Arterial (Collector), respectively.

Several observations emerged from the comparison of 2005 and 2006 data. While overall safety belt usage (weighted) increased by 2 percent, from 65 percent to 67 percent, teen usage increased more significantly, from 57 percent to 66 percent (unweighted). Belt use for Massachusetts registered vehicles increased to 71 percent. The rate in belt use from out-of-state drivers, with New Hampshire vehicles increased from 64 percent to 68 percent and other non-Massachusetts vehicles increased from 73 percent to 80 percent. District 1 in Western

Massachusetts has the highest usage rate, and experienced a substantial increase from 71 percent to 81 percent. Decreases in usage of a couple of percentage points were found in Central Massachusetts (District 2) while Southeastern Massachusetts (District 5) improved to 70 percent.

The low belt use rate is represented in Massachusetts fatal crashes as well. Figure 4.3 presents belt use status for fatally injured vehicle occupants and survivors of fatal crashes for both the United States and Massachusetts in 2004. While 68 percent of survivors of fatal crashes at the national level were belted, only 48 percent of fatal crash survivors in Massachusetts were belted. Twenty-nine percent of fatally injured drivers were belted while 53 percent were not belted. Conversely, 48 percent of fatal crash survivors were belted while only 22 percent were not belted.

Figure 4.3 Safety Belt Use for Vehicle Occupants Involved in Fatal Crashes 2004



Source: Fatality Analysis Reporting System (FARS).

Table 4.3 presents motor vehicle crash ejections in Massachusetts from 2003 to 2005. The total number of ejections as well as the normalized number of ejections per VMT and 100,000 population is trending downward. Consistently, an overwhelming number of ejections were males.

Table 4.3 Motor Vehicle Crash Ejections

	2003	2004	2005
Partial and Total Ejections	2,388	2,202	2,425
Female	31%	27%	28%
Male	65%	70%	70%
Partial and Total Ejections per 100M VMT	4.45	4.02	NA
Partial and Total Ejections per 100k Population	37.1	34.3	NA

Source: Massachusetts Traffic Records Portal.

When compared by age, there is a noticeably higher rate of ejection per 100,000 population for 18- to 20-year-olds and 21- to 24-year-olds.

Safety Belt Citations

A safety belt violation involves one of the following Massachusetts General Laws:

- Seat Belt Violation (90 13A);
- Seat Belt (90 7BB); and
- No Child Restraint (90 7AA).

In 2005, police issued 81,556 citations⁴ for safety belt or child safety seat violations along Massachusetts Roadways compared to 83,583 and 94,838 in 2004 and 2003, respectively. In 2005, seat belt-related citations had noticeable peaks in May and November, at 13.3 percent and 14.0 percent of annual seat belt-related citations, respectively. Other months ranged from 5.9 percent to 9.5 percent.

Table 4.4 Safety Belt and Child Safety Seat Violations

	2003	2004	2005
Safety Belt Citation	90,712	80,067	78,285
Safety Belt Citation per 100k Population	1,410	1,248	NA
Safety Belt Citation per 100k Licensed Drivers	1,952	1,723	NA
Child Safety Seat Citation	4,130	3,528	3,271
Child Safety Seat Citation per 100k Population	64	55	NA
Total Safety Citations	94,842	83,595	81,556

Source: Massachusetts Traffic Records Portal, 8/2006.

Massachusetts Safety Belt Survey Results

Between 2003 and 2006, 500-person statewide telephone surveys were conducted to determine reported behavior, awareness of, and attitudes towards safety belts

⁴ In this report, a safety belt citation is a citation that involved at least one of the above violations. There can be multiple violations on a citation.

and related laws among Massachusetts licensed drivers. Table 4.5 summarizes some of the survey findings.

Table 4.5 Safety Belt-Related Telephone Survey

	June 2003	June 2004	June 2005	June 2006
Mass. Residents Aware of Safety Belt Law	85%	93%	91%	81%
Stricter Enforcement of Safety Belt Law				
Strongly Favor	40%	34%	53%	37%
Favor	31%	38%	23%	39%
Likelihood Unbelted Adults will be Ticketed by Police				
Very Likely	31%	31%	16%	15%
Somewhat Likely	27%	30%	21%	19%
Police Ticketing Those Unbelted Impact on Safety Belt Use Decision				
Much More Likely	48%	42%	66%	44%
Somewhat More Likely	18%	20%	14%	21%

Source: Pre and Post Click It Or Ticket Survey Results, Governor's Highway Safety Bureau, 6/2006.

Awareness of the safety belt law is encouraging, with 86 percent aware of the law for children 12 and under and 81 percent aware of the law for all passengers in 2006. Awareness of the safety belt law has trended downwards in recent years. In 2006, 76 percent favor stricter enforcement of the safety belt law for everyone, and 94 percent favor stricter enforcement of the safety belt law for children under 12 years of age.

In 2006, 34 percent of those surveyed think it is likely that unbelted adults will be ticketed by police and 65 percent say that police ticketing has an impact on safety belt use decisions.

Objectives and Performance Measures

Objectives

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

Select Performance Measures

1. Increase number of respondents to GHSB-sponsored statewide telephone survey that are aware of Massachusetts safety belt law from 81 percent in 2006 to 85 percent in 2007.
2. Increase number of stops by per hour by local police during CIOT Mobilizations from 2.7 in FFY 2006 to 2.8 in FFY 2007.
3. Increase number of mini-grants awarded by GHSB's Youth Program from 44 in FFY 2006 to 75 in FFY 2007.
4. Increase number of child passenger safety grants awarded by GHSB's CPS Program from 100 in FFY 2006 to 120 in FFY 2007.
5. Maintain or expand by 10 percent the approximately 500 child passenger safety technicians in Massachusetts in FFY 2007.

5.0 Speed and Aggressive Driving

Speed-related crashes are a significant highway safety problem overshadowed in recent years by the high-profile attention given to occupant protection and impaired driving both at the national and state level. In Massachusetts, 34 percent of crash fatalities were speed-related in 2003; this was higher than the national rate of 31 percent. In 2005, 3,338 crashes included the issuance of a speed violation in Massachusetts and there were 296,607 total speed violations issued. The high-speed involvement in fatal crashes in Massachusetts, as well as the significant level of speed violations issued, suggests that the GHSB must continue to treat speeding as a major highway safety program area in FFY 2007. Efforts in this area also will address aggressive and distracted driving.

Goals

- Reduce the percentage of speed-related fatalities from 35 percent in 2004 to 30 percent in 2007.

Problem Identification and Analysis

In April 2004, the GHSB reintroduced a speeding and aggressive driving campaign it had conducted in the late 1990s called “Road Respect.” This campaign follows the NHTSA model for CIOT and DD-OL-UA. The campaign was conducted only on roadways patrolled by the Massachusetts State Police. In April 2005, the campaign expanded to include roadways under the jurisdiction of 252 local police departments. Initial evaluation of Road Respect has been positive, but additional collection of data must take place to determine its effectiveness. There are limited data available for use in the analysis of speed-related crashes in Massachusetts. For this reason, speed-related crashes were examined primarily through the analysis of speed-related violations with a specific focus on violations issued when a crash occurred.

Speed-Related Crashes

Table 5.1 presents the proportion of fatal and incapacitating injury crashes where speed was cited as a factor. Speed played a factor in almost 20 percent of 2005 fatal crashes and slightly less than five percent of incapacitating injury crashes.

Table 5.1 Proportion of Fatal and Incapacitating Injury Crashes where Speed was Cited as a Factor

	2003	2004	2005
Total Fatal Crashes	434	447	426
Exceeded Authorized Speed Limit	80	87	86
Driving Too Fast for Conditions	18	16	15
Percent of Fatal Crashes, Speed a Factor*	18.4%	19.5%	20.2%
Total incapacitating Injury Crashes	4,257	4,143	4,234
Exceeded Authorized Speed Limit	238	264	207
Driving Too Fast for Conditions	147	147	142
Percent of Incapacitating Injury Crashes, Speed a Factor*	5.6%	6.4%	4.9%

Source: Massachusetts Traffic Records Portal, 8/2006.

* It was unclear whether Exceeded authorized speed limit and Driving too fast for conditions was mutually exclusive. Therefore, only Exceeded authorized speed limit was used to calculate the proportion of injuries where speed was a factor.

Table 5.2 shows speed-related crash violations by age and gender. Among females the number of crashes has dropped significantly among all categories of drivers between 2003 and 2005. A similar trend has occurred among male drivers, although they still account for the majority of such crashes in all age categories.

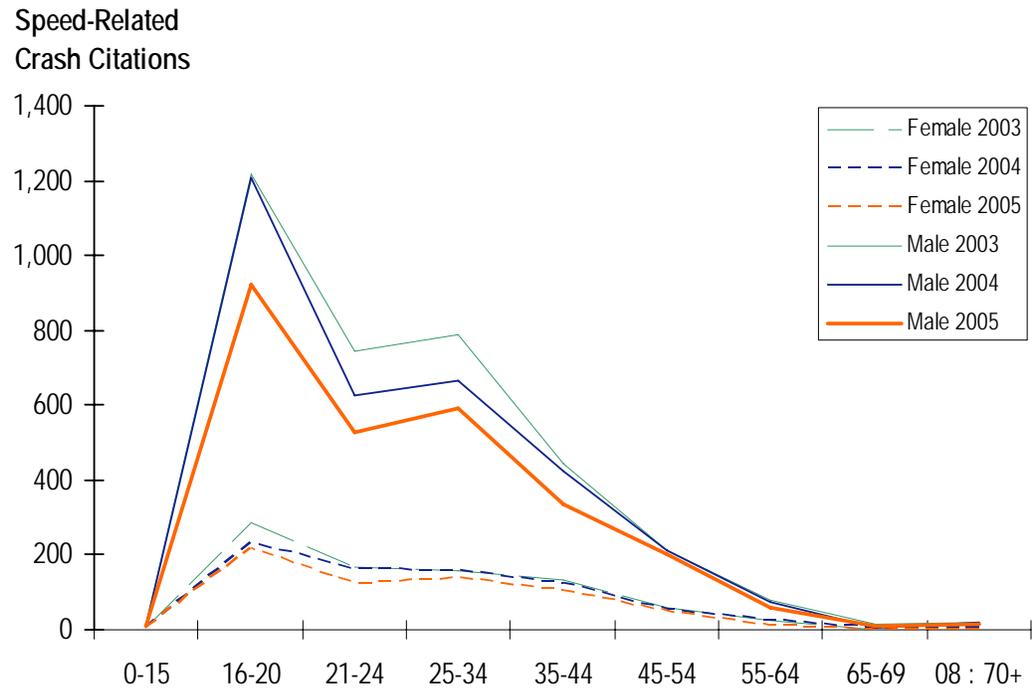
**Table 5.2 Speed-Related Crashes
By Age and Gender**

	2003	2004	2005
Female			
0-15	3	3	3
16-20	284	234	218
21-24	169	161	125
25-34	156	156	136
35-44	135	125	103
45-54	57	55	51
55-64	23	26	10
65-69	1	3	2
70+	2	6	2
Male			
0-15	13	11	8
16-20	1,216	1,208	920
21-24	744	626	526
25-34	787	665	592
35-44	442	422	337
45-54	211	214	200
55-64	78	74	57
65-69	13	7	11
70+	22	18	16

Source: Massachusetts Traffic Records Portal, 8/2006.

Figure 5.1 illustrates these trends, including the large gap between female and male drivers and the higher crash rates experienced by younger drivers.

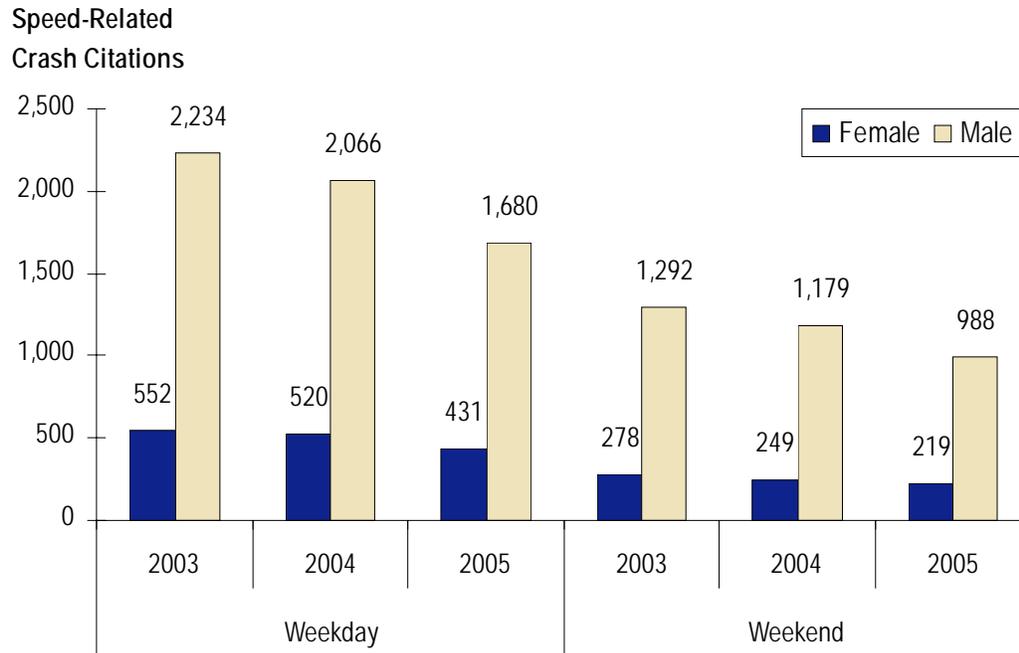
**Figure 5.1 Speed-Related Crash Citations
By Age and Gender**



Source: Massachusetts Traffic Records Portal, 8/2006.

Figure 5.2 summarizes speed-related crash citations by gender and weekday/weekend. Speed-related crashes are approximately four times likely to involve males than females. Weekend crashes among males dropped more rapidly than those among females between 2003 and 2005.

Figure 5.2 Speed-Related Crash Citations
By Gender and Weekend/Weekday



Source: Massachusetts Traffic Records Portal, 8/2006.

Table 5.3 presents speed-related crash citations by gender and day of the week for 2002 to 2005. These data show that males are more likely to be involved in a speed-related crash than females. Friday, Saturday, and Sunday have the most speed-related crash citations, though the violations for males are more variable than those of women, by day of week.

Table 5.3 Speed-Related Crash Citations
By Gender and Day of Week

	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
Female							
2003	117	116	104	99	92	141	161
2004	117	92	103	104	102	119	132
2005	106	85	83	71	92	100	113
Male							
2003	605	420	422	428	398	566	687
2004	521	385	383	389	388	521	658
2005	437	304	311	302	330	433	551

Source: Massachusetts Traffic Records Portal, 8/2006.

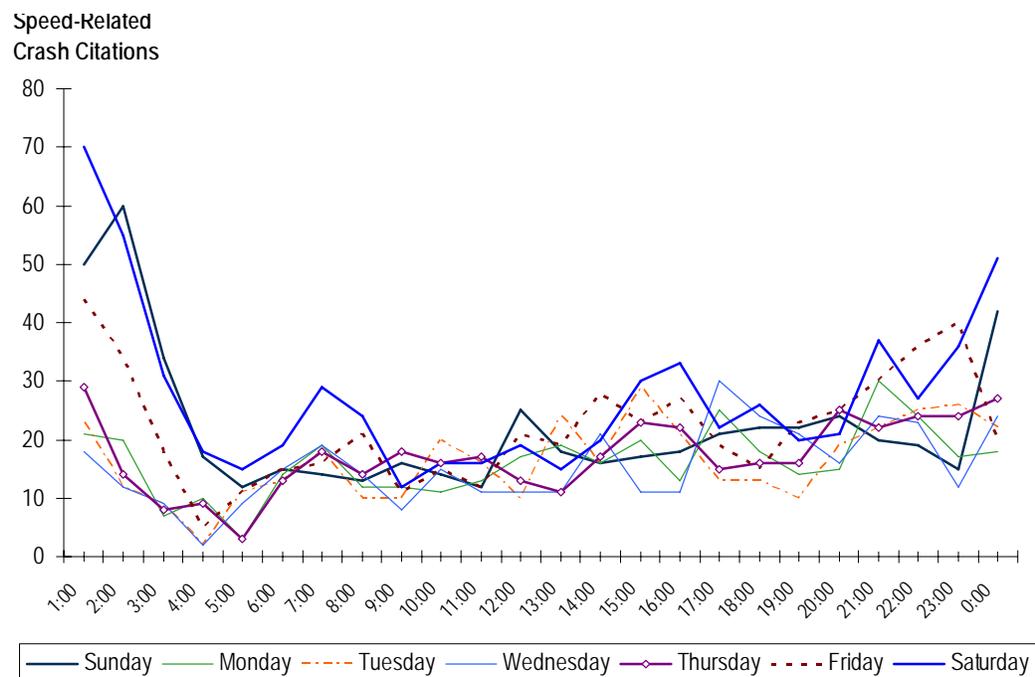
Table 5.4 and Figure 5.3 present speed-related crash violations by time of day and day of week. Weekdays between the hours of midnight and six in the morning have the lowest speed-related crash violations. However, those hours of the day have the largest number on weekend days.

Table 5.4 Speed-Related Crash Citations
By Time of Day and Day of Week (2005)

Time	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
0-3:00 a.m.	152	59	57	54	70	98	176
3:00a.m.-6:00 a.m.	63	20	22	20	20	34	64
6:00 a.m.-9:00 a.m.	42	45	41	48	45	52	72
9:00 a.m.-Noon	42	36	46	34	51	38	44
Noon-3:00 p.m.	59	52	50	43	41	68	54
3:00 p.m.-6:00 p.m.	56	58	63	52	60	69	85
6:00 p.m.-9:00 p.m.	68	47	42	61	57	63	67
9:00 p.m.-Midnight	54	71	73	59	70	106	100

Source: Massachusetts Traffic Records Portal, 8/2006.

Figure 5.3 Speed-Related Crash Citations
By Time of Day and Day of Week (2005)

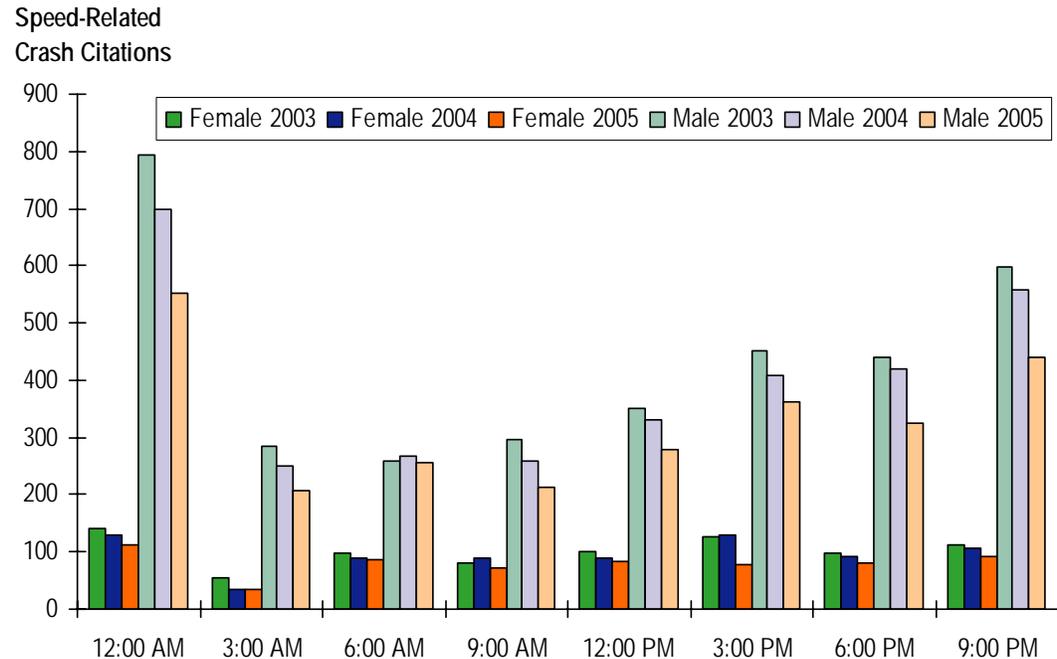


Source: Massachusetts Traffic Records Portal, 8/2006.

Figure 5.4 shows speed-related crash citations by gender and time of day. Trends identified previously also are shown here. Males are much more likely to

be involved in a speed-related crash violation, especially between the hours of 11:00 p.m. and 3:00 a.m.

Figure 5.4 Speed-Related Crash Citations
By Gender and Time of Day



Source: Massachusetts Traffic Records Portal, 8/2006.

Speed-Related Violations

A speed-related violation is defined by one of the following Massachusetts General Laws:

- Mass Pike Speed (730400 SP, 730500 SP, and 730707 SP);
- MDC Way Speeding (350401 SP);
- Speed County Bridge (85 20);
- Speed Drag Racing (90 17B);
- Speed Metallic Tires (85 31);
- Speeding (730708 SP, 7401100 SP, 7402100 SP, 740300 SP, 90 17, and 90 18);
- Speeding Overweight (90 17 OW); and
- Sum/Cal Tunnel Speed (730300 SP).

Table 5.5 presents annual speeding citations,⁵ in total and as they related to crashes. The percent of crash violations that are speed-related has held relatively steady, with slight variation over the last few years. Less than two percent of speeding citations are crashes. In 2005, speeding-related citations peaked in April and May, at 10.9 percent and 9.8 percent, respectively, of annual speeding-related citations, and remained relatively high throughout the summer. Speeding-related crash citations were highest in January (10.7 percent), March (9.3 percent), and May (9.3 percent).

Table 5.5 Speeding Citations

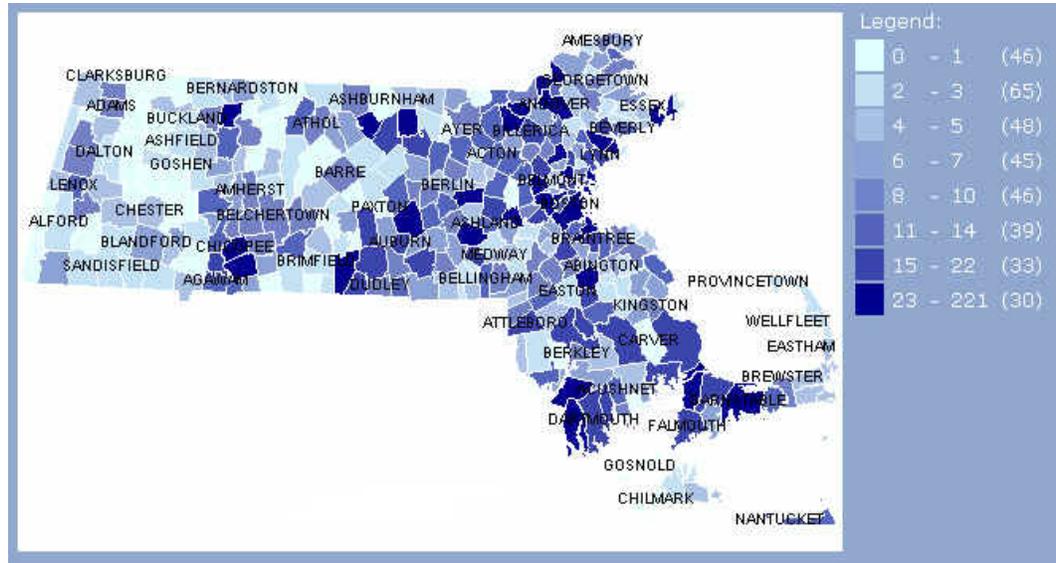
	2003	2004	2005
Speeding Citations	336,832	315,895	296,607
Speeding Citations per 100k Licensed Drivers	7,250	6,799	
Crash Citations, Speed-Related	4,377	4,039	3,338
Percent of Speeding Citations that Involve a Crash	1.3%	1.3%	1.1%
Crash Citations, Total	39,344	38,013	33,715
Percent of Crash Violations Speed-Related	11.1%	10.6%	9.9%

Source: Massachusetts Traffic Records Portal, 8/2006.

Figure 5.5 shows the geographical distribution of speed-related crash citations. In 2004, urban communities – metropolitan Boston, Worcester, Springfield, and New Bedford – had the greatest number of speed-related crashes. Communities in Merrimack Valley also had high numbers of speed-related crash citations.

⁵ In this report, a speeding citation is a citation that involved at least one of the above violations. There can be multiple violations on a citation.

**Figure 5.5 Speed-Related Crash Citations
By Community (2005)**



Source: Massachusetts Traffic Records Portal, 8/2006.

Table 5.6 and Table 5.7 present the 10 communities that have the greatest number of speed-related crash citations and the highest rate of speed-related crash citations per 1,000 population, respectively.

**Table 5.6 Ranking: Top 10 Speed-Related Crash Citation Communities
2005**

Community	Type	County	2005 Population	Speed-Related Crash Citations	
				Total	Per 1,000 Population
Boston	City	Suffolk	559,034	221	0.40
Springfield	City	Hampden	151,732	74	0.49
Brockton	City	Plymouth	94,632	59	0.62
Fall River	City	Bristol	91,802	45	0.49
Worcester	City	Worcester	175,898	45	0.26
Quincy	City	Norfolk	90,250	44	0.49
Revere	City	Suffolk	45,807	39	0.85
Greenfield	Town	Franklin	17,834	37	2.07
Woburn	City	Middlesex	37,147	37	1.00
Salem	City	Essex	41,756	36	0.86

Source: Massachusetts Traffic Records Portal, 8/2006.

Cities and towns along major roadways have the highest number of speed-related crashes. When these values are weighted by population (1,000) of the community, however, the top communities change significantly, as shown in Table 5.7. The communities are in Berkshire and Franklin counties, in rural communities or along the Massachusetts Turnpike, Route 2, and I-495. When restricted by a minimum population of 5,000, the top speed-related crash citation communities are primarily clustered in Worcester county.

Table 5.7 Ranking: Top 10 Speed-Related Crash Citation Communities
Weighted by Population (2005)

Community	Type	County	2005 Population	Speed-Related Crash Citations	
				Total	Per 1,000 Population
Sturbridge	Town	Worcester	8,860	28	3.16
Westminster	Town	Worcester	7,370	16	2.17
Lenox	Town	Berkshire	5,156	11	2.13
Greenfield	Town	Franklin	17,834	37	2.07
Sutton	Town	Worcester	8,989	18	2.00
Hopkinton	Town	Middlesex	14,112	28	1.98
Harvard	Town	Worcester	6,074	11	1.81
Charlton	Town	Worcester	12,475	21	1.68
Lancaster	Town	Worcester	6,845	11	1.61
Westport	Town	Bristol	15,071	24	1.59

Source: Massachusetts Traffic Records Portal, 6/2006.

Note: Communities with population greater than 5,000.

Table 5.8 presents the speed-related crash citation information by county. The top three communities (weighted by population) in each county are listed with both speed-related crash citation data and speed-related citation data.

Table 5.8 Top Speed-Related Crash Citations Communities
Weighted by Population, by County (2005)

Community	2005 Population	Speed-Related Crash Citations		Speed-Related Citations	
		Total	Per 1,000 Population	Total	Per 1,000 Population
Barnstable					
Bourne	19,356	28	1.45	602	31.10
Truro	2,164	3	1.39	637	294.36
Sandwich	20,726	19	0.92	376	18.14
Berkshire					
Mount Washington	135	1	7.41	3	22.22
Washington	546	4	7.33	101	184.98
Richmond	1,620	5	3.09	142	87.65
Bristol					
Westport	15,071	24	1.59	1,233	81.81
Berkley	6,375	9	1.41	1,084	170.04
Raynham	13,498	16	1.19	1,013	75.05
Dukes					
West Tisbury	2,671	3	1.12	117	43.80
Chilmark	945	1	1.06	45	47.62
Edgartown	3,935	4	1.02	97	24.65
Essex					
Essex	3,346	5	1.49	324	96.83
West Newbury	4,306	6	1.39	457	106.13
Newbury	7,002	9	1.29	1,952	278.78
Franklin					
Leyden	816	4	4.90	64	78.43
Shelburne	2,054	8	3.89	327	159.20
Whately	1,584	6	3.79	937	591.54
Hampden					
Montgomery	745	6	8.05	41	55.03
Blandford	1,267	7	5.52	3,995	3,153.12
Tolland	447	2	4.47	15	33.56
Hampshire					
Pelham	1,416	3	2.12	110	77.68
Cummington	988	2	2.02	84	85.02
Granby	6,344	8	1.26	276	43.51
Middlesex					
Hopkinton	14,112	28	1.98	2,303	163.19
Ashby	2,930	5	1.71	296	101.02
Sherborn	4,223	7	1.66	358	84.77
Nantucket					
Nantucket	10,168	14	1.38	382	37.57
Norfolk					
Avon	4,340	7	1.61	540	124.42

Table 5.9 Ranking: Top 10 Speed-Related Citation Communities
2005

Community	Type	County	2005 Population	Speed-Related Citations	
				Total	Per 1,000 population
Boston	City	Suffolk	559,034	28,449	50.89
Worcester	City	Worcester	175,898	8,022	45.61
Sturbridge	Town	Worcester	8,860	6,213	701.24
Auburn	Town	Worcester	16,400	6,030	367.68
Chicopee	City	Hampden	54,680	5,478	100.18
Lowell	City	Middlesex	103,111	5,015	48.64
Brockton	City	Plymouth	94,632	4,952	52.33
Springfield	City	Hampden	151,732	4,446	29.30
Framingham	Town	Middlesex	65,060	4,240	65.17
Blandford	Town	Hampden	1,267	3,995	3,153.12

Source: Massachusetts Traffic Records Portal, 8/2006.

These communities are major Massachusetts cities and towns that are located along major Interstate or state highways. When these communities are weighted by population, that trend becomes even more apparent, and again when restricted by a 5,000 population minimum, are clustered in Worcester County.

Table 5.10 Ranking: Top 10 Speed-Related Citation Communities
Weighted by Population (2005)

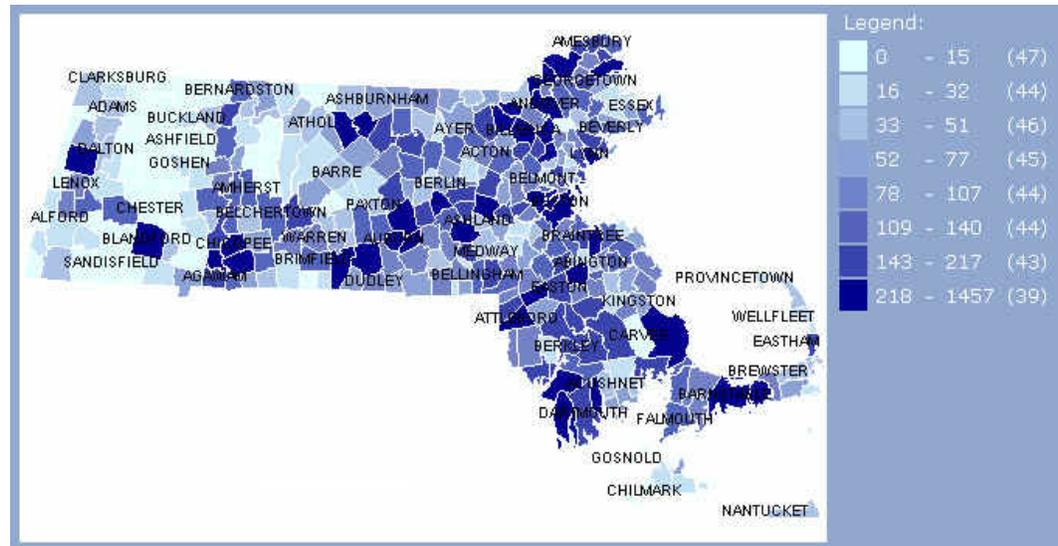
Community	Type	County	2005 Population	Speed-Related Citations	
				Total	Per 1,000 Population
Sturbridge	Town	Worcester	8,860	6,213	701.24
Auburn	Town	Worcester	16,400	6,030	367.68
Newbury	Town	Essex	7,002	1,952	278.78
Eastham	Town	Barnstable	5,551	1,349	243.02
Lee	Town	Berkshire	5,885	1,095	186.07
Northborough	Town	Worcester	14,675	2,683	182.83
Templeton	Town	Worcester	7,491	1,296	173.01
Warren	Town	Worcester	5,045	865	171.46
Berkley	Town	Bristol	6,375	1,084	170.04
Southborough	Town	Worcester	9,559	1,619	169.37

Source: Massachusetts Traffic Records Portal, 8/2006.

Note: Communities with population greater than 5,000.

Figure 5.7 presents the geographical distribution of teen (15-19 years old) speed citations. Again, major cities and communities located near major highways have the highest occurrence of teen speed citations. The pattern is particularly noticeable in more rural western Massachusetts along I-91, the Massachusetts Turnpike and Route 2.

Figure 5.7 Teen Speed-Related Citations
By Community (2005)



Source: Massachusetts Traffic Records Portal, 8/2006.

Table 5.11 and Table 5.12 present the communities with the highest teen speed-related citations.

Table 5.11 Ranking: Top 10 Teen Speed-Related Citation Communities
2005

Community	Type	County	2005 Population	Teen (15-19 Years Old) Speed-Related Citations	
				Total	Per 1,000 population
Boston	City	Suffolk	559,034	1,457	2.61
Worcester	City	Worcester	175,898	901	5.12
Chicopee	City	Hampden	54,680	755	13.81
Sturbridge	Town	Worcester	8,860	597	67.38
Fall River	City	Bristol	91,802	594	6.47
Springfield	City	Hampden	151,732	574	3.78
Lowell	City	Middlesex	103,111	555	5.38
Auburn	Town	Worcester	16,400	539	32.87
Brockton	City	Plymouth	94,632	495	5.23
Barnstable	City	Barnstable	47,826	468	9.79

Source: Massachusetts Traffic Records Portal, 6/2006.

As shown in Table 5.11 the highest teen speed-related citation communities are similar to overall speed-related citation communities. When weighted by population, rural communities in Worcester, and Essex Counties dominate the list (see Table 5.12).

Table 5.12 Ranking: Top 10 Teen Speed-Related Citation Communities
Weighted by Population (2005)

Community	Type	County	2005 Population	Teen (15-19 Years Old) Speed-Related Citations	
				Total	Per 1,000 Population
Sturbridge	Town	Worcester	8,860	597	67.38
Newbury	Town	Essex	7,002	272	38.85
Auburn	Town	Worcester	16,400	539	32.87
Berkley	Town	Bristol	6,375	208	32.63
Templeton	Town	Worcester	7,491	238	31.77
Merrimac	Town	Essex	6,360	186	29.25
Eastham	Town	Barnstable	5,551	161	29.00
Westminster	Town	Worcester	7,370	202	27.41
Northborough	Town	Worcester	14,675	326	22.21
Charlton	Town	Worcester	12,475	268	21.48

Source: Massachusetts Traffic Records Portal, 6/2006.

Note: Communities with population greater than 5,000.

Objectives and Performance Measures

Objectives

1. Enhance and evaluate the impact of the “Road Respect” (RR) Mobilization.
2. Expand and evaluate RR-related community educational initiatives among diverse populations.
3. Enhance and evaluate the impact of efforts to reduce speeding and other aggressive driving behaviors by younger drivers.
4. Support law enforcement with training and technical assistance aimed at increasing their effectiveness to reduce speeding and other aggressive driving behaviors.

Select Performance Measures

1. Increase number of stops by per hour by local police during RR Mobilization from 2.6 in FFY 2006 to 2.7 in FFY 2007.
2. Increase number of mini-grants awarded by GHSB’s Youth Program from 44 in FFY 2006 to 75 in FFY 2007.

6.0 Higher Risk Transportation System Users

Based on FARS data, Massachusetts exceeds the national average for fatalities involving young drivers, older drivers, pedestrians, and bicyclists.

Walking and bicycling are popular modes of travel in Massachusetts and provide environmental and personal health benefits. These users of the transportation system, however, are more susceptible to some risks. Massachusetts far exceeds the U.S. average in pedestrian-related fatal crashes (17 percent in Massachusetts versus 11 percent nationally). Although fatal crashes involving bicyclists do not make up a significant portion of all fatal crashes in Massachusetts, the Commonwealth encourages this mode of travel and will continue to implement educational and infrastructure-related strategies to enhance the safety of these users. In 2005, motorcycle fatalities comprise about 12 percent of all fatalities across the Commonwealth and are a significant area of concern.

Motor vehicle crashes are the leading cause of death and injury for young people. From 2002 to 2004, young drivers were involved in 38.5 percent of all incapacitating injury and fatal crashes in Massachusetts. From 2002 to 2004, older drivers were involved in 14 percent of all fatal and incapacitating injury crashes.

6.1 YOUNG AND OLDER DRIVERS

Goals

- To reduce younger driver fatalities and incapacitating injuries from 1,783 in 2005 to 1,605 in 2007.
- To reduce older driver fatalities and incapacitating injuries from 748 in 2005 to 674 in 2007.

Problem Identification and Analysis

Young drivers lack the experience and judgment to operate a motor vehicle as safely as more experienced drivers. Motor vehicle crashes are the leading cause of death nationwide for people between the ages of 15 and 20. There was a 1 percent decrease in the number of 15- to 20-year-old drivers involved in fatal crashes between 1994 and 2004. However, driver fatalities increase by 5 percent.

The proportion of fatal and incapacitating injuries from crashes involving younger drivers (16 to 24-year-olds) is above the same rate for all drivers in Massachusetts. Specifically, the fatality rate of 16 to 24-year-olds per 100,000 of

the population (16- to 24-year-old population) is 20.7 compared to a fatality rate of 7.42 per 100,000 of the total population. Additionally, 16- to 20-year-old drivers account for 5.6 percent of licensed drivers and nearly 14 percent of the drivers involved in fatal or incapacitating injury crashes.

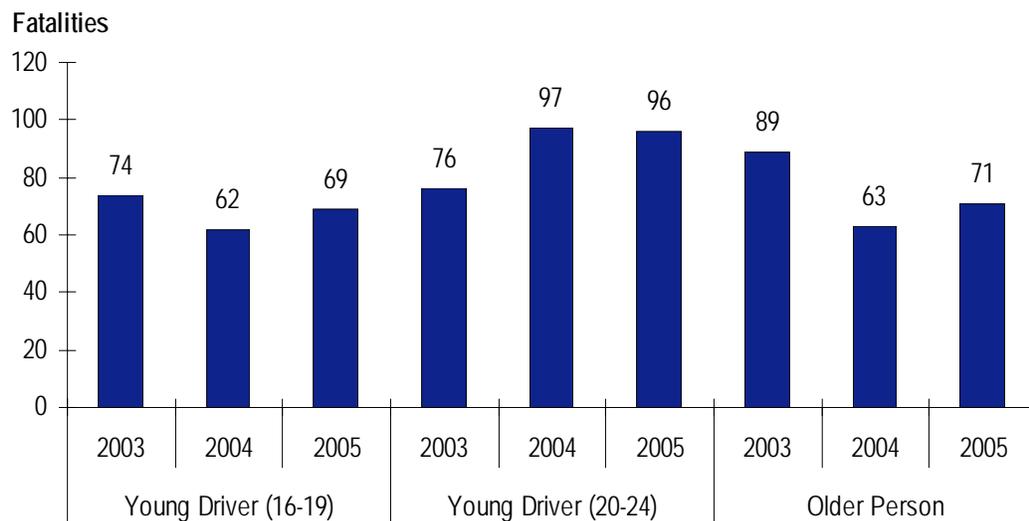
As the population ages, both nationally and in Massachusetts, there has been an increase in the efforts applied to improving traffic safety around older drivers. Nationally, older people (age 70 and older) were 12 percent of all traffic fatalities and 17 percent of pedestrian fatalities in 2002. In 2005, 71 drivers over the age of 65 were involved in fatal crashes, while 677 were involved in incapacitating injury crashes in Massachusetts, as shown in Tables 6.1 and 6.2 and Figures 6.1 and 6.2. Table 6.3 describes the distribution of the young and older driver populations.

Table 6.1 Young and Older Driver Fatalities

	2003	2004	2005
Young and Older Driver Fatalities	239	222	236
Proportion of Total Fatalities	52%	47%	NA
Total per 100k Population	3.72	3.46	NA
Young Driver (16-19)	74	62	69
Young Driver (16-19) per 100k Population	22.4	18.5	NA
Young Driver (20-24)	76	97	96
Young Driver (20-24) per 100k Population	17.4	22.5	NA
Older Driver (65+)	89	63	71
Older Driver per 100k Population	10.4	7.42	NA

Source: Massachusetts Traffic Records Portal, 8/2006.

Figure 6.1 Young and Older Person Fatalities



Source: Massachusetts Traffic Records Portal, 8/2006.

Table 6.2 Young and Older Driver Incapacitating Injuries

	2003	2004	2005*
Young and Older Driver Incapacitating Injuries	2,397	2,269	2,295
Proportion of Total Incapacitating Injuries	45%	45%	NA
Total per 100k Population	37.26	35.36	NA
Young Driver (16-19)	812	763	669
Young Driver 1 per 100k Population	245.3	227.5	NA
Young Driver (20-24)	962	937	949
Young Driver 2 per 100k Population	220.5	217.4	NA
Older (65+)	623	569	677
Older Person per 100k Population	72.6	67.01	NA

Source: Massachusetts Traffic Records Portal, 6/2006.

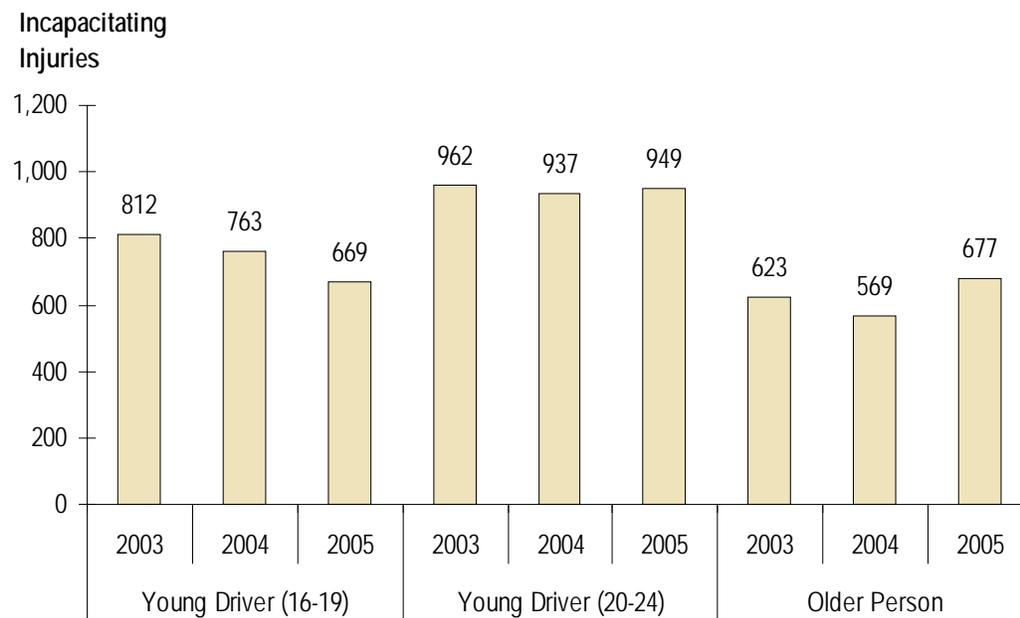
Figure 6.2 Young and Older Driver Incapacitating Injuries

Table 6.3 Young and Older Driver Population Distribution

	2003		2004	
	MA	US	MA	US
Population ¹ (100k)	64.33	2,908	64.17	2,937
Young Driver, 16-24 (100k)	7.67	369.4	7.66	373.9
Young Driver, 16-24 (%)	11.9%	12.7%	11.9%	12.7%
Young Driver, 16-19 (100k)	3.31	164.03	3.35	166.32
Young Driver, 16-19 (%)	5.1%	5.6%	5.2%	5.7%
Young Driver, 20-24 (100k)	4.36	205.37	4.31	207.59
Young Driver, 20-24 (%)	6.8%	7.1%	6.7%	7.1%
Older Person Population (100k)	8.58	358.50	8.49	361.4
Older Person Population (%)	13.3%	12.3%	13.2%	12.3%

¹ Fatality Analysis Reporting System (FARS), 6/2006.

² Young drivers grouped by 16-19 and 20-24; Adult defined as 16-64; Older person defined as 65+ years.

³ Population distribution (child, young driver, adult, and older person) based on the percentage distribution of CEDDS 2004 data.

Objectives

The objectives and performance measures for the younger and older drivers program area are those for the alcohol, occupant protection, and speed and aggressive driving areas.

6.2 PEDESTRIANS

Goal

- To reduce the pedestrian fatalities and incapacitating injuries from 321 in 2005 to 289 in 2007.

Problem Identification and Analysis

Pedestrian safety has become a growing issue of concern both at the national and state levels. Table 6.4 shows that pedestrian fatalities increased significantly from 59 in 2002 to 86 in 2003. This number remained relatively steady at 82 in 2004. Nationally the number of pedestrian fatalities declined slightly in each of the two years. As would be expected in a denser, more urban state, pedestrian fatalities represent a higher proportion of total fatalities than on the national level. In 2004, pedestrian fatalities were 17 percent of the total in Massachusetts, but only 11 percent nationally. The total rate per 100,000 population is much lower in Massachusetts, at 1.28 than nationally at 1.58. This may reflect the lower vehicular speeds found in Massachusetts. The one exception to this relationship is for older persons (65+) who experienced 32 pedestrian fatalities in 2004. The

rate per 100 population for older persons is 3.77 in Massachusetts, compared to 2.60 nationally.

Table 6.4 Pedestrian Fatalities

	2002		2003		2004	
	MA	U.S.	MA	U.S.	MA	U.S.
Pedestrian Fatalities	59	4,851	86	4,774	82	4,641
Proportion of Total Fatalities	0.13	0.11	0.19	0.11	0.17	0.11
Total per 100k Population	0.92	1.68	1.34	1.64	1.28	1.58
Child (15 and Under)	1	439	3	442	5	393
Child per 100k Population	0.08	0.68	0.23	0.68	0.39	0.60
Adult (16-65)	36	3,303	47	3,317	45	3,263
Adult per 100k Population	0.84	1.76	1.10	1.75	1.05	1.70
Older (65+)	22	1,064	36	981	32	939
Older Person per 100k Population	2.55	2.99	4.20	2.74	3.77	2.60

Source: Fatality Analysis Reporting System (FARS), 6/2006.

Note: Fatalities per 100k population for each age group were based on the ratio of population group according to CEDDS, 2004 – note: some of the data was amortized – and the total population designated by FARS.

A pedestrian-related violation involves the following Massachusetts General Law:

- Failure to Yield to a Pedestrian (89 11).

In 2005, police issued 4,082 citations involving a violation for failure to yield to a pedestrian. Of these, 233, or slightly under six percent, involved a crash, as shown in Table 6.5.

Table 6.5 Pedestrian-Related Citations

	2003	2004	2005
Total Pedestrian-Related Citations	4,487	5,143	4,082
Pedestrian-Related Citations per 100k Licensed Drivers	97	111	NA
Crash Citations, Pedestrian-Related	232	208	233
Percent of Pedestrian-Related Citations that Involved a Crash	5.2%	4.0%	5.7%
Crash Citations, Total	39,344	38,013	33,715
Percent of Crash Citations Pedestrian-Related	0.6%	0.5%	0.7%

Source: Massachusetts Traffic Records Portal, 8/2006.

Objectives and Performance Measures

Objectives

1. Support statewide and community-level pedestrian safety initiatives with special focus on older pedestrians.
2. Develop and distribute statewide pedestrian safety educational materials.

Select Performance Measures

1. Award 10 community pedestrian safety grants.
2. Cosponsor Statewide Pedestrian and Bicycle Safety Conference and increase attendance from 150 in FFY 2006 to 200 in FFY 2007.

6.3 BICYCLISTS

Goal

- To reduce bicyclist fatalities and incapacitating injuries from 79 in 2005 to 71 in 2007.

Problem Identification and Analysis

Bicycle safety has become a growing issue of concern both at the national and state levels. Two percent of traffic fatalities in 2004 were bicyclists, as compared to one percent in 2002. Bicycle-related fatalities made up 2.2 percent of fatal crashes in Massachusetts between the years of 2000 and 2004. Ensuring the safety of bicyclists, particularly in the urban centers where traffic by all modes is particularly dense, will be imperative to mitigate bicycle-automobile conflicts and to encourage bicycle travel.

Table 6.6 illustrates the relatively low number of bicyclist fatalities occurring in Massachusetts. Due to low numbers it is difficult to identify clear trends over a three-year period. The data indicated that Massachusetts has a significantly lower rate of bicyclist fatalities than the nation as a whole, with 0.17 per 100,000 population in 2004 compared to 0.25 for the United States.

Table 6.6 Bicyclist Fatalities

	2002		2003		2004	
	MA	U.S.	MA	U.S.	MA	U.S.
Bicyclist Fatalities	6	665	11	629	11	725
Proportion of Total Fatalities	0.01	0.02	0.02	0.01	0.02	0.02
Total per 100k Population	0.09	0.23	0.17	0.22	0.17	0.25
Child (15 and Under)	2	155	5	146	3	149
Child per 100k Population	0.15	0.24	0.39	0.22	0.23	0.23
Adult (16-65)	3	447	6	436	8	479
Adult per 100k Population	0.07	0.24	0.14	0.23	0.19	0.25
Older (65+)	0	56	0	45	0	92
Older Person per 100k Population	0.00	0.16	0.00	0.13	0.00	0.25

Source: Fatality Analysis Reporting System (FARS), 6/2006.

Objectives and Performance Measures

Objectives

1. Support statewide and community-level bicycle safety initiatives.
2. Develop and purchase bicycle safety educational materials and helmets.

Select Performance Measures

1. Increase number of community bicycle helmet grants from 251 in FFY 2006 to 275 in FFY 2007.
2. Co-sponsor Statewide Pedestrian and Bicycle Safety Conference and increase attendance from 150 in FFY 2006 to 200 in FFY 2007.

6.4 MOTORCYCLISTS

Goal

- To reduce motorcyclist fatalities and incapacitating injuries from 475 in 2005 to 428 in 2007.

Problem Identification and Analysis

The popularity of motorcycling has been on the increase for a number of years as evidenced by the increase in motorcycle registrations in Massachusetts. In 2005, there were 56 motorcyclists killed representing 12 percent of the total fatalities. This figure compares to the national average of 10 percent across the country. Unfortunately, the increased popularity of motorcycling has been accompanied by an increase in fatalities, not only in Massachusetts, but across the nation.

Table 6.7 presents Massachusetts helmet use in motorcycle fatalities. There were 58 motorcycle fatalities in 2004, of which 81 percent of operators/passengers were wearing helmets.

Table 6.7 Helmet Use in Motorcycle Fatalities

Helmet Use	2002		2003		2004	
	Number	Percent	Number	Percent	Number	Percent
Helmet Used	53	91%	30	86%	47	81%
Not Used	5	9%	4	11%	8	14%
Unknown	0	0%	1	3%	3	5%
Total Motorcyclist Fatalities	58		35		58	

Source: Fatality Analysis Reporting System (FARS), 8/2006.

Objectives and Performance Measures

Objectives

1. Expand statewide rider training availability with special focus on increasing first-time participation by older riders.
2. Expand and evaluate impact of statewide driver and rider share-the-road education efforts.
3. Expand and evaluate impact of statewide rider education efforts on the dangers of impaired riding, proper gear use, and licensing requirement.

Select Performance Measures

1. Increase number of riders trained from 8,097 in 2005 to 8,502 in 2007.
2. Implement evaluation program for Registry of Motor Vehicles' motorcycle safety program for 2007 riding season.

7.0 Traffic Records

Crash data is vital to the analysis necessary for successful highway safety public information and enforcement programs. An effective Massachusetts Highway Safety Performance Plan cannot be formulated without the best possible data.

The GHSB and its partners collect and use traffic safety data to identify problem areas and candidate countermeasures, to support the development of comprehensive safety programs, and to evaluate the effectiveness of these programs.

The Massachusetts Traffic Records Portal will provide a central storage point for the collected data and allows access to the data for traffic safety stakeholders throughout the Commonwealth. Leading by example, the GHSB will utilize a data-driven approach to program planning, implementation, and evaluation to encourage others to use traffic records in this manner. SAFETEA-LU enhances the role played by traffic records within highway safety, requiring it to be a highway safety program area for the GHSB in FFY 2007.

Goal

- To ensure key highway safety stakeholders have an ever-expanding access to current and complete Federal, state, and local traffic records data and analyses to conduct cost-effective and successful highway safety programs, evaluations, and research.

Problem Identification and Analysis

The absence of comprehensive statewide data on injuries and fatalities resulting from motor vehicle crashes hinders an efficient problem identification process. These deficiencies include an inability to link traffic records from one agency to another and a lack of a comprehensive system to analyze crash data from the crash scene, patient care systems, licensing, and adjudication of the violations. Currently, there are efforts underway to improve the integrated data collection network in order to capture crash, driver licensing, location, and medical data relating to location of crashes, demographics of those involved, occupant protection use, primary contributing circumstances in crashes, severity of injury data, and specifics with regard to fatalities. The integrated data collection system will allow for comprehensive problem identification for the purpose of improving highway safety in Massachusetts.

Among the initial recommendations from the Massachusetts Traffic Records Assessment Report in 2005 was to give the Massachusetts Traffic Records Coordinating Committee (TRCC) responsibility for strategic planning and development of the integrated data collection system. The TRCC embraced this recommendation, recognizing that strategy is a framework, pattern and process that will allow the TRCC to achieve its mission of providing a forum for the crea-

tion, implementation, management and dissemination of accessible, accurate, complete, consistent, integrated, and timely traffic records data to aid decision-makers working to reduce transportation-related fatalities, injuries, and economic loss in Massachusetts.

Objectives and Performance Measures

Objectives

1. Expand use of traffic records data and analyses by highway safety stakeholders.
2. Enhance the workings of the Massachusetts Traffic Records Coordinating Committee (TRCC).
3. Expand on-line access to Massachusetts state and local traffic records data and analyses.
4. Lead efforts to implement the TRCC's Section 408 initiatives.

Select Performance Measures

1. Expand use of traffic records data and analysis obtained through the GHSB's Safety Data Support Center from approximately five requests per month in FFY 2006 to 20 in FFY 2007.
2. Establish or enhance the TRCC's Data Quality, MMUCC Compliance, and Strategic Plan/408 Application sub-committees.
3. Expand users of Massachusetts Traffic Records Portal from approximately 30 in FFY 2006 to 60 in FFY 2007.
4. Assist TRCC to implement its FFY 2006 Massachusetts Strategic Plan for Traffic Records, fund and monitor its FFY 2006 408-funded projects, as well as submit a FFY 2007 Massachusetts Strategic Plan for Traffic Records and 408 Application.

8.0 Program Planning

8.1 IMPAIRED DRIVING PROGRAM AREA

Project Number - AL-07-01

Project Title - Drunk Driving. Over the Limit. Under Arrest. (DD-OL-UA) Paid and Earned Media

Project Description - Develop and implement a statewide paid and earned media plan for the following DD-OL-UA Mobilization periods: December 2006-January 2007, July 2007, and August-September 2007. Also, provide earned media support to the State and Local Police Sobriety Checkpoint Partnership and second Breath Alcohol Testing Mobile (see AL-07-07) initiatives. These efforts will educate the public about the dangers and costs of impaired driving as well as the Commonwealth's impaired driving laws. Primary audience will be males ages 16 to 44, with a secondary audience of diverse populations.

Project Staff - Brook Chipman and Carol Dingle

Project Budget/Source - \$1,200,000 of Section 164 or 410

Project Number - AL-07-02

Project Title - DD-OL-UA State Police Enforcement Campaign

Project Description - Provide funds for overtime enforcement by the Massachusetts State Police for participation in the December 2006-January 2007, July 2007, and August-September 2007 Mobilizations. Enforcement efforts will focus on apprehending impaired drivers and be done during high-risk times and locations based on the latest available state and local data.

Project Staff - Brook Chipman and Jenny Barron

Project Budget/Source - \$350,000 of Section 164 or 410

Project Number - AL-07-03

Project Title - DD-OL-UA Local Police Enforcement Campaign

Project Description - Provide funds for overtime enforcement by approximately 270 local departments for the December 2006-January 2007, July 2007, and August-September 2007 Mobilizations. Enforcement efforts will focus on apprehending impaired drivers and be done during high-risk times and locations based on the latest available state and local data. Special consideration for funding will be given to communities with higher alcohol-related crash citation rates weighted by population. Conduct regional bidders' conferences and grant

orientation meetings to ensure maximum participation and compliance with grant requirements. Utilize team of Law Enforcement Liaisons to increase mobilization participation by local police departments.

Project Staff - Jenny Barron and Caroline Hymoff

Project Budget/Source - \$1,200,000 of Section 164 or 410

Project Number - AL-07-04

Project Title - Impaired Driving Community Educational Initiatives

Project Description - Fund development, purchase, and distribution of educational and incentive materials for the DD-OL-UA Mobilizations in English as well as Spanish and Portuguese. Provide law enforcement, public health and health care organizations, employers, and other campaign partners with mobilization kickoff meetings and materials to encourage maximum support. Develop web-based “Best Practices” community impaired driving educational initiatives for use by local police departments, higher and secondary educational institutions, and traffic safety partners.

Project Staff - Caroline Hymoff, Brook Chipman, Carol Dingle, Rebecca Donatelli, and Darline Duncan

Project Budget/Source - \$150,000 of Section 164 or 410 funds

Project Number - AL-07-05

Project Title - State and Local Police Sobriety Checkpoint Partnership

Project Description - Provide funding for sobriety checkpoints with the Massachusetts State Police and top 30 local police departments selected based on alcohol-related crash citation data weighted by population. Deployment of State Police Breath Alcohol Test Mobile to checkpoints will be based on availability.

Project Staff - Caroline Hymoff and Jenny Barron (Local Police), Brook Chipman and Jenny Barron (State Police)

Project Budget/Source - \$200,000 of Section 164 or 410

Project Number - AL-07-06

Project Title - Breath Test Units Upgrade

Project Description - Provide partial funding for the Massachusetts State Police to upgrade Breath Alcohol Test System (BATS) units funded previously by GHSB for distribution to all cities and towns, State Police, and municipal police training facilities. Upgrades will be provided in phases based on development and implementation of statewide and community self-sufficiency plans.

Project Staff - Caroline Hymoff

Project Budget/Source - \$250,000 of Section 164 or 410

Project Number - AL-07-07

Project Title - Breath Alcohol Test (BAT) Mobile

Project Description - Based on a review of the effectiveness of the first GHSB-funded Massachusetts State Police Breath Alcohol Testing Mobile acquired in FFY 2006, provide additional funding to the State Police for acquisition of a second BAT Mobile unit to support state and local police sobriety checkpoints. Publicize activities of BAT Mobile through paid and earned media.

Project Staff - Brook Chipman and Jenny Barron

Project Budget/Source - \$250,000 of Section 164 or 410

Project Number - AL-07-08

Project Title - Highway Safety/Alcohol Presentations

Project Description - Contract with up to 20 individuals to conduct highway safety presentations, primarily at high schools, on the dangers of aggressive and impaired driving as well as speeding and the benefits of occupant restraint use. Contractors will include, but not be limited to, state and local law enforcement, public health, EMTs and fire personnel. Special consideration for presentations will be given to communities with higher alcohol-related crash citation rates weighted by population.

Project Staff - Jenny Barron

Project Budget/Source - \$50,000 of Section 164 or 410

Project Number - AL-07-09

Project Title - Alcohol Youth Program

Project Description - Continue current contracts with Mothers Against Drunk Driving (MADD) and Students Against Destructive Decisions (SADD) to expand school-based mini-grant program and multimedia presentations to address dangers of aggressive and impaired driving as well as speeding and the benefits of occupant restraint use. Special consideration for mini-grants and presentations will be given to communities with higher alcohol-related crash citation rates weighted by population. Through GHSB's traffic records contractor, provide these schools with state and local data to assist them with problem identification, program implementation, and evaluation.

Project Staff - Jenny Barron

Project Budget/Source - \$210,000 of Section 164 or 410

Project Number - AL-07-10

Project Title - Higher Education Program

Project Description - Continue to fund 10 colleges and universities to develop and/or enhance environmentally focused programs to reduce alcohol use/abuse. Based on additional funding, in spring 2007 identify and fund additional colleges and universities. Partner with Massachusetts Department of Public Health (MDPH) to develop and disseminate model policy and promising strategies to all college and universities. Also with MDPH, provide opportunity for colleges to showcase model underage drinking/substance abuse programs.

Project Staff - Rebecca Donatelli

Project Budget/Source - \$110,000 of OJJDP funds

Project Number - AL-07-11

Project Title - Statewide and Community Alcohol/Underage Drinking Enforcement

Project Description - Continue to fund the Alcoholic Beverage Control Commission (ABCC) to conduct extra enforcement to reduce underage drinking and impaired driving at documented high-risk times and locations as well as during the DD-OL-UA Mobilizations. Identify and fund approximately 10 local law enforcement agencies to conduct underage drinking enforcement in partnership with ABCC, community organizations and youth groups, and/or with Higher Education Program grantees at documented high-risk times and locations. Special consideration for funding will be given to communities with higher underage drinking violations rates weighted by population.

Project Staff - Rebecca Donatelli

Project Budget/Source - \$156,000 of OJJDP funds

Project Number - AL-07-12

Project Title - Community Impaired Driving/Underage Drinking Organizations

Project Description - Identify and fund approximately five communities to create or enhance community impaired driving task forces. Special consideration for funding will be given to communities with higher underage drinking violation rates weighted by population. Partner with local substance abuse and public health organizations about underage drinking reduction initiatives. Through GHSB traffic records contractor, provide these task forces with data and analysis to guide their work.

Project Staff - Rebecca Donatelli

Project Budget/Source - \$25,000 of OJJDP funds

Project Number - AL-07-13

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

Project Description - Work in cooperation with NHTSA to conduct a three-day assessment to determine strengths and gaps in statewide SFST program to increase effectiveness of effort to train law enforcement in the apprehension of impaired drivers.

Program Staff - Rebecca Donatelli

Program Budget/Source - \$30,000 of Section 410 or 164

Project Number - AL-07-14

Project Title - Officer and Judicial Training

Project Description - Conduct judicial trainings about impaired driving through the Judicial Institute of the Massachusetts Trial Court.

Conduct trainings and conferences for district attorneys and prosecutors about impaired driving through the state District Attorneys Association (DAA). Provide funding for full-time Traffic Safety Resource Prosecutor to coordinate GHSB-DAA projects through the Massachusetts DAA.

As a pilot program, implement and fund the services of an Assistant District Attorney at one of the seven District Attorney's Offices dedicated exclusively to the prosecution and supervision of impaired driving and vehicular fatality cases, and conduct trainings for law enforcement officers and prosecutors. The program will be evaluated through a tracking system and serve as a model on OUI issues.

Conduct specialized training for local police officers in Standardized Field Sobriety Test (SFST), Drugs That Impair Driving, and other courses through the Massachusetts Municipal Police Training Committee (MPTC).

Conduct a statewide training program about Drug Evaluation and Classification to improve detection and prosecution of impaired driving by Massachusetts state and local police officers. Conduct Call-Out Policy Program for Drug Recognition experts. Provide resources for part-time coordination of Drug Evaluation and Classification Program.

As a pilot program, implement NHTSA-Massachusetts Drug Impairment Training for Educational Professionals (DITEP) for school educators and administrators.

Cosponsor Massachusetts judges, prosecutors, drug court teams, probation and law enforcement to attend annual New England Association of Drug Court Professionals (NEADCP) Conference.

Project Staff - Caroline Hymoff and Rebecca Donatelli (MPTC)

Project Budget/Source -

\$40,000 of Section 164 or 410 for Judicial Trainings
\$200,000 of Section 164 or 410 for DAA Program Trainings
\$86,000 of Section 164 or 410 for ADA Pilot Program
\$120,000 of Section 164 or 410 for MPTC Trainings
\$120,000 of Section 164 or 410 for DEC Program
\$40,000 of Section 164 or 410 for DITEP Pilot Program
\$21,000 of Section 164 or 410 for NEADCP Conference

Project Number - AL-07-15

Project Title - Impaired Driving Telephone Survey

Project Description - Before and after the August-September 2007 DD-OL-UA Mobilization, a contractor will conduct statewide telephone surveys to determine whether there has been an improvement in Massachusetts' residents knowledge and perception of impaired driving laws, enforcement of those laws, and awareness of the media campaign. Promote survey results with earned media.

Project Staff - Brook Chipman

Project Budget/Source - \$50,000 of Section 164 or 410

Project Number - AL-07-16

Project Title - Alcohol Countermeasures Evaluation

Project Description - Through contractor, conduct an evaluation of GHSB-funded alcohol countermeasures with special emphasis on mobilizations, state and local alcohol laws/underage drinking enforcement, and youth initiatives.

Project Staff - Brook Chipman

Project Budget/Source - \$75,000 of Section 164 or 410

Project Number - AL-07-17

Project Title - Program Management

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

Project Staff - Jenny Barron and Rebecca Donatelli

Project Budget/Source - \$120,000 of Section 164 or 410

8.2 OCCUPANT PROTECTION PROGRAM AREA

Project Number - OP-07-01

Project Title - Click It or Ticket (CIOT) Paid and Earned Media

Project Description - Develop and implement a statewide paid and earned media plan for the following CIOT Mobilization periods: November 2006 and May-June 2007. Media effort will educate the public about the benefits of safety belt, booster seats, and child safety seat use as well as the Commonwealth's occupant protection laws. Primary target audience will be males and females ages 16 to 49, with secondary audiences of diverse populations, commercial vehicle and pick-up truck occupants, as well as urban residents and those in southeastern Massachusetts.

Project Staff - Brook Chipman and Carol Dingle

Project Budget/Source - \$900,000 of Section 405 or 402

Project Number - OP-07-02

Project Title - CIOT State Police Enforcement Campaign

Project Description - Provide funds for overtime enforcement by the Massachusetts State Police to participate in the November 2006 and May-June 2007 Mobilizations. Enforcement efforts will focus on increasing compliance with occupant protection laws and be done at high-risk times and locations for motor vehicle crashes based on the latest available state and local data.

Project Staff - Brook Chipman and Jenny Barron

Project Budget/Source - \$350,000 of Section 405 or 402

Project Number - OP-07-03

Project Title - CIOT Local Police Enforcement Campaign

Project Description - Provide funds for overtime enforcement by approximately 270 local police departments for the November 2006 and May-June 2007 Mobilizations. Enforcement efforts will focus on increasing compliance with occupant protection laws and be done at high-risk times and locations for motor vehicle crashes based on the latest available state and local data. Special consideration for funding will be given to communities with higher motor vehicle crash rates weighted by population. Conduct regional bidders' conferences and grant orientation meetings to ensure maximum participation and compliance with grant requirements. Utilize team of Law Enforcement Liaisons to increase mobilization participation by local police departments.

Project Staff - Jenny Barron (Local Police) and Caroline Hymoff (LEL)

Project Budget/Source - \$800,000 of Section 405 or 402

Project Number - OP-07-04

Project Title - Occupant Protection Community Educational Initiatives

Project Description - Fund development, purchase, and distribution of educational and incentive materials for the CIOT Mobilizations in English as well as Spanish and Portuguese. Provide law enforcement, public health and health care organizations, employers, and other campaign partners with mobilization kickoff meetings and materials to encourage maximum support. Promote GHSB's six web-based "Best Practices" community-based safety belt educational initiatives for use by local police departments, higher and secondary educational institutions, and traffic safety partners. Expand CIOT "photo album" to promote safety belt initiatives conducted by police departments and other partners on state web site.

Project Staff - Caroline Hymoff, Carol Dingle, and Darline Duncan

Project Budget/Source - \$310,000 of Section 405 or 402

Project Number - OP-07-06

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

Project Description - Conduct a statewide CPS program to retain existing 500 child passenger safety technicians and 17 instructors. Train up to 200 new technicians and up to 10 new instructors to address turnover but ideally create expansion. Continue to utilize Spanish-speaking CPS instructor. Organize up to 10 trainings with emphasis on low-income and diverse communities as well as rural areas. Conduct up to eight recertification trainings for those technicians whose certifications have expired. Conduct up to three train-the-trainer workshops for CPS instructors on the proper restraint of children on school buses. Promote program and availability of technicians to the public through earned media and the state web site. Maintain a CPS hotline to assist public with questions on CPS installation, training, and all other CPS-related information. Conduct up to 15 child passenger safety checkpoints with emphasis on low-income and diverse populations. All above services will be provided through contractors and GHSB staff.

Project Staff - Jenny Barron and CPS Program Assistant TBD

Project Budget/Source - \$180,000 of Section 405 or 402

Project Number - OP-07-06

Project Title - CPS Equipment Grants for Cities and Towns

Project Description - Implement a CPS equipment mini-grant program for a maximum of 100 police and fire departments, health care providers, and other

agencies providing services to families and children. Provide grant funds to other state agencies dealing with child-related services to purchase CPS equipment. Partner with Massachusetts Department of Public Health and other agencies to enhance and expand program to include the possibility of car seat loaner programs.

Project Staff - Jenny Barron and CPS Program Assistant TBD

Project Budget/Source - \$200,000 of Section 405 or 402

Project Number - OP-07-07

Project Title - CPS Videos/DVD and Literature

Project Description - Through contractor update GHSB's CPS video/DVD and literature and then distribute to police departments, fire departments, hospitals, day care centers, pediatricians' offices, and other traffic safety advocates. Video/DVD will be in English and Spanish. Literature will be available in English as well as Spanish, Portuguese, and Mandarin.

Project Staff - Jenny Barron and Carol Dingle

Project Budget/Source - \$60,000 of Section 405 or 402

Project Number - OP-07-08

Project Title - CPS Conference

Project Description - Conduct the 2007 Annual Massachusetts Child Passenger Safety Conference for up to 500 attendees, including all certified technicians and instructors. Topics will include national and state updates and changes in current CPS laws, regulations, and standards about child passenger safety seats.

Project Staff - Jenny Barron

Project Budget/Source - \$18,300 of Section 405

Project Number - OP-07-09

Project Title - Seat Belt Convincer

Project Description - Provide funds for Massachusetts State Police to purchase a second Seat Belt Convincer for community education and media events about the importance of safety belt use. Special consideration for presentations will be given to communities with higher motor vehicle crash rates weighted by population.

Project Staff - Jenny Barron and Darline Duncan

Project Budget/Source - \$15,000 of Section 405 or 402

Project Number - OP-07-10

Project Title - Highway Safety/Occupant Protection Presentations

Project Description - Contract with up to 20 individuals to conduct highway safety presentations on the dangers of aggressive and impaired driving as well as speeding and the benefits of occupant restraint use. Contractors will include, but not be limited to, state and local law enforcement, public health, EMTs and fire personnel. Special consideration for presentations will be given to communities with higher motor vehicle crash rates weighted by population.

Project Staff - Jenny Barron

Project Budget/Source - \$50,000 of Section 405 or 402

Project Number - OP-07-11

Project Title - Occupant Protection Youth Program

Project Description - Continue current contracts with Mothers Against Drunk Driving (MADD) and Students Against Destructive Decisions (SADD) to expand school-based mini-grant program and multimedia presentations to address dangers of aggressive and impaired driving as well as speeding and the benefits of occupant restraint use. Special consideration for mini-grants and presentations will be given to communities with higher motor vehicle crash rates weighted by population. Through GHSB's traffic records contractor, provide these schools with state and local data to assist them with problem identification, program implementation, and evaluation.

Project Staff - Jenny Barron

Project Budget/Source - \$210,000 of Section 405 or 402

Project Number - OP-07-12

Project Title - Occupant Protection Law Enforcement and Judicial Trainings

Project Description - Contract with a maximum of 10 Traffic Occupant Protection Strategies (TOPS) instructors to conduct trainings for state and local police and fire personnel as well as update existing curriculum. Conduct up to three instructor trainings and a maximum of 10, 4-hour trainings in TOPS. Conduct two clerk magistrate trainings of occupant protection issues through The Judicial Institute of the Massachusetts Trial Court.

Project Staff - Caroline Hymoff and Jenny Barron

Project Budget/Source - \$10,000 of Section 405 or 402 for TOPS
\$15,000 of Sections 405 or 402 for Clerk Training

Project Number - OP-07-13

Project Title - Statewide Safety Belt Observation Survey

Project Description - Before the May-June 2007 CIOT Mobilization, conduct through a contractor a sub-sample safety belt observational survey. After this mobilization, the contractor will conduct a statewide version of the survey. Both surveys will follow a NHTSA approved methodology to determine statewide safety belt use rate.

Project Staff - Brook Chipman

Project Budget/Source - \$130,000 of Section 405 or 402

Project Number - OP-07-14

Project Title - Safety Belt Telephone Survey

Project Description - Before and after the May-June 2007 CIOT Mobilization, a contractor will conduct statewide telephone surveys to determine whether there has been an improvement in Massachusetts' residents knowledge and perception of occupant protection laws, enforcement of those laws, and awareness of the media campaign. Promote survey results with earned media.

Project Staff - Brook Chipman

Project Budget/Source - \$50,000 of Section 405 or 402

Project Number - OP-07-15

Project Title - Safety Belt Assessment

Project Description - Work in cooperation with NHTSA to conduct an assessment to determine strengths and gaps in statewide and local efforts to increase safety belt usage rates in Massachusetts.

Project Staff - Jenny Barron

Project Budget/Source - \$50,000 of Section 402

Project Number - OP-07-16

Project Title - Occupant Protection Countermeasures Evaluation

Project Description - Through contractor, conduct an evaluation of GHSB-funded occupant protection countermeasures with special emphasis on mobilizations and youth initiatives.

Project Staff - Brook Chipman

Project Budget/Source - \$75,000 of Section 402

Project Number - OP-07-17

Project Title - Program Management

Project Description - Provide sufficient staff to conduct occupant protection-related programming described in this plan as well as cover travel, conference fees and miscellaneous expenses.

Project Staff - Jenny Barron and CPS Program Assistant

Project Budget/Source - \$120,000 of Section 402

8.3 SPEED AND AGGRESSIVE DRIVING PROGRAM AREA

Project Number: SC-07-01

Project Title: Road Respect (RR) Paid and Earned Media

Project Description: Develop and implement a statewide paid and earned media plan for the April 2007 RR Mobilization (though tagline will likely change to NHTSA's new speed reduction campaign tagline). This effort will educate the public about the dangers and costs of speeding and aggressive driving as well as the Commonwealth's applicable laws. Primary target audience will be males ages 16 to 34 with secondary audiences of diverse populations as well as residents of western and southeastern Massachusetts.

Project Staff: Brook Chipman and Carol Dingle

Project Budget/Source: \$150,000 of Section 402

Project Number: SC-07-02

Project Title: RR State Police Enforcement Campaign

Project Description: Provide funds for overtime enforcement by the Massachusetts State Police to participate in the April 2007 RR Mobilization. Enforcement efforts will focus on speeding and aggressive driving and be done at high-risk times and locations based on the latest available state and local data. Special consideration for funding will be given to communities with higher speed-related crash citation rates weighted by population.

Project Staff: Brook Chipman and Jenny Barron (State Police)

Project Budget/Source: \$180,000 of Section 402

Project Number: SC-07-03

Project Title: RR Local Police Enforcement Campaign

Project Description: Provide funds for overtime enforcement grants by approximately 250 local police departments to enable participation in April 2007 RR Mobilization. Enforcement efforts will focus on speeding and aggressive driving and be done at high-risk times and locations based on the latest available state and local data. Special consideration for funding will be given to communities with higher speed-related crash citation rates weighted by population. Conduct regional bidders' conferences and grant orientation meetings to ensure maximum participation and compliance with grant requirements. Utilize team of Law Enforcement Liaisons to increase Mobilization participation by local police departments.

Project Staff: Jenny Barron and Caroline Hymoff

Project Budget/Source: \$400,000 of Section 402

Project Number: SC-07-04

Project Title: Speed and Aggressive Driving Community Educational Initiatives

Project Description: Fund development, purchase, and distribution of educational and incentive materials for the RR Mobilization in English as well as Spanish and Portuguese to address diverse populations.

Project Staff: Caroline Hymoff and Darline Duncan

Project Budget/Source: \$10,000 of Section 402

Project Number: SC-07-05

Project Title: Law Enforcement Corridor Projects

Project Description: In partnership with MassHighway Department, engineering, enforcement, EMS and education communities, develop and implement strategies to address problems at specific lane departure crash locations. Locations to be identified by MassHighway. Provide limited funding for select traffic safety countermeasures.

Project Staff: Caroline Hymoff and Carol Dingle

Project Budget/Source: \$50,000 of Section 402

Project Number: SC-07-06

Project Title: Speed Management Workshop

Project Description: In partnership with MassHighway Department and the Massachusetts Chiefs of Police Association, conduct one train-the-trainer NHTSA-FHWA Speed Management Workshop for state and local law enforcement, highway planners and engineers.

Project Staff: Caroline Hymoff and Carol Dingle

Project Budget/Source: \$10,000 of Section 402

Project Number: SC-07-07

Project Title: Community Spot Speed Surveys

Project Description: Through a contractor, deliver two training courses about conducting spot survey studies for a minimum of 50 police departments. Course will be based on a program developed and piloted by GHSB in FFY 2005. Studies will provide communities with evidence to support or refute complaints of excessive neighborhood speeds. Develop web page with detailed instructions about conducting spot speed studies for police departments.

Project Staff: Caroline Hymoff

Project Budget/Source: \$6,000 of Section 402

Project Number: SC-07-08

Project Title: Highway Safety/Speed and Aggressive Driving Presentations

Project Description: Contract with up to 20 individuals to conduct highway safety presentations on the dangers of aggressive and impaired driving as well as speeding and the benefits of occupant restraint use. Contractors will include, but not be limited to, state and local law enforcement, public health, EMTs and fire personnel. Special consideration for presentations will be given to communities with higher speed-related crash citation data weighted by population.

Project Staff: Jenny Barron

Project Budget/Source: \$50,000 of Section 402

Project Number: SC-07-09

Project Title: Speed and Aggressive Driving Youth Programs

Project Description: Continue current contracts with Mothers Against Drunk Driving (MADD) and Students Against Destructive Decisions (SADD) to expand school-based mini-grant program and multimedia presentations to address dangers of aggressive and impaired driving as well as speeding and the benefits of occupant restraint use. Special consideration for mini-grants and presentations will be given to communities with higher speed-related crash citation data weighted by population. Through GHSB's traffic records contractor, provide these schools with state and community-level data to assist them with problem identification, program implementation, and evaluation.

Project Staff: Jenny Barron

Project Budget/Source: \$210,000 of Section 402

Project Number: SC-07-010

Project Title: Speeding and Aggressive Driving Telephone Survey

Project Description: Before and after April 2007 RR Mobilization, a contractor will conduct statewide telephone surveys to determine whether there has been an improvement in Massachusetts' residents knowledge and perception of occupant protection laws, enforcement of those laws, and awareness of the media campaign. Promote survey results with earned media.

Project Staff: Brook Chipman

Project Budget/Source: \$50,000 of Section 402

Project Number: SC-07-11

Project Title: Speed and Aggressive Driving Countermeasures Evaluation

Project Description: Through contractor, conduct an evaluation of GHSB-funded speed countermeasures with special emphasis on mobilization and youth initiatives.

Project Staff: Brook Chipman

Project Budget/Source: \$75,000 of Section 402

Project Number: SC-07-12

Project Title: Program Management

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

Project Staff: Carol Dingle

Project Budget/Source: \$37,000 of Section 402

8.4 OLDER DRIVER PROGRAM AREA

Project Number - SU-07-01

Project Title - Older Driver Presentations

Project Description - Convene a working group to assist in development of a traffic safety presentation to be conducted by specially trained personnel initially at assisted living communities and community senior centers. Develop cadre of presenters from public health, state and local police, and others. Coordinate this initiative with the Registry of Motor Vehicles' efforts to improve older driver safety.

Project Staff - Jenny Barron and Darline Duncan

Project Budget/Source - \$15,000 of Section 402

Project Number - SU-07-02

Project Title - Program Expenses

Project Description - Provide funds to cover travel and miscellaneous expenses of staff working on older driver-related programming.

Project Staff - Jenny Barron and Darline Duncan

Project Budget/Source - \$5,000 of Section 405

8.5 BICYCLISTS AND PEDESTRIAN PROGRAM AREAS

Project Number - PS-07-01

Project Title - Statewide Bicycle Helmet Program

Project Description - Expand the GHSB Statewide Bicycle Helmet Distribution program through police and fire departments, service clubs, and community organizations. Distribute bicycle helmet informational cards, helmet pledge cards and helmet law posters statewide. Print cards and posters in English as well as in Spanish and Portuguese to address diverse populations.

Project Staff - Darline Duncan

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

Project Number - PS-07-02

Project Title - Statewide Pedestrian and Bicycle Safety Conference

Project Description - Co-sponsor the Annual Pedestrian and Bicycle Conference with the Executive Office of Transportation, MassHighway, Massachusetts Department of Public Health, and other state partners for 200 attendees representing public health, law enforcement, highway planners, traffic safety advocates, and highway engineers.

Project Staff - Darline Duncan and Caroline Hymoff

Project Budget/Source - \$1,000 of Section 402

Project Number - PS-07-03

Project Title - Pedestrian Enforcement and Education Program

Project Description - Based on state and local data, award up to 10 grants to police departments to conduct enforcement and education aimed at reducing the incidences of pedestrian fatalities and injuries. Special consideration for funding will be given to communities with high senior populations. Develop, print, and distribute pedestrian safety hand cards in English as well as in Spanish and Portuguese.

Project Staff - Caroline Hymoff and Darline Duncan

Project Budget/Source - \$50,000 of Section 402

Project Number - PS-07-05

Project Title - Program Management

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

Project Staff - Darline Duncan

Project Budget/Source - \$36,000 of Section 402

8.6 MOTORCYCLISTS PROGRAM AREA

Project Number - MS-07-01

Project Title - Motorcycle Safety Communications Enhancements

Project Description - Fund enhancements to the communications component of the Registry of Motor Vehicles' motorcycle safety program, including additional paid media placements, evaluation effort, and a direct mail initiative. Special efforts will be made to recruit first-time older riders for training. Extra paid media efforts to reduce impaired riding will be coordinated with DD-OL-UA Mobilizations.

Project Staff - Brook Chipman and Carol Dingle

Project Budget/Source - Unknown amount at this time of Section 2010

Project Number - MC-07-02

Project Title - Program Management

Project Description - Provide funds to cover travel and miscellaneous expenses of staff working on older driver-related programming.

Project Staff - Carol Dingle

Project Budget/Source - \$5,000 of Section 402

8.7 TRAFFIC RECORDS PROGRAM AREA

Project Number - TR-07-01

Project Title - Traffic Records Research

Project Description - With the assistance of the GHSB's current traffic records contractor, Cambridge Systematics (CS), prepare data and analyses for the GHSB's FFY 2006 Annual Report and FFY 2007 Highway Safety Plan. Respond to research requests on traffic records-related subjects from GHSB staff, Traffic Records Coordinating Committee (TRCC) members, the media, and other highway safety partners through the GHSB's Safety Data Support Center maintained by CS. Prepare for TRCC approval a FFY 2007 Section 408 Application, including a 2007 update to the Massachusetts Strategic Plan for Traffic Records, by March 2007.

Project Staff - Brook Chipman and Robert Kearney

Project Budget/Source - \$430,000 of Section 402

Project Number - TR-07-02

Project Title - Traffic Records Coordinating Committee (TRCC)

Project Description - With the assistance of the GHSB's current traffic records contractor, Cambridge Systematics, the GHSB will provide leadership and administrative support to the Massachusetts TRCC to successfully implement its 2006 update to the Massachusetts Strategic Plan for Traffic Records, in particular the Section 408-funded projects noted below. Hold annually six to eight TRCC meetings as well as between 10 and 12 sub-committee meetings.

Project Staff - Brook Chipman and Robert Kearney

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

Project Number - TR-07-03

Project Title - Massachusetts Traffic Records Portal (MTRP)

Project Description - With the assistance of the GHSB's current traffic records contractor, Cambridge Systematics (CS), continue to acquire, load, house, update and integrate the most current available traffic records data into the MTRP. Expand number of authorized users and provide technical assistance through the GHSB's Safety Data Support Center maintained by CS. Enhance the usability and features of the portal. Hold additional regional portal use trainings. Maintain publicly accessible web page on key initiatives of the GHSB and its highway safety partners as well as select traffic records information.

Project Staff - Brook Chipman and Bob Kearney

Project Budget/Source - \$300,000 of Section 402

Project Number - TR-07-04

Project Title - Section 408 Project #1 - Outreach to State and Local Police

Project Description - With the assistance of GHSB and the TRCC, the Registry of Motor Vehicles (RMV) will utilize Section 408 funding to identify ways to make changes to the crash report forms, the crash data systems, and their related processes towards improving the timeliness, completeness, quantity, and accuracy of crash report forms. The project involves three tasks: conducting a police survey, the development of a police crash reporting manual, and the formation of a RMV-led Model Minimum Uniform Crash Criteria (MMUCC) Compliance Committee that will function as a subcommittee of the TRCC.

Project Staff - Brook Chipman and Bob Kearney

Project Budget/Source - Unknown amount at this time of Section 408

Project Number - TR-07-05

Project Title - Section 408 Project #2 - First-Year Development of Massachusetts Ambulance Trip Record Information System (MARTIS) and Statewide Trauma Registry

Project Description - This Massachusetts Department of Public Health/Division of Healthcare Finance and Policy project has two purposes: 1) to create the infrastructure for a new statewide Massachusetts pre-hospital database utilizing the newly defined Massachusetts National Emergency Medical Services Information System (NEMSIS) compliant minimum data elements pertaining to each EMS call that is received in Massachusetts; and 2) to implement statewide population-based collection of Trauma Registry data. Linking the trauma data to EMS data will provide richer information on the protective role of safety devices in mitigating specific types of injuries caused by motor vehicle crashes.

Project Staff - Brook Chipman and Bob Kearney

Project Budget/Source - Unknown amount at this time of Section 408

Project Number - TR-07-06

Project Title - Section 408 Project #3 - Police Training on Crash and Citation Reporting

Project Description - This University of Massachusetts-UMassSafe project's goal is to increase the accuracy and completeness of the data provided by local police for the crash and citation data systems by developing and piloting a Commonwealth-wide Internet-based police training on accurate and complete crash and citation reporting. UMassSafe will collaborate with the Registry of Motor Vehicles on this project and the police training will initially be piloted at the Newton Police Department.

Project Staff - Brook Chipman and Bob Kearney

Project Budget/Source - Unknown amount at this time of Section 408

Project Number - TR-07-07

Project Title - Section 408 Project #4 - Increase Electronic Submission for CDS

Project Description - The Registry of Motor Vehicles will increase the electronic submission of crash reports by local law enforcement agencies through the creation of a middleware solution or the development of a Criminal Justice Information System network process. Benefits of more electronic submissions include improved data quality, timeliness, less effort, and that an electronic version of the crash location/diagram and narrative are readily available to traffic safety specialists.

Project Staff - Brook Chipman and Bob Kearney

Project Budget/Source - Unknown amount at this time of Section 408

Project Number - TR-07-08

Project Title - Section 408 Project #5 - Improve Data Accessibility by Developing a Commonwealth-wide Process for Sharing Data

Project Description - The Registry of Motor Vehicles will develop and implement a plan for a Commonwealth-wide process for sharing crash data in its raw form. The new process will be flexible, efficient, inexpensive, and available to any and all authorized users.

Project Staff - Brook Chipman and Bob Kearney

Project Budget/Source - Unknown amount at this time of Section 408

Project Number - TR-07-09

Project Title - Section 408 Project #6 - Standard Massachusetts Highway Safety Data Reports

Project Description - This University of Massachusetts-UMassSafe project will expand access to standardized highway safety data from all applicable data sets for stakeholders with limited analysis skills or resources. The reports generated will focus on CODES and CMV-linked data and will be available through the Massachusetts Traffic Records Portal.

Project Staff - Brook Chipman and Bob Kearney

Project Budget/Source - Unknown amount at this time of Section 408

Project Number - TR-07-10

Project Title - Fatal Analysis Reporting System (FARS)

Project Description - Provide NHTSA with required fatal crash data for FARS and FastFARS through Registry of Motor Vehicles position.

Project Staff - Brook Chipman and Bob Kearney

Project Budget/Source - \$74,000 of Section 402

Project Number - TR-07-11

Project Title - Program Management

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

Project Staff - Brook Chipman and Robert Kearney

Project Budget/Source - \$135,000 of Section 402

8.8 POLICE TRAFFIC SERVICES PROGRAM AREA

Project Number - PT-07-01

Project Title - Massachusetts Law Enforcement Challenge (MLEC)

Project Description - Conduct the Third Annual Massachusetts Law Enforcement Challenge, in cooperation with the Massachusetts Chiefs of Police Association. The Challenge provides an opportunity for state and local law enforcement agencies to showcase traffic safety programs. All entries are submitted to the International Association of Chiefs of Police Association program for national recognition. Conduct award ceremony for all participants and recognize traffic safety accomplishments conducted during calendar year 2006.

Project Staff - Caroline Hymoff

Project Budget/Source - \$10,000 of Section 402

Project Number - PT-07-02

Project Title - MADD Law Enforcement Recognition Program

Project Description - Through contractor cosponsor statewide effort to recognize individuals and police departments for impaired driving and safety belt enforcement initiatives. Special recognition to departments utilizing checkpoints and high visibility, effective saturation patrols.

Project Staff - Jenny Barron

Project Budget/Source - \$7,500 of Section 402

Project Number - PT-07-03

Project Title - Law Enforcement Liaison

Project Description - Fund contractor to provide services of Law Enforcement Liaisons (LEL) to assist the GHSB's efforts to conduct traffic enforcement and safety initiatives with Massachusetts municipal police agencies.

Project Staff - Caroline Hymoff

Project Budget/Source - \$50,000 of Section 402

Project Number - PT-07-04

Project Title - Law Enforcement Conference

Project Description - Conduct a one-day statewide law enforcement conference for up to 500 attendees aimed at increasing participation and support for CIOT, DD-OL-UA, and RR Mobilizations and other GHSB initiatives.

Project Staff - Caroline Hymoff, Jenny Barron, Carol Dingle, Rebecca Donatelli

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

Project Number - PT-07-05

Project Title - Anti-Racial Profiling Program

Project Description - Through contractors, support initiatives including, but not limited to, public information and outreach, program management, program development, training law enforcement professionals regarding the problem of racial profiling using the latest NHTSA curriculum. Trainings to law enforcement will be provided through the Massachusetts State Police and the Municipal Police Training Committee.

Project Staff - Rebecca Donatelli and Carol Dingle

Project Budget/Source - Unknown amount at this time of Section 1906

Project Number - PT-07-06

Project Title - Local Police Training

Project Description - Conduct specialized training for local police in Crash Investigation through the Massachusetts Municipal Police Training Committee (MPTC). Conduct specialized training for local police in Speed Measurement through the MPTC.

Project Staff - Rebecca Donatelli

Project Budget/Source - \$36,000 of Section 402 for Crash Investigation Training
\$2,800 of Section 402 for Speed Measurement Training

Project Number - PT-07-07

Project Title - Program Management

Project Description - Provide sufficient staff to conduct police traffic services-related programming described in this plan as well as cover travel, conference fees and miscellaneous expenses.

Project Staff - Darline Duncan and Carol Dingle

Project Budget/Source - \$77,000 of Section 402 and 1906

8.9 TRAFFIC ENGINEERING SERVICES PROGRAM AREA

Project Number - HE-07-01

Project Title - Hazardous Elimination

Project Description - Provide funds allocated by the Federal Highway Administration to MassHighway for statewide hazardous elimination and safety improvement projects.

Project Staff - Caroline Hymoff

Project Budget/Source - Yet to be determined amount of Section 164

8.10 PLANNING AND ADMINISTRATION

Project Number - PA-07-01

Project Title - Administration of Statewide Traffic Safety Program

Project Description - Plan, implement, monitor, and evaluate programs and projects for the FFY 2007 Highway Safety Plan (HSP). Provide required staff salaries, professional development, travel funds, office space, equipment, materials, and fiscal support. Produce FFY 2006 Annual Report and FFY 2007 HSP.

Project Staff - Caroline Hymoff, Susan Burgess-Chin, Denise Veiga, and selected support staff

Project Budget/Source - \$300,000 of Section 402 and 164

9.0 Certifications

9.1 STATE CERTIFICATIONS AND ASSURANCES

Failure to comply with applicable Federal statutes, regulations and directives may subject state officials to civil or criminal penalties and/or place the State in a high-risk grantee status in accordance with 49 CFR §18.12.

Each fiscal year the State will sign these Certifications and Assurances that the State complies with all applicable Federal statutes, regulations, and directives in effect with respect to the periods for which it receives grant funding. Applicable provisions include, but not limited to, the following:

- 23 U.S.C. Chapter 4 - Highway Safety Act of 1966, as amended;
- 49 CFR Part 18 - Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments;
- 49 CFR Part 19 - Uniform Administrative Requirements for Grants and Agreements with Institutions of Higher Education, Hospitals and Other Nonprofit Organizations;
- 23 CFR Chapter II - (§§1200, 1205, 1206, 1250, 1251, and 1252) Regulations governing highway safety programs;
- NHTSA Order 462-6C - Matching Rates for State and Community Highway Safety Programs; and
- Highway Safety Grant Funding Policy for Field-Administered Grants.

Certifications and Assurances

The Governor is responsible for the administration of the state highway safety program through a state highway safety agency which has adequate powers and is suitably equipped and organized (as evidenced by appropriate oversight procedures governing such areas as procurement, financial administration, and the use, management, and disposition of equipment) to carry out the program (23 USC 402(b) (1) (A)).

The political subdivisions of this State are authorized, as part of the state highway safety program, to carry out within their jurisdictions local highway safety programs which have been approved by the Governor and are in accordance with the uniform guidelines promulgated by the Secretary of Transportation (23 USC 402(b) (1) (B)).

At least 40 per cent of all Federal funds apportioned to this State under 23 USC 402 for this fiscal year will be expended by or for the benefit of the political subdivision of the

State in carrying out local highway safety programs (23 USC 402(b) (1) (C)), unless this requirement is waived in writing.

The State will implement activities in support of national highway safety goals to reduce motor vehicle-related fatalities that also reflect the primary data-related crash factors within the State as identified by the state highway safety planning process, including:

- **National law enforcement mobilizations;**
- **Sustained enforcement of statutes addressing impaired driving, occupant protection, and driving in excess of posted speed limits;**
- **An annual statewide safety belt use survey in accordance with criteria established by the Secretary for the measurement of state safety belt use rates to ensure that the measurements are accurate and representative; and**
- **Development of statewide data systems to provide timely and effective data analysis to support allocation of highway safety resources.**

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

This State's highway safety program provides adequate and reasonable access for the safe and convenient movement of physically handicapped persons, including those in wheelchairs, across curbs constructed or replaced on or after July 1, 1976, at all pedestrian crosswalks (23 USC 402(b) (1) (D)).

Cash drawdowns will be initiated only when actually needed for disbursement, cash disbursements and balances will be reported in a timely manner as required by NHTSA, and the same standards of timing and amount, including the reporting of cash disbursement and balances, will be imposed upon any secondary recipient organizations (49 CFR 18.20, 18.21, and 18.41). Failure to adhere to these provisions may result in the termination of drawdown privileges).

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

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

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

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

The Drug-free Workplace Act of 1988(49 CFR Part 29 Sub-part F):

The State will provide a drug-free workplace by:

- k. Publishing a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession or use of a controlled substance is prohibited in the grantee's workplace and specifying the actions that will be taken against employees for violation of such prohibition;
- l. Establishing a drug-free awareness program to inform employees about:
 - 1. The dangers of drug abuse in the workplace;
 - 2. The grantee's policy of maintaining a drug-free workplace;
 - 3. Any available drug counseling, rehabilitation, and employee assistance programs; and
 - 4. The penalties that may be imposed upon employees for drug violations occurring in the workplace.
- m. Making it a requirement that each employee engaged in the performance of the grant be given a copy of the statement required by paragraph (a).
- n. Notifying the employee in the statement required by paragraph a) that, as a condition of employment under the grant, the employee will –

1. Abide by the terms of the statement; and
 2. Notify the employer of any criminal drug statute conviction for a violation occurring in the workplace no later than five days after such conviction.
- o. Notifying the agency within 10 days after receiving notice under subparagraph (d) (2) from an employee or otherwise receiving actual notice of such conviction.
 - p. Taking one of the following actions, within 30 days of receiving notice under subparagraph d) (2), with respect to any employee who is so convicted –
 1. Taking appropriate personnel action against such an employee, up to and including termination; and
 2. Requiring such employee to participate satisfactorily in a drug abuse assistance or rehabilitation program approved for such purposes by a Federal, State, or local health, law enforcement, or other appropriate agency.
 - q. Making a good faith effort to continue to maintain a drug-free workplace through implementation of paragraphs (a), (b), (c), (d), (e), and (f) above.

BUY AMERICA ACT

The State will comply with the provisions of the Buy America Act (23 USC 101 Note) which contains the following requirements:

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

POLITICAL ACTIVITY (HATCH ACT)

The State will comply with the provisions of 5 U.S.C. §§ 1501-1508 and implementing regulations of 5 CFR Part 151, concerning “Political Activity of State or Local Offices, or Employees.”

CERTIFICATION REGARDING FEDERAL LOBBYING

Certification for Contracts, Grants, Loans, and Cooperative Agreements

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

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

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

RESTRICTION ON STATE LOBBYING

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

CERTIFICATION REGARDING DEBARMENT AND SUSPENSION

Instructions for Primary Certification

21. By signing and submitting this proposal, the prospective primary participant is providing the certification set out below.

22. The inability of a person to provide the certification required below will not necessarily result in denial of participation in this covered transaction. The prospective participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into this transaction. However, failure of the prospective primary participant to furnish a certification or an explanation shall disqualify such person from participation in this transaction.
23. The certification in this clause is a material representation of fact upon which reliance was placed when the department or agency determined to enter into this transaction. If it is later determined that the prospective primary participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.
24. The prospective primary participant shall provide immediate written notice to the department or agency to which this proposal is submitted if at any time the prospective primary participant learns its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
25. The terms **covered transaction, debarred, suspended, ineligible, lower tier covered transaction, participant, person, primary covered transaction, principal, proposal, and voluntarily excluded**, as used in this clause, have the meaning set out in the Definitions and coverage sections of 49 CFR Part 29. You may contact the department or agency to which this proposal is being submitted for assistance in obtaining a copy of those regulations.
26. The prospective primary participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency entering into this transaction.
27. The prospective primary participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion-Lower Tier Covered Transaction," provided by the department or agency entering into this covered transaction, without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions.
28. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by

which it determines the eligibility of its principals. Each participant may, but is not required to, check the list of Parties Excluded from Federal Procurement and Non-procurement Programs.

29. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.
30. Except for transactions authorized under paragraph 6 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.

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

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

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

(b) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State, or local) transaction or contract under a public transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of record, making false statements, or receiving stolen property;

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

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

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

Instructions for Lower Tier Certification

31. By signing and submitting this proposal, the prospective lower tier participant is providing the certification set out below.
32. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.
33. The prospective lower tier participant shall provide immediate written notice to the person to which this proposal is submitted if at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
34. The terms **covered transaction, debarred, suspended, ineligible, lower tier covered transaction, participant, person, primary covered transaction, principal, proposal, and voluntarily excluded**, as used in this clause, have the meanings set out in the Definition and Coverage sections of 49 CFR Part 29. You may contact the person to whom this proposal is submitted for assistance in obtaining a copy of those regulations.
35. The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency with which this transaction originated.
36. The prospective lower tier participant further agrees by submitting this proposal that it will include the clause titled “Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion – Lower Tier Covered Transaction,” without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions. (See below.)
37. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the List of Parties Excluded from Federal Procurement and Non-procurement Programs.

38. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.
39. Except for transactions authorized under paragraph 5 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.

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

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

ENVIRONMENTAL IMPACT

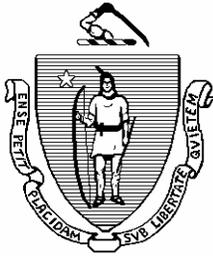
The Governor's Representative for Highway Safety has reviewed the State's Fiscal Year 2007 highway safety planning document and hereby declares that no significant environmental impact will result from implementing this Highway Safety Plan. If, under a future revision, this Plan will be modified in such a manner that a project would be instituted that could affect environmental quality to the extent that a review and statement would be necessary, this office is prepared to take the action necessary to comply with the National Environmental Policy Act of 1969 (42 USC 4321 et seq.) and the implementing regulations of the Council on Environmental Quality (40 CFR Parts 1500-1517).



Robert C. Haas, Secretary, Massachusetts Executive Office of Public Safety & Governor's Representative for Highway Safety

August 23, 2006

Date



The Commonwealth of Massachusetts
Office of the Comptroller
One Ashburton Place, Room 901
Boston, Massachusetts 02108

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DRUG-FREE WORKPLACE ACT CERTIFICATION

1. The Commonwealth of Massachusetts certifies on behalf of all state agencies that apply for federal grants that it will continue to provide a drug-free workplace by:
 - (a) Publishing a statement notifying employees that the unlawful manufacture, distribution, dispensation, possession, or use of a controlled substance is prohibited in the grantee's workplace and specifying the actions that will be taken against employees for violation of such prohibition;
 - (b) Establishing an ongoing drug-free awareness program to inform employees about:
 - (1) The dangers of drug abuse in the workplace;
 - (2) The grantee's policy of maintaining a drug-free workplace;
 - (3) Any available drug counseling, rehabilitation, and employee assistance programs; and
 - (4) The penalties that may be imposed upon employees for drug abuse violations occurring in the workplace;
 - (c) Making it a requirement that each employee to be engaged in the performance of the grant be given copy of the statement required by subparagraph (a);
 - (d) Notifying the employee in a statement required by subparagraph (a) that, as a condition employment under the grant the employee will:
 - (1) Abide by the terms of the statement; and

- (2) Notify the employer in writing of his or her conviction for a violation of a criminal drug statute occurring in the workplace no later than 5 calendar days after such conviction;
 - (e) Notifying the federal sponsoring agency in writing, within ten calendar days after receiving notice under subparagraph (d) (2) from an employee or otherwise receiving actual notice of such conviction. Employers of convicted employees must provide notice, including position title, to every grant office or other designee on whose grant activity the convicted employee was working, unless the federal agency has designated a central point for the receipt of such notices. Notice shall include the identification number(s) of each affected grant;
 - (f) Taking one of the following actions within 30 calendar days of receiving notice under subparagraph (d) (2), with respect to any employee who is so convicted;
 - (1) Taking appropriate personnel action against such an employee, up to and including termination, consistent with the requirements of the Rehabilitation Act of 1973, as amended; or
 - (2) Requiring such employees to participate satisfactory in a drug abuse assistance or rehabilitation program approved for such purposes by the Federal, State, or local health, law enforcement, or other appropriate agency;
 - (g) Making a good faith effort to continue to maintain a drug-free workplace through the implementation of paragraphs (a), (b), (c), (d), (e), and (f).
2. State agencies applying for federal grants will identify workplaces at the time of application.



Martin Benison, Comptroller

Federal fiscal year 2006
Dated: September 30, 2005

10.0 Highway Safety Plan Cost Summary

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

State: Massachusetts

Highway Safety Plan Cost Summary

Report Date: 08/25/2006

2007-HSP-1

For Approval

Table 10.1 Highway Safety Plan Cost Summary

Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Balance	Increase/(Decrease)	Current Balance	Share to Local
NHTSA								
NHTSA 402								
<i>Planning and Administration</i>								
	PA-2007-00-00-00		\$0.00	\$190,000.00	\$0.00	\$190,000.00	\$190,000.00	\$0.00
Planning and Administration Total			\$0.00	\$190,000.00	\$0.00	\$190,000.00	\$190,000.00	\$0.00
<i>Motorcycle Safety</i>								
	MC-2007-00-00-00		\$0.00	\$167,000.00	\$0.00	\$5,000.00	\$5,000.00	\$0.00
Motorcycle Safety Total			\$0.00	\$167,000.00	\$0.00	\$5,000.00	\$5,000.00	\$0.00
<i>Occupant Protection</i>								
	OP-2007-00-00-00		\$0.00	\$200,000.00	\$0.00	\$1,265,870.00	\$1,265,870.00	\$803,570.00
Occupant Protection Total			\$0.00	\$200,000.00	\$0.00	\$1,265,870.00	\$1,265,870.00	\$803,570.00
<i>Pedestrian/Bicycle Safety</i>								
	PS-2007-00-00-00		\$0.00	\$50,000.00	\$0.00	\$182,000.00	\$182,000.00	\$146,000.00
Pedestrian/Bicycle Safety Total			\$0.00	\$50,000.00	\$0.00	\$182,000.00	\$182,000.00	\$146,000.00

Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Balance	Increase/(Decrease)	Current Balance	Share to Local
<i>Police Traffic Services</i>								
	PT-2007-00-00-00		\$.00	\$100,000.00	\$.00	\$321,500.00	\$321,500.00	\$242,500.00
Police Traffic Services Total			\$.00	\$100,000.00	\$.00	\$321,500.00	\$321,500.00	\$242,500.00
<i>Traffic Records</i>								
	TR-2007-00-00-00		\$.00	\$.00	\$.00	\$937,000.00	\$937,000.00	\$.00
Traffic Records Total			\$.00	\$.00	\$.00	\$937,000.00	\$937,000.00	\$.00
<i>Speed Control</i>								
	SC-2007-00-00-00		\$.00	\$200,000.00	\$.00	\$994,100.00	\$994,100.00	\$606,800.00
Speed Control Total			\$.00	\$200,000.00	\$.00	\$994,100.00	\$994,100.00	\$606,800.00
<i>Paid Advertising</i>								
	PM-2007-00-00-00		\$.00	\$250,000.00	\$.00	\$600,000.00	\$600,000.00	\$.00
Paid Advertising Total			\$.00	\$250,000.00	\$.00	\$600,000.00	\$600,000.00	\$.00
NHTSA 402 Total			\$.00	\$1,157,000.00	\$.00	\$4,495,470.00	\$4,495,470.00	\$1,798,870.00
<i>405 Occupant Protection</i>								
	J2-2007-00-00-00		\$.00	\$399,900.00	\$.00	\$133,300.00	\$133,300.00	\$.00
405 Occupant Protection Total			\$.00	\$399,900.00	\$.00	\$133,300.00	\$133,300.00	\$.00
<i>405 OP SAFETEA-LU</i>								
	K2-2007-00-00-00		\$.00	\$213,334.00	\$.00	\$590,000.00	\$590,000.00	\$.00
405 Occupant Protection Total			\$.00	\$213,334.00	\$.00	\$590,000.00	\$590,000.00	\$.00
405 OP SAFETEA-LU Total			\$.00	\$213,334.00	\$.00	\$590,000.00	\$590,000.00	\$.00
<i>408 Data Program SAFETEA-LU</i>								
	K9-2007-00-00-00		\$.00	\$275,000.00	\$.00	\$1,100,000.00	\$1,100,000.00	\$.00
408 Data Program Incentive Total			\$.00	\$275,000.00	\$.00	\$1,100,000.00	\$1,100,000.00	\$.00
408 Data Program SAFETEA-LU Total			\$.00	\$275,000.00	\$.00	\$1,100,000.00	\$1,100,000.00	\$.00

Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Balance	Increase/(Decrease)	Current Balance	Share to Local
410 Alcohol SAFETEA-LU								
	K8-2007-00-00-00		\$.00	\$1,066,666.00	\$.00	\$3,200,000.00	\$3,200,000.00	\$.00
410 Alcohol SAFETEA-LU Total			\$.00	\$1,066,666.00	\$.00	\$3,200,000.00	\$3,200,000.00	\$.00
410 Alcohol Planning and Administration								
	K8PA-2007-00-00-00		\$.00	\$200,000.00	\$.00	\$200,000.00	\$200,000.00	\$.00
410 Alcohol Planning and Administration Total			\$.00	\$200,000.00	\$.00	\$200,000.00	\$200,000.00	\$.00
410 Alcohol SAFETEA-LU Paid Media								
	K8PM-2007-00-00-00		\$.00	\$133,333.00	\$.00	\$400,000.00	\$400,000.00	\$.00
410 Alcohol SAFETEA-LU Paid Media Total			\$.00	\$133,333.00	\$.00	\$400,000.00	\$400,000.00	\$.00
410 Alcohol SAFETEA-LU Total			\$.00	\$1,399,999.00	\$.00	\$3,800,000.00	\$3,800,000.00	\$.00
2010 Motorcycle Safety								
	K6-2007-00-00-00		\$.00	\$.00	\$.00	\$400,000.00	\$400,000.00	\$.00
2010 Motorcycle Safety Incentive Total			\$.00	\$.00	\$.00	\$400,000.00	\$400,000.00	\$.00
2010 Motorcycle Safety Total			\$.00	\$.00	\$.00	\$400,000.00	\$400,000.00	\$.00
1906 Prohibit Racial Profiling								
FHWA								
	K10-2007-00-00-00		\$.00	\$.00	\$.00	\$400,000.00	\$400,000.00	\$.00
1906 Prohibit Racial Profiling Total			\$.00	\$.00	\$.00	\$400,000.00	\$400,000.00	\$.00
FHWA Total			\$.00	\$.00	\$.00	\$400,000.00	\$400,000.00	\$.00
NHTSA								
	164PA-2007-00-00-00		\$.00	\$.00	\$.00	\$250,000.00	\$250,000.00	\$.00
164 Planning and Administration Total			\$.00	\$.00	\$.00	\$250,000.00	\$250,000.00	\$.00

Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Balance	Increase/(Decrease)	Current Balance	Share to Local
164 Alcohol								
	164AL-2007-00-00-00		\$.00	\$.00	\$.00	\$4,371,549.00	\$4,371,549.00	\$2,300,000.00
164 Alcohol Total			\$.00	\$.00	\$.00	\$4,371,549.00	\$4,371,549.00	\$2,300,000.00
164 Hazard Elimination								
	164HE-2007-00-00-00		\$.00	\$.00	\$.00	\$12,000,000.00	\$12,000,000.00	\$.00
164 Hazard Elimination Total			\$.00	\$.00	\$.00	\$12,000,000.00	\$12,000,000.00	\$.00
164 Transfer Funds Total			\$.00	\$.00	\$.00	\$16,621,549.00	\$16,621,549.00	\$2,300,000.00
NHTSA Total			\$.00	\$3,445,233.00	\$.00	\$27,140,319.00	\$27,140,319.00	\$4,098,870.00
Total			\$.00	\$3,445,233.00	\$.00	\$27,540,319.00	\$27,540,319.00	\$4,098,870.00