

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

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| Fiscal Year | 2019 |
| NHTSA Grant Application | MASSACHUSETTS - Highway Safety Plan - FY 2019 |
| State Office | Massachusetts Highway Safety Division |
| Application Status | Revision |

Highway Safety Plan

1 Summary information

APPLICATION INFORMATION

| | |
|---------------------------|---|
| Highway Safety Plan Name: | MASSACHUSETTS - Highway Safety Plan - FY 2019 |
| Application Version: | 2.0 |

INCENTIVE GRANTS - The State is eligible to apply for the following grants. Check the grant(s) for which the State is applying.

| | |
|---|-----|
| S. 405(b) Occupant Protection: | Yes |
| S. 405(c) State Traffic Safety Information System Improvements: | Yes |
| S. 405(d) Impaired Driving Countermeasures: | Yes |
| S. 405(d) Alcohol-Ignition Interlock Law: | No |
| S. 405(d) 24-7 Sobriety Programs: | No |
| S. 405(e) Distracted Driving: | No |
| S. 405(f) Motorcyclist Safety Grants: | Yes |
| S. 405(g) State Graduated Driver Licensing Incentive: | No |
| S. 405(h) Nonmotorized Safety: | Yes |
| S. 1906 Racial Profiling Data Collection: | Yes |

STATUS INFORMATION

| | |
|----------------|-------------------|
| Submitted By: | Robert Kearney |
| Submission On: | 6/29/2018 1:20 PM |

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| Submission Deadline (EDT): | 7/9/2018 11:59 PM |
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2 Highway safety planning process

Enter description of the data sources and processes used by the State to identify its highway safety problems, describe its highway safety performance measures, establish its performance targets, and develop and select evidence-based countermeasure strategies and projects to address its problems and achieve its performance targets.

The Massachusetts Executive Office of Public Safety and Security, Office of Grants and Research-Highway Safety Division (EOPSS/OGR/HSD) began the planning process for developing the FFY 2019 Highway Safety Plan by gathering all relevant data related to performance targets and doing an in-depth analysis of the data to find trends within one-year, five-year, and (if feasible) ten-year periods. The data was analyzed across different fields including county, municipality, month, time, gender, and age. Furthermore, mapping software was used to provide a visual tool to help analyze trends and hot spots throughout Massachusetts. This information helped EOPSS/OGR/HSD and its stakeholders identify high-risk locations as well as behavioral trends among roadway users that require attention.

The data sources utilized in this analysis process are listed below:

- Fatality Analysis Reporting Systems (FARS) – fatalities and fatal crashes

- Massachusetts Crash Data System (CDS) – fatalities and injuries
- Massachusetts Injury Surveillance Program – injuries and hospitalizations
- Massachusetts Citation Data – roadway violations
- Massachusetts Statewide Safety Belt Survey – safety belt usage, occupant protection
- FHWA Highway Statistics – Vehicle Miles Traveled (VMT), licensed drivers, and road miles
- U.S. Census Bureau statistics – population, income levels
- FBI Crime Statistics – arrests for driving intoxicated and other vehicle-related crimes

Results of the data were coordinated and shared with the Massachusetts Department of Transportation (MassDOT) to ensure performance targets related to fatalities, serious injuries, and fatalities per 100 million VMT are identical to what is in the Massachusetts Highway Safety Improvement Plan (HSIP) and the Strategic Highway Safety Plan (SHSP). Other performance targets were determined through trend analysis and ongoing exchanges with key federal, state, and local partners such as the Massachusetts State Police (MSP), local police departments, Massachusetts Department of Public Health (DPH), the Governors Highway Safety Association (GHSA), and the Traffic Records Coordinating Committee (TRCC) to identify possible areas of increased crash activity.

EOPSS/OGR/HSD also relied on input provided by participants at four statewide Traffic Safety Partnership Forums held in February of 2018. A wide range of community partners including state and local police, non-profit organizations focused on road safety, and municipal administrators attended the forums. Those in attendance provided a wealth of information related to traffic safety issues facing their respective communities and constituencies along with substantive suggestions about potential solutions to address those issues.

Taken together, data analysis and input from community partners, EOPSS/OGR/HSD was able to determine where to focus funding for FFY 2019 in order to have the greatest impacts in reducing crashes, injuries, fatalities, and associated economic losses.

Identify the participants in the processes (e.g., highway safety committees, program stakeholders, community and constituent groups).

To help determine problem areas to focus on, EOPSS/OGR/HSD engaged with many participants during the planning process, including but not limited to:

- Massachusetts Department of Transportation (MassDOT)
- Massachusetts Registry of Motor Vehicles (RMV)
- Massachusetts Department of Public Health (DPH)
- Massachusetts State Police (MSP)
- Governors Highway Safety Association (GHSA)
- Massachusetts District Attorneys Association (MDAA)
- Massachusetts Executive-Level Traffic Records Coordinating Committee (METRCC)
- Massachusetts Working-Level Traffic Records Coordinating Committee (WTRCC)
- Municipal Police Training Committee (MPTC)
- Merit Rating Board (MRB)
- University of Massachusetts Traffic Safety Research Program (UMassSafe)
- Local police departments
- Massachusetts Chiefs of Police Association (MCOPA)
- Municipal and town administrators
- SHSP Plan Executive Leadership Committee
- Safe Kids of Western Massachusetts
- Boston Emergency Medical Services (EMS)
- Massachusetts Alcoholic Beverages Control Commission (ABCC)
- Massachusetts Department of Health and Human Services (HHS)
- WalkBoston
- Girl and Boy Scouts
- Safe Roads Alliance
- Colleges and Universities
- In Control Family Foundation

Enter description and analysis of the State's overall highway safety problems as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets, selecting countermeasure strategies, and developing projects.

The identifications of current traffic safety issues for the FFY 2019 HSP were made using data analysis of fatalities and fatal crashes over a ten-year period (2007–2016), from numerous elements including, but not limited to, counties, cities, time-of-day, month, day-of-week, road type, gender and age. Data from monthly and year-end reports from FFY 2018 grant-funded programs provided further insight to traffic safety trends. Lastly, input from traffic safety stakeholders added a third layer of analysis to the determination of traffic safety issues in Massachusetts.

The inclusion of data over a ten-year period rather than relying on a five-year period allows EOPSS/OGR/HSD to see trends longitudinally that may not show up in a five-year assessment or by comparing five-year averages (2007-2011 to 2012-2016).

Since 2007 Massachusetts has seen a drop across all performance targets, except pedestrian fatalities. Total fatalities have declined 10% from 434 in 2007 to 389 in 2016. The average number of fatalities reported from 2007-2011 was 372, while from 2012 to 2016 the average dropped to 364. This is potential evidence that EOPSS/OGR/HSD's outreach and grant funding provided to communities may be having a positive impact on driving behaviors in Massachusetts.

In addition to the drop in average yearly fatalities, Massachusetts has seen a substantial decline in the number of young drivers (under 21) involved in fatal crashes. The five-year average for 2007 to 2011 was 59. This average has dropped to 38 for 2012 to 2016, a 36% decline.

With the drop in young drivers involved in fatal crashes, a demographic that is more likely to drive aggressively and recklessly, it is not surprising that the overall number of speed-related fatalities went down as well. The average number of speed-related fatalities for 2007 to 2011 was 104; for 2012 to 2016, it fell to 97. This represents a decline of 7%.

The drop in young driver involvement in fatal crashes and speed-related fatalities shows the long-term positive impact of the Massachusetts Junior Operator Law. However, despite the decline in young driver fatalities, use of seat belts among those in speed-related crashes remains high. In 2016, 39% of all speeding fatalities were unrestrained.

Impaired driving is a statewide issue that EOPSS/OGR/HSD has worked diligently with local and state police to target certain demographics (males under 35 of age), areas (primary arterial roads in proximity of popular liquor establishments), and times (between 9pm – 3am on Thursday, Friday, or Saturday) for mobilizations and enforcement patrols. The impact has been positive as alcohol-impaired fatalities have dropped from 155 in 2007 to 119 in 2016, a 23% decline. From 2007 to 2011, the average number of alcohol impaired fatalities was 371; from 2012 to 2016, it was 364.

Bristol and Worcester counties combined for nearly 30% of all alcohol impaired fatalities from 2007 to 2016. Boston had the highest percentage of any municipality in the state with a third of fatalities resulting from impairment. Next was Worcester (22), Springfield (22), Brockton (14) and Norwood (6) rounded out the top five locations for alcohol impaired fatalities.

Alcohol impairment is a concern when it comes to both speeding and distracted driving. Since 2010, when distracted driving crashes began being reported, 25% of all distraction related fatal crashes also involved alcohol. During the same period, 47% of all speed-related fatal crashes also involved alcohol. In 2016, 18% of all crashes involved alcohol and either speeding and/or distracted driving, up from 15% in 2015.

Although impaired driving fatalities have declined, EOPSS/OGR/HSD will continue working with law enforcement and to promote media messaging to make more roadway users aware of the dangers involved when it comes to drinking and driving as well as impairment related to marijuana and other drugs.

Motorcycle fatalities have declined, with the five-year average from 2012 to 2016 being nearly 6% lower than the five-year average for 2007 to 2011. From 2015 to 2016, the number of motorcycle fatalities dropped 25% from 56 to 42.

Motorcycle fatalities occur more often among the 21 to 35 age group, which accounted for 44% of all motorcycle fatalities from 2007 to 2016. During this same period, nearly 40% of fatal motorcycle crashes involving another motor vehicle took place in three counties: Bristol (13%), Hampden (11.7%), and Worcester (14.3%). Of interest is Hampshire County where only 3% of fatal motorcycle crashes involve another vehicle.

Occupant protection has always presented a conundrum for Massachusetts as the fatalities/VMT rate is consistently among the best in the nation (0.63 in 2016) while the seat belt usage rate (as determined by the annual statewide seat belt observational survey) is one of the worst as we are 49th out of 50 states (73.7% in 2017). Despite this contradiction, passenger vehicle fatalities, on average, have declined since 2007. From 2007 to 2011, the average number of occupant fatalities was 239. From 2012 to 2016 the number dropped 8.7% to 218. Unrestrained fatalities, as a percentage of all occupant fatalities, have declined from 53% in 2007 to 47% in 2016.

Drivers account for 75% of all unrestrained fatalities, passengers for the other 25%. Drivers between 21 and 35 made up nearly 37% of all unrestrained driver fatalities from 2007 to 2016. Passengers between ages 16 and 25 accounted for 45% of all unrestrained passenger fatalities during the same period. For FFY 2019, EOPSS/OGR/HSD intends to create media messaging to better connect with drivers and passengers within these age groupings during key mobilization periods, especially during the Click It or Ticket enforcement period in May.

As stated previously, pedestrian fatalities have increased since 2007. A look at the five-year averages from 2007 to 2011 and from 2012 to 2016 reveals the average number of pedestrian fatalities rose from 65 to 79, a 22% increase. In 2016, pedestrian fatalities accounted for 21% of all traffic fatalities. Male pedestrian fatalities represented nearly two-thirds of all pedestrian fatalities from 2007 to 2016.

Of concern for EOPSS/OGR/HSD is the rising number of older pedestrian fatalities, specifically those over 65 years of age. From 2007 to 2016 this age group accounted for nearly 33% of all pedestrian fatalities. The average number of 65 or older pedestrian fatalities per year is 24. For comparison, the average number of under 21 pedestrian fatalities during the same period was four. EOPSS/OGR/HSD intends to work closely with FFY 2019 Pedestrian Grant recipients to better target this demographic.

County-level Trends

From 2007 to 2016, the top four counties for fatalities, based on a percentage of total fatalities, were Worcester (15%), Middlesex (14%), Bristol (12%) and Plymouth (10%). Over the last five years (2012-2016), fatalities have been increasing in both Norfolk and Plymouth County compared with the prior five-year period from 2007

to 2011. Norfolk fatalities have increased by 22; Plymouth by 24. Middlesex, on the other hand, has seen fatalities drop by 38. Both Essex and Bristol saw total fatalities from 2012 to 2016 decline by 18 compared to 2007-2011.

Looking at the percentage of each type of fatality (driver, passenger, pedestrian, bike) of a county's total fatality count for 2007-2016 reveals the following:

- Highest Driver fatality percentage: 69% - Bristol and Plymouth
- Highest Passenger fatality percentage: 24% - Franklin County
- Highest Pedestrian fatality percentage: 38% - Suffolk County
- Highest Bicyclist fatality percentage: 6% - Suffolk County

Other Trends of Interest

EOPSS/OGR/HSD also looked at age, time-of-day, day-of-week, and month to further analyze the fatality data. Data is for 2007 to 2016.

Time-of-day

- 59% of fatal crashes happen between 12:00 pm – 11:59 pm
- 62% of fatal crashes take place from 3:00 pm to 3:00 am

Age

- Ages under 21 accounted for 13% of all fatalities
- Age 21 to 25 accounted for 15% of all fatalities
- Age 65 and over accounted for 21% of all fatalities
- Drivers age 35 and under accounted for 65% of all unrestrained driver fatalities in a speed-related crash
- Passengers age 35 and under accounted for 81% of all unrestrained passenger fatalities in a speed-related crash

Day-of-week and Month

- Saturday is the most common day-of-week for fatalities.
- Saturday is also the day with the highest number of unrestrained fatalities, speed-related fatalities, and motorcycle fatalities.
- Bicyclist fatalities occur most often on Wednesdays.
- Pedestrian fatalities occur most often on Thursdays.
- Fatalities tend to average higher from May to October. This is the case for all types of fatalities, with the exception of pedestrians. Pedestrian fatalities are substantially highest from October to December.

Putting it all together – what does all the data mean?

Based on the data presented above, EOPSS/OGR/HSD plans to focus funding on the following areas: occupant protection, impaired driving, speeding/distracted driving, and pedestrian, bicyclist, motorcyclist and young driver safety.

Working in collaboration and cooperation with EOPSS/OGR/HSD partners and subrecipients across the Commonwealth, funding will focus traffic enforcement efforts in cities with high motor vehicle fatality counts, and strive to that ensure activities take place during times when data show high fatal crash rates.

Enter discussion of the methods for project selection (e.g., constituent outreach, public meetings, solicitation of proposals).

EOPSS/OGR/HSD will rely on a multi-faceted approach to developing and selecting the projects for FFY 2019. Input used to develop the planned activities came from several sources including:

- Data – Trends in fatalities, fatal crashes, serious injuries, seat belt usage, and traffic citations
- EOPSS/OGR/HSD staff – Provides extensive knowledge on current projects that may be renewed in FFY 2019 as well as critical insight into subrecipients' concerns and suggestions
- Partners – State and local governmental, community groups and non-profit organizations with a public safety mission.
- Subrecipients – Monthly activity reports and final reports provided great information on the impacts of current programs and what could be changed or improved to make the programs more effective. Program managers at EOPSS/OGR/HSD establish spreadsheets for every grant under their purview, covering all aspects including funding, expenditures, and activity (i.e. number of stops, hours of patrol, types of violations issued). Since many projects are the same year-to-year, EOPSS/OGR/HSD is able to compare projects across several years to see trends or where changes need to be made to improve the impact of the funds distributed.
- Open meetings – EOPSS/OGR/HSD conducted four Traffic Safety Partnership Forums across the state to solicit feedback from partners about a wide range of traffic safety issues. The most recent forums took place during January and February of 2018. Some of the concerns and suggestions from the forums included, but no limited to, more flexibility with conducting traffic enforcement grant patrols; issues arising from increased distracted driving crashes; and trepidation over the ability to legally purchase marijuana and its impact on drivers.

Taking all the sources together, EOPSS/OGR/HSD seeks to institute programs that will have the greatest positive impacts in terms of reducing crashes, fatalities, serious injuries and associated economic losses. Grant subrecipients will be selected for funding based on needs identified by data-driven evidence. Grant applicants will need to show in their applications how they will utilize funding to best achieve the desired results.

Announcements of Availability of Grant Funding (AGF) opportunities are posted online through the state of Massachusetts' online portal, Mass.gov, and emails are sent out to prior and potential partners across the state, including, but not limited to, state police, local police, municipalities, state agencies, hospitals and non-profit organizations. The emails always provide a hyperlink (URL) to the location in the Mass.gov portal where the AGFs and associated grant documents are located. The documents needed to apply for grants typically remain online for 4-6 weeks.

If the total value of funding requested by applicants to an AGF is higher than the amount of available funding for that program, EOPSS/OGR/HSD utilizes a scoring process that results in all applications being rated along several elements and then ranked from highest to lowest to determine grant awardees. The scoring process involves convening a Review Team (RT) of five members - three of which have to come from outside of EOPSS/OGR - that will read and rate all submitted applications on a scale of 1-5, with 5 being the best, along 5 or 6 measures such as completeness of application, description of planned activities, and long-term impact on a community's traffic safety.

Enter list of information and data sources consulted.

- Fatality Analysis Reporting System (FARS)
- Massachusetts Department of Transportation (MassDOT) Crash Data System
- Massachusetts Injury Surveillance Program
- Massachusetts Citation Data
- Massachusetts Statewide Seat Belt Observational Survey
- Federal Highway Administration (FHWA)
- Federal Bureau of Investigation (FBI) Crime Statistics
- United States Census Bureau

Enter description of the outcomes from the coordination of the Highway Safety Plan (HSP), data collection, and information systems with the State Strategic Highway Safety Plan (SHSP).

The SHSP has statewide goals, objectives and emphasis areas which were developed in consultation with federal, state, local, and private sector safety stakeholders using data-driven, multi-disciplinary approaches involving engineering, education, enforcement, and emergency response.

As a key contributor to the SHSP planning process, EOPSS/OGR/HSD has worked with MassDOT (the lead agency for the SHSP) and other key stakeholders such as the Executive Office of Health and Human Services (EOHHS), Massachusetts Department of Public Health (DPH), regional transit authorities, insurance companies, WalkBoston, and hospitals to develop a tiered classification of emphasis areas. The emphasis areas are broken into three levels: Strategic, Proactive, and Emerging.

Strategic areas: Impaired Driving, Intersection Crash Prevention, Lane Departures, Occupant Protection, Speeding/Aggressive Driving, Young Drivers, Older Drivers, Pedestrians, and Motorcycle Riders.

Proactive areas: Bicycles, Truck and Bus-Involved Crashes, At-Grade Crossing, and Traffic Incident Management Safety (formerly work zone safety). These areas represent less than 10% of annual fatalities or severe injuries, but require attention to minimize potential increases.

Emerging areas: Data Systems, Drowsy Driving, and Driver Inattention (or Distracted Driving).

These areas focus on improving the data system used to analyze traffic safety patterns and for safety topics where data is currently inconclusive.

In the HSP, EOPSS/OGR/HSD targets many of the same emphasis areas as the SHSP including impaired driving, occupant protection, speeding/aggressive driving, young and older drivers, pedestrians, motorcycles, bicycles, distracted and drowsy driving, and data systems (traffic record systems). Intersection Crash Prevention, lane departures and at-grade crossings are not emphasis areas that are within the purview of the EOPSS/OGR/HSD mission. Through grant funding and media messaging, EOPSS/OGR/HSD seeks to change driver, passenger, and non-occupant behaviors that will result in reduced fatalities on the roadways of Massachusetts. At the same time, the SHSP looks to limit motor vehicle-related fatalities through infrastructure improvements such as better roadway design, new crosswalks, and the installation of traffic lights. The combination of improving the physical roadway and roadway user behaviors by EOPSS/OGR/HSD and MassDOT, respectively, provides the best strategy for reducing fatalities.

EOPSS/OGR/HSD also works in collaboration with MassDOT to establish yearly targets for three key core performance measures – fatalities, fatalities/VMT, and serious injuries. Per Federal law (FAST Act), the HSP and SHSP (or HSIP) must have identical targets for these three performance measures. This ensures both agencies are united in the same objectives and will help drive all programs run by both agencies towards the common goals of decreasing fatalities, fatalities/VMT, and serious injuries in the long-term.

3 Performance report

Open each performance measure listed below or click Add New to create additional non-core performance measures to provide a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

| Performance Measure Name | Progress |
|--------------------------|----------|
|--------------------------|----------|

| | |
|---|-------------|
| C-1) Number of traffic fatalities (FARS) | In Progress |
| C-2) Number of serious injuries in traffic crashes (State crash data files) | In Progress |
| C-3) Fatalities/VMT (FARS, FHWA) | In Progress |
| C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS) | In Progress |
| C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS) | In Progress |
| C-6) Number of speeding-related fatalities (FARS) | In Progress |
| C-7) Number of motorcyclist fatalities (FARS) | In Progress |
| C-8) Number of unhelmeted motorcyclist fatalities (FARS) | In Progress |
| C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS) | In Progress |
| C-10) Number of pedestrian fatalities (FARS) | In Progress |
| C-11) Number of bicyclists fatalities (FARS) | In Progress |
| B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey) | In Progress |
| Rural Fatalities/VMT | In Progress |
| Alcohol-Related (.08=+ BAC) Fatalities/VMT | In Progress |
| Distracted Driving-Related Fatalities | In Progress |
| Older Drivers (65+) Involved in Fatal Crashes | In Progress |
| Increase number of linked EMS/crash reports | In Progress |
| Number of agencies with access to MasSTRAC | In Progress |
| Number of days from crash incident to reception of crash report by RMV | In Progress |
| Validation score for MATRIS Version 2.0 | In Progress |
| Number of ambulance services submitting Version 2 reports | In Progress |
| Number of intersections with FDEs | In Progress |
| Urban Fatalities/VMT | In Progress |

C-1) Number of traffic fatalities (FARS)

Progress: In Progress

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

In the FFY 2018 HSP, the performance target for fatalities was to decrease motor vehicle fatalities 2.5% from the five-year average of 361 in 2015 to a five-year average of 352 by December 31, 2018.

- One-year change (2015 to 2016): 13% increase in fatalities from 350 to 395
- Five-year average change (2011-2015 to 2012-2016): 1.4% increase from 362 to 367
- Ten-year change (2007 to 2016): -9% decline from 434 to 395.

This performance target is currently in progress. While the one and five-year results point to a slight uptick in fatalities on Massachusetts roadways, over the last ten years it has dropped nearly nine percent. Despite the increase in 2016, the average number of fatalities have been trending downwards. From 2007-2011, the average number of fatalities was 372; from 2012-2016, the average was 366 - a 2% decrease between the two five-year periods. Furthermore, during the past ten years (2007-2016), the overall vehicle miles traveled reported for Massachusetts jumped 11% from 54,648 million to 60,562 million while motor vehicle fatalities declined 9%. While more drivers and cars are using the roadways, the number of deaths on those roadways among drivers, occupants, and non-motorists have trended lower.

C-2) Number of serious injuries in traffic crashes (State crash data files)

Progress: In Progress

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

In the FFY 2018 HSP, the performance target for serious injuries was to decrease serious injuries 11% from the five-year average of 3,252 in 2015 to a five-year average of 2,896 by December 31, 2018.

- One-year change (2015 to 2016): 4% increase from 2,867 to 2,980
- Five-year average change (2011-2015 to 2012-2016): -4% drop from 3,252 to 3,132
- Ten-year change (2007 to 2016): -40% drop from 4,182 to 2,980

This performance target is currently in progress. With a five-year average decline of 4% in the past year and a 40% decline in serious injuries since 2007, Massachusetts is cautiously optimistic about achieving the five-year average goal of 2,896 by December 31, 2018.

C-3) Fatalities/VMT (FARS, FHWA)

Progress: In Progress

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

In the FFY 2018 HSP, the performance target for fatalities/VMT was to decrease fatality/VMT rate 4.5% from the five-year average of 0.64 in 2015 to a five-year average of 0.61 by December 31, 2018.

- One-year change (2015 to 2016): 9% increase from 0.58 to 0.63
- Five-year average (2011-2015 to 2012-2016): -1.6% decline from 0.64 to 0.63
- Ten-year change (2007 to 2016): -20% from 0.79 to 0.63

This performance target is in progress. The one-year increase was due to the unexpected jump in motor vehicle fatalities from 350 to 395 between 2015 and 2016. Despite the increase, historical trend data reveal that spikes in fatalities have been followed by successive years of declining motor vehicle deaths. For example, in 2012, the number of fatalities was 382 but then from 2013 to 2015, the average number of fatalities was 351 (350, 354, 350). Therefore, the increase in 2016 is seen as merely a bump in the road.

While the target for this performance measure is in progress at this time, achieving the five-year average of 0.61 by December 31, 2018 is feasible. With rising VMT reported in Massachusetts each year (from 54,648 million in 2007 to 60,562 million in 2016) and the number of motor vehicle deaths expected to decline in the coming years, it is expected to see fatality/VMT continue to fall from 0.63 in 2016.

C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)

Progress: In Progress

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

In the FFY 2018 HSP, the performance target was to decrease unrestrained passenger vehicle occupant fatalities 10% from the five-year average of 105 in 2015 to a five-year average of 95 by December 31, 2018.

- One-year change (2015 to 2016): 20% increase from 88 to 106
- Five-year average (2011-2015 to 2012-2016): -3% drop from 105 to 102
- Ten-year change (2007 to 2016): -28% drop from 148 to 106

This performance target is in progress. Despite the uptick in unrestrained passenger fatalities from 2015 to 2016, the 3% decline in five-year average and -28% drop over the past ten years as well as the increase in belt usage from 67% to 74% during the same period all point to unrestrained passenger fatalities to continue decreasing in the coming years.

C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)

Progress: In Progress

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

In the FFY 2018 HSP, the performance target was to decrease alcohol-impaired driving fatalities 5% from the five-year average of 124 in 2015 to a five-year average of 118 by December 31, 2018.

- One-year change (2015 to 2016): 9% increase from 109 to 119
- Five-year average (2011-2015 to 2012-2016): -1% drop from 126 to 125
- Ten-year change (2007 to 2016): Increase from 115 to 119

Progress is being made on this target as the five-year average dropped to 125 in 2016 and despite the 9% yearly increase from 2015 to 2016, the ten-year decline of 23% is a positive indicator that alcohol-impaired driving fatalities should continue to decline in the coming years.

C-6) Number of speeding-related fatalities (FARS)

Progress: In Progress

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

In the FFY 2018 HSP, the performance target was to decrease speed-related fatalities 5% from the five-year average of 100 in 2015 to a five-year average of 95 by December 31, 2018.

- One-year change (2015 to 2016): 14% increase from 92 to 105
- Five-year average (2011-2015 to 2012-2016): -3% drop from 100 to 97
- Ten-year change (2007 to 2016): -27% drop from 143 to 105

This performance target is in progress as the five-year average dropped from 100 to 97, shy of the target five-year average of 95. Despite the recent increase in speed-related fatalities in 2016, the ten-year decline of 27% shows that, in the long-term, speed-related fatalities will likely decline further.

C-7) Number of motorcyclist fatalities (FARS)

Progress: In Progress

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

In the FFY 2018 HSP, the performance target was to 'decrease motorcyclist fatalities 5% from the five-year average of 49 in 2015 to a five-year average of 46 by December 31, 2018.

- One-year change (2015 to 2016): -25% decline from 56 to 42
- Five-year average (2011-2015 to 2012-2016): 2% increase from 48 to 49
- Ten-year change (2007 to 2016): -32% decline from 62 to 42

This performance target is currently in progress as the five-year average remains at 49, despite the 25% drop in fatalities from 2015 to 2016. If motorcycle fatalities continue to drop in 2017, the five-year average goal of 46 can be achieved.

C-8) Number of unhelmeted motorcyclist fatalities (FARS)

Progress: In Progress

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

In the FFY 2018 HSP, the performance target was to decrease unhelmeted motorcycle fatalities 20% form the five-year average of 5 in 2015 to a five-year average of 4 by December 31, 2018.

- One-year change (2015 to 2016): -71% drop from 7 to 2
- Five-year average (2011-2015 to 2012-2016): -20% drop from 5 to 4
- Ten-year change (2007 to 2016): -33% decline from 3 to 2

Although the five-year average for 2016 has attained the goal of four set in the 2018 HSP, this performance target remains in progress as the numbers for 2017 and 2018 are yet to be determined. Given the drop in the one-year, five-year, and ten-year measures above, it is highly likely this performance target will be met come December 31, 2018.

C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)

Progress: In Progress

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

In the FFY 2018 HSP, the performance target was to decrease the number of young drivers (age 20 or under) involved in fatal crashes 10% from the five-year average of 38 in 2015 to a five-year average of 34 by December 31, 2018.

- One-year change (2015-2016): 35% increase from 34 to 46
- Five-year average (2011-2015 to 2012-2016): -3% drop from 39 to 38
- Ten-year change (2007 to 2016): -39% drop from 76 to 46

This performance target is currently in progress as the numbers from 2017 and 2018 remain to be seen, but the 3% decline in the five-year average from 2015 to 2016 is a positive step towards meeting the stated goal for December 31, 2018.

C-10) Number of pedestrian fatalities (FARS)

Progress: In Progress

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

In the FFY 2018 HSP, the performance target was to decrease pedestrian fatalities 5% from the five-year average of 77 in 2015 to a five-year average of 73 by December 31, 2018.

- One-year change (2015 to 2016): No change as the number of pedestrian fatalities held steady at 80
- Five-year average (2011-2015 to 2012-2016): 3% increase from 77 to 79
- Ten-year change (2007 to 2016): 21% rise from 66 to 72

As evidenced by the increase in both the five-year and ten-year measures above, the performance target for pedestrian fatalities remains a work in progress. Despite the unfortunate rise in pedestrian fatalities over the years, Massachusetts is hopeful that increased funding for pedestrian safety-related grant programs will have a positive impact on the numbers for 2017 and 2018.

C-11) Number of bicyclists fatalities (FARS)

Progress: In Progress

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

In the FFY 2018 HSP, the performance target was to decrease bicyclist fatalities 10% from the five-year average of 9 in 2015 to a five-year average of 8 by December 31, 2018.

- One-year change (2015 to 2016): -17% drop from 12 to 10
- Five-year average (2011-2015 to 2012-2016): 11% increase from 9 to 10
- Ten-year change (2007 to 2016): -9% drop from 11 to 10

This performance target is in progress pending the number of bicyclist fatalities reported for 2017 and 2018. Given the recent one-year drop of 17% from 12 to 10 fatalities, Massachusetts is cautiously hopeful the performance target will be met come December 31, 2018.

B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)

Progress: In Progress

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

In the FFY 2018 HSP, the performance target was to increase observed seat belt use rate 4% from the five-year average of 75 in 2015 to a five-year average of 79 by December 31, 2018.

- One-year change (2016 to 2017): 5% drop from 78 to 74
- Five-year average (2012-2016 to 2013-2017): 1% increase in belt usage from 75 to 76
- Ten-year change (2008 to 2017): 7% increase in belt usage from 67 to 74

This performance target is currently in progress. The increase in the five-year average as well as the 10% rise in belt usage since 2007 provide evidence of a positive trend towards a higher seat belt usage rate in 2018.

Rural Fatalities/VMT

Progress: In Progress

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

For FFY 2018, the target was to decrease the rural fatalities/VMT rate by 5% from the five-year average of 1.41 in 2011-2015 to a five-year average of 1.34 by December 31, 2018.

The five-year average for 2012-2016 for rural fatalities/VMT was 1.36, an 8% decline from the previous five-year period of 2011-2015.

Rural fatalities continued to decline in 2016, dropping from 22 the previous year to 17. Since 2012, rural fatalities have decreased from 50 to 17 - a 66% reduction.

Alcohol-Related (.08+ BAC) Fatalities/VMT

Progress: In Progress

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

For FFY 2018, the target for alcohol-related fatalities/VMT was to reduce the rate by 5% from the five-year average of 0.22 in 2011-2015 to a five-year average of 0.21 by December 31, 2018.

The five-year average for alcohol-related fatalities/VMT from 2012-2016 was 0.20, a very slight decrease from the previous five-year average for 2011-2015.

Alcohol-related fatalities rose from 95 in 2015 to 119 in 2016, a 25% increase. Despite this uptick, alcohol-related fatalities have dropped 8% since 2012. If VMT continues to rise and alcohol-related fatalities hold steady, the alcohol fatality/VMT rate should decline slightly over the next couple of years.

Distracted Driving-Related Fatalities

Progress: In Progress

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

For FFY 2018, the target was to decrease distracted-driving fatalities by 10% from 64 in 2015 to 58 by December 31, 2018. In 2016, the number of distracted-driving fatalities was 28, a seemingly drastic reduction from 2015. After submission of the FFY 2018 HSP, further analysis was done on the data obtained from FARS on distracted driving fatalities and it was found the selected elements to discern the number of fatalities were incorrect and thus provided erroneous data results. After the error was corrected, the number of distracted driving fatalities reported from 2012 to 2016 are as follows:

2012: 33
2013: 36
2014: 23
2015: 30
2016: 28

The five-year average for distracted driving fatalities from 2012-2016 was 30, down 2% from the five-year average for 2011-2015.

Older Drivers (65+) Involved in Fatal Crashes

Progress: In Progress

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

For FFY 2018, the target was to decrease older drivers (65+) involved in fatal crashes from the five-year average of 69 in 2011-2015 to a five-year average of 65 by December 31, 2018.

The five-year average for 2012-2016 was 72, a increase of 2% from 2011-2015.

On a year-to-year basis, the number of older drivers involved in a fatal crash rose from 72 to 79 in 2016. This represents an increase of 10% from 2015.

Increase number of linked EMS/crash reports

Progress: In Progress

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

For FFY 2018, the target was to improve the integration of traffic records systems by increasing the number of linked Massachusetts EMS/crash reports from 0% to 75% from June 30, 2017 to June 30, 2018.

No progress made as UMassSafe only gained access to the EMS data from DPH in April 2018 to begin work in earnest, so this project will now need an extension to December 31, 2018. The performance target will remain the same but the project end date and performance target end date will now be December 31, 2018.

Number of agencies with access to MassTRAC

Progress: In Progress

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

For FFY 2018, the target was to increase by 5% the number of agencies able to access MassTRAC (or any successor system) from 305 in May 2017 to 335 in May 2018.

MassTRAC was formally shut down during the latter part of 2017 and plans are in the works to build a successor system within the next couple of years. Going forward, the new performance target for the successor system is to have a developed business plan for the new system by December 31, 2018.

The main reason for the closure of MassTRAC was due to the lack of updated data available to users. At the time of closure, the most recent data available was 2012. The lack of updates to the database was a result of funding priorities being diverted elsewhere regarding traffic records-related projects.

Number of days from crash incident to reception of crash report by RMV

Progress: In Progress

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

For FFY 2018, the target was to improve the timeliness of crash data by decreasing the average number of days from crash incident to receipt of crash report by the RMV from 47.13 days between April 1, 2016 to March 31, 2017 to less than 45 days between April 1, 2017 to March 31, 2018.

No progress has been made. RMV reported as of March 31, 2018, the average number of days from crash incident to receipt of crash report by the RMV was 86.54, up from 47.13. This was attributable to RMV focusing on receiving and processing 2016 crash reports received this year. A RMV vendor upgraded the XML version and submitted crash reports for 2016 to help ease the processing backlog of fatal crash reports from 2016 and 2017.

Validation score for MATRIS Version 2.0

Progress: In Progress

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

For FFY 2018, the target was to improve completeness of the Massachusetts emergency medical services (EMS/injury database, the Massachusetts Ambulance Trip Record Information System (MATRIS)), this project will seek to increase the system's Version 2 validation score from 86.8 for year ending December 31, 2016 to 89 for year ending December 31, 2017.

Progress was made on this target. The system's Version 2 validation score was 90.4.

Number of ambulance services submitting Version 2 reports

Progress: In Progress

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

For FFY 2018, the target was to improve the completeness of MATRIS, the project will increase the number of ambulance services submitting Version 2 reports to the State. MATRIS accepts only electronically submitted and fully NEMSIS (Version 2) compliant EMS run reports. The number will be increased from 323 as of December 31, 2016 to 329 as of December 31, 2017.

The number of reporting services as of December 31, 2017 was 327, just shy of the stated goal of 329.

Number of intersections with FDEs

Progress: In Progress

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

For FFY 2018, the target was to improve the completeness of the Massachusetts statewide road inventory database by increasing the number of intersections with Fundamental Data Elements (FDEs) from 0 as of June 30, 2017 to 5,400 as of June 30, 2018.

No progress made due to extensive delays in Central Transportation Planning obtaining access to an online tool that had been under development. This project will now need an extension to December 31, 2018. The performance target number will remain the same but the project end date and performance target end date will be extended to December 31, 2018.

Urban Fatalities/VMT

Progress: In Progress

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

The FFY 2018 HSP target for Urban VMT was to decrease urban fatalities/VMT rate by 5% from the five-year average of 0.58 in 2011-2015 to a five-year average of 0.55 by December 31, 2018.

The five-year average for 2012-2016 was 0.60, which is a slight increase from the 2011-2015 five-year average listed in the FFY 2018 HSP. Therefore, the performance measure target is in progress as the vehicle miles traveled are expected to increase in 2018 (as it usually does) and if urban fatalities either hold steady or decline, the urban VMT rate will go down.

The number of urban fatalities rose from 322 in 2015 to 372 in 2016, a 16% increase. In 2015, urban fatalities accounted for 93% of all traffic fatalities. For 2016, the percentage is 96%.

4 Performance plan

Open each performance measure listed below or click Add New to create additional non-core performance measures to provide a list of quantifiable and measurable highway safety performance targets that are data-driven, consistent with the Uniform Guidelines for Highway Safety Programs and based on highway safety problems identified by the State during the planning process.

| Performance Measure Name | Target Period(Performance Target) | Target Start Year (Performance Target) | Target End Year (Performance Target) | Target Value(Performance Target) |
|---|-----------------------------------|--|--------------------------------------|----------------------------------|
| C-1) Number of traffic fatalities (FARS) | 5 Year | 2015 | 2019 | 353.0 |
| C-2) Number of serious injuries in traffic crashes (State crash data files) | 5 Year | 2015 | 2019 | 2,801.0 |
| C-3) Fatalities/VMT (FARS, FHWA) | 5 Year | 2015 | 2019 | 0.580 |
| C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS) | 5 Year | 2015 | 2019 | 97.0 |
| C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS) | 5 Year | 2015 | 2019 | 119.0 |
| C-6) Number of speeding-related fatalities (FARS) | 5 Year | 2015 | 2019 | 94.0 |
| C-7) Number of motorcyclist fatalities (FARS) | 5 Year | 2015 | 2019 | 46.0 |
| C-8) Number of unhelmeted motorcyclist fatalities (FARS) | 5 Year | 2015 | 2019 | 3.0 |
| C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS) | 5 Year | 2015 | 2019 | 34.0 |

| | | | | |
|--|--------|------|------|---------|
| C-10) Number of pedestrian fatalities (FARS) | 5 Year | 2015 | 2019 | 75.0 |
| C-11) Number of bicyclists fatalities (FARS) | 5 Year | 2015 | 2019 | 9.0 |
| B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey) | 5 Year | 2015 | 2019 | 80.0 |
| Number of distraction-affected fatal crashes | 5 Year | 2015 | 2019 | 27.0 |
| Number of linked Massachusetts EMS/crash reports | Annual | 2019 | 2019 | 75.0 |
| Accuracy and completeness of the Registry of Motor Vehicles' Crash Data System | Annual | 2019 | 2019 | 1,425.0 |
| Number of ambulance services submitting NEMSIS Version 3 reports | Annual | 2019 | 2019 | 3.0 |
| Number of intersections with Fundamental Data Elements (FDEs) | Annual | 2019 | 2019 | 5,400.0 |
| Development of a new MassTRAC | Other | 2019 | 2019 | 1.0 |

C-1) Number of traffic fatalities (FARS)

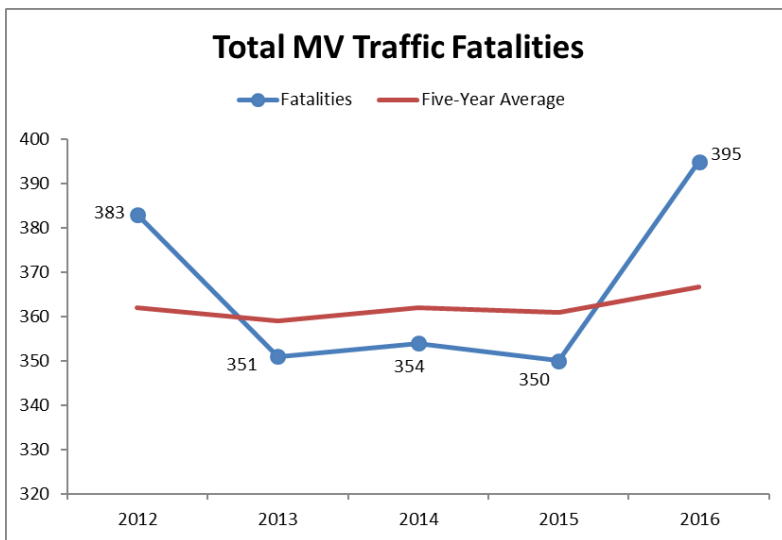
Is this a traffic records system performance measure?

No

| |
|---|
| C-1) Number of traffic fatalities (FARS)-2019 |
| Target Metric Type: Numeric |
| Target Value: 353.0 |
| Target Period: 5 Year |
| Target Start Year: 2015 |

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

For the FFY 2019 HSP, EOPSS/OGR/HSD is projecting that the five-year average for traffic fatalities will drop 3.61% from 367 in 2016 to 353 by December 31, 2019. Historical data suggests that the 395 deaths reported in 2016 will be an outlier and that data from 2017 and 2018 should show a return to the norm. As the chart below shows, the 383 reported fatalities in 2012 was followed by three years with lower totals. At this time, RMV has reported very preliminary fatalities for 2017 with 350, which would validate the outlier designation for 2016.



EOPSS/OGR/HSD is also confident that the slate of planned activities for FFY 2019 will help to further reduce traffic fatalities as the integrated approach of enforcement, education and media outreach positively impacts occupant and non-occupant behaviors on the roadways of Massachusetts.

C-2) Number of serious injuries in traffic crashes (State crash data files)

Is this a traffic records system performance measure?

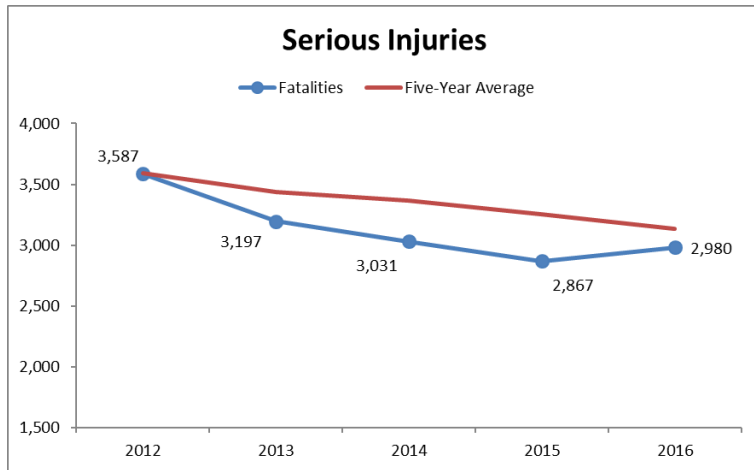
No

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| C-2) Number of serious injuries in traffic crashes (State crash data files)-2019 |
| Target Metric Type: Numeric |

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|-------------------------|
| Target Value: 2,801.0 |
| Target Period: 5 Year |
| Target Start Year: 2015 |

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

For FFY 2019, EOPSS/OGR/HSD projects that the five-year average for serious injuries will decrease 10.6% from 3,132 in 2016 to 2,801 by December 31, 2019. Since 2012, serious injuries have been declining and 2016 may simply be an anomaly. The projection for 2019 is reasonable given the average decline in actual serious injuries has been about 4% per year since 2006.



EOPSS/OGR/HSD expects its FFY 2019 planned activities to have a positive impact on serious injuries with enforcement, education and media campaigns aimed at increasing safety awareness, especially wearing seat belts, distractions, impairment and maintaining reasonable speeds. Each person that wears a seat belt, drives attentively, soberly and under control increases his/her chances of surviving a crash with minimal or no injuries.

C-3) Fatalities/VMT (FARS, FHWA)

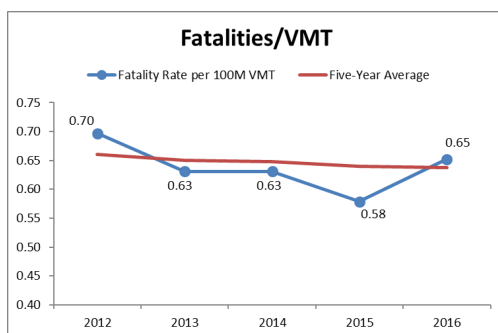
Is this a traffic records system performance measure?

No

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|---------------------------------------|
| C-3) Fatalities/VMT (FARS, FHWA)-2019 |
| Target Metric Type: Numeric |
| Target Value: 0.580 |
| Target Period: 5 Year |
| Target Start Year: 2015 |

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

For FFY 2019, EOPSS/OGR/HSD projects the five-year average for fatalities/VMT will drop 8.72% from 0.64 in 2016 to 0.58 by December 31, 2019. In 2016, the number of fatalities reported (395) is, based on longitudinal data, expected to be an outlier, and in the next couple of years the number of fatalities will decrease. At the same time, VMT is expected to continue rising, since 2007 it has increase an average of 1.2% each year - and the combination of higher VMT and lower fatalities in the next 2-3 years will lead to lower fatality/VMT rates.



Preliminary fatality data for 2017 from RMV indicates the number of motor vehicle-related fatalities is 350. With the VMT expected to increase at least 1% in 2017, the fatalities/VMT rate will likely drop to 0.57, making progress towards the goal of a five-year average of 0.58 in 2019.

C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)

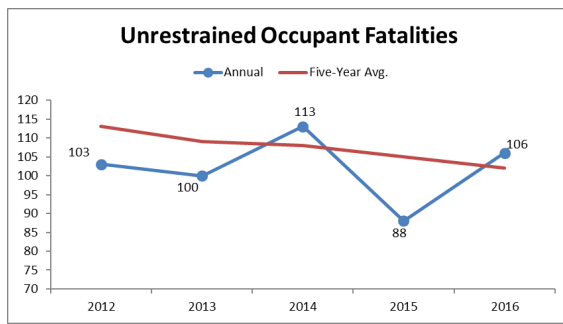
Is this a traffic records system performance measure?

No

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|---|
| C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)-2019 |
| Target Metric Type: Numeric |
| Target Value: 97.0 |
| Target Period: 5 Year |
| Target Start Year: 2015 |

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

For FFY 2019, the performance target is to decrease the five-year average for unrestrained passenger vehicle fatalities 5% from 102 in 2016 to 97 in 2019.



As the chart above shows, the five-year average for unrestrained passenger vehicle fatalities continues its downward trend despite the fluctuations in the yearly fatalities reported. The trend line equation for the five-year results has an r-squared value of 0.9789, which means a projected outcome of 94.4 is highly likely in 2019. Given the recent 29% increase in fatalities from 2015 to 2016 as well as the drop in the seat belt usage rate from 78 to 74 in 2017, a more modest goal of 97 was chosen.

C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)

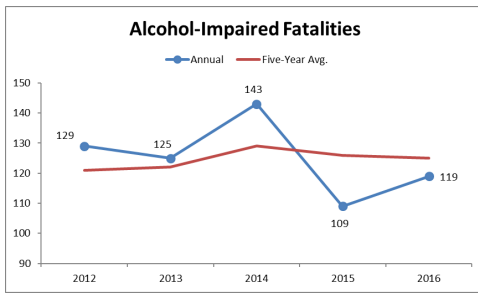
Is this a traffic records system performance measure?

No

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| C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)-2019 |
| Target Metric Type: Numeric |
| Target Value: 119.0 |
| Target Period: 5 Year |
| Target Start Year: 2015 |

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

For FFY 2019, the performance target is to decrease alcohol-impaired driving fatalities 5% from the five-year average of 126 in 2016 to 119 by December 31, 2019.



Alcohol-impaired fatalities have fluctuated over the past five years, ranging from a high of 143 to a low of 109. The R-squared value for yearly alcohol-impaired driving fatalities reflects these fluctuations, 0.3495. The R-squared value for five-year average is even lower, 0.2051. Both values provide evidence that future alcohol-impaired fatality projections are largely unpredictable. Based on the slight decline in five-year averages from 2015 to 2016 (-1%) and the 23% decline in annual alcohol-impaired fatalities since 2007, a conservative projection of a 5% drop in five-year values by 2019 is reasonable.

C-6) Number of speeding-related fatalities (FARS)

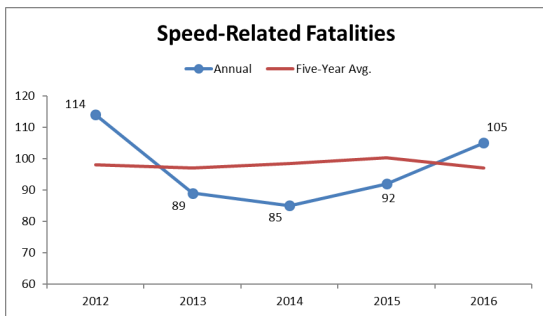
Is this a traffic records system performance measure?

No

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| C-6) Number of speeding-related fatalities (FARS)-2019 |
| Target Metric Type: Numeric |
| Target Value: 94.0 |
| Target Period: 5 Year |
| Target Start Year: 2015 |

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

For FFY 2019, the performance target is to decrease speed-related fatalities 3% from the five-year average of 97 in 2016 to 94 by December 31, 2019.



Despite the increase in annual speed-related fatalities between 2015 and 2016, the five-year average declined 3% during the same period (100 to 97). Furthermore, since 2007 the number of speed-related fatalities have dropped 27% from 143 to 105. Speeding/aggressive driving-related violations issued by state and local police have decreased 27% from 2012 to 2016 (366,037 to 268,114), which may be a factor in the increase in speed-related fatalities. Yet, the year in which speed-related fatalities were the highest (2012, 114 deaths), the number of violations issued was also the highest. So, the actual impact of the number of violations on speeding and aggressive driving behavior is unclear.

C-7) Number of motorcyclist fatalities (FARS)

Is this a traffic records system performance measure?

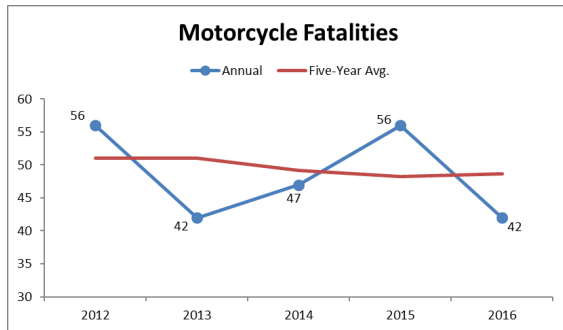
No

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| C-7) Number of motorcyclist fatalities (FARS)-2019 |
| Target Metric Type: Numeric |
| Target Value: 46.0 |
| Target Period: 5 Year |

Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

For FFY 2019, the performance target is to decrease motorcyclist fatalities 5% from the five-year average of 49 in 2016 to 46 by December 31, 2019.



Motorcycle fatalities declined 25% from 2015 to 2016 and are down 32% in since 2007. Despite these positive trends, the five-year average increased 2% from 2015 to 2016. The R-squared value for five-year average, 0.8205, indicates a high likelihood that the projected outcome for 2019, a five-year average of 46, will occur. The R-squared value for annual motorcycle fatalities is 0.0984, a result of the fluctuations in numbers from year-to-year.

C-8) Number of unhelmeted motorcyclist fatalities (FARS)

Is this a traffic records system performance measure?

No

C-8) Number of unhelmeted motorcyclist fatalities (FARS)-2019

Target Metric Type: Numeric

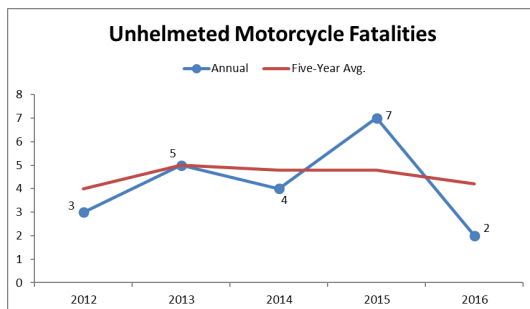
Target Value: 3.0

Target Period: 5 Year

Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

For FFY 2019, the performance target is to decrease unhelmeted motorcycle fatalities 25% from the five-year average of 4 in 2016 to 3 by December 31, 2019.



Unhelmeted motorcycle fatalities declined 71% in 2016 from seven to two in 2015. The five-year average dropped 20% from five in 2015 to 4 in 2016 and since 2007, unhelmeted fatalities have decreased 39%. All three data points (one-year, five-year average, ten-year) show that unhelmeted motorcyclist fatalities are in a downward trend. Despite the overall decline in unhelmeted motorcycle fatalities, both R-squared values for annual and five-year average fatalities are zero and 0.0053 respectively. This means there is much unpredictability in the future projections of both annual and five-year average for unhelmeted motorcycle fatalities. Notwithstanding the poor R-squared values, outlook on unhelmeted motorcycle fatalities are, in general, positive and a 25% decline from the five-year average of 4 to 3 is reasonable. The large percentage change is due to the small values in the analysis, but the expectation is to see unhelmeted fatalities drop below four over the next few years.

C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)

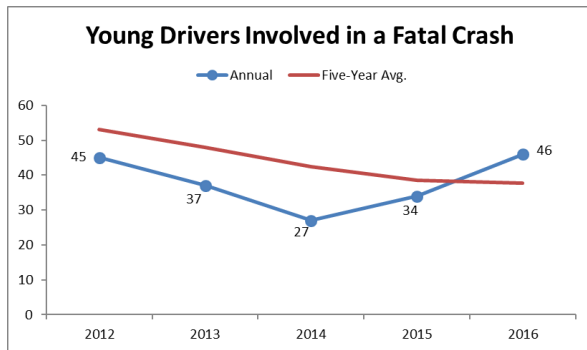
Is this a traffic records system performance measure?

No

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| C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)-2019 |
| Target Metric Type: Numeric |
| Target Value: 34.0 |
| Target Period: 5 Year |
| Target Start Year: 2015 |

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

For FFY 2019, the performance target is to decrease the number of young drivers (age 20 or under) involved in fatal crashes 5% from the five-year average of 38 in 2016 to 36 by December 31, 2019.



After hitting an all-time low of 27 in 2014, the number of drivers under 21 years of age in a fatal crash has increased 70% to 46 in 2016. While this is worrisome, the five-year average for 2012-2016 is 38. From 2007-2011, the five-year average was 59. Over the course of two five-year periods, the average number of drivers involved dropped 36%. Furthermore, the R-squared value for five-year average in the chart above was 0.9477 and projected a five-year average of 24 by the end of 2019. The R-squared value for annual numbers was 0.0053 meaning there is unpredictability ahead. Taking the recent uptick in driver involvement, a conservative projection of a 5% reduction in the five-year average from 2016 to 2019 is reasonable.

C-10) Number of pedestrian fatalities (FARS)

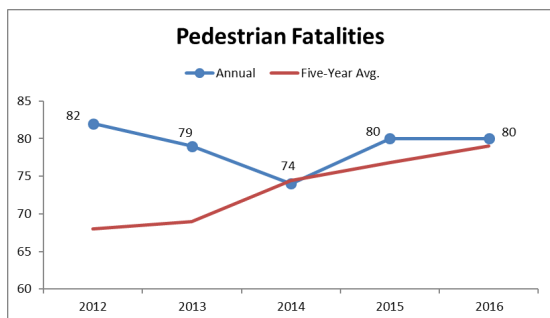
Is this a traffic records system performance measure?

No

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|---|
| C-10) Number of pedestrian fatalities (FARS)-2019 |
| Target Metric Type: Numeric |
| Target Value: 75.0 |
| Target Period: 5 Year |
| Target Start Year: 2015 |

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

For FFY 2019, the performance target is to decrease pedestrian fatalities 5% from the five-year average of 79 in 2016 to 75 by December 31, 2019.



In 2016, pedestrian fatalities remained unchanged at 80. The five-year average increased slightly from 77 in 2015 to 79. It was the sixth consecutive year in which the five-year average was higher than the previous year. To counter this rise in five-year average, EOPSS/OGR/HSD is increasing the funding pool for the FFY 2019 Pedestrian Safety Enforcement Grant in order to entice more local law enforcement agencies to apply. An increase in agencies participating will result in more enforcement patrols aimed at improving pedestrian safety, with increased focus on areas of high pedestrian fatalities over the past five years such as Boston and Springfield. This development is expected to help reduce pedestrian fatalities in the near future. The estimated five-year average for 2019 will be 75, a 5% drop from 79 in 2016, which is a very conservative, yet reasonable, estimate.

C-11) Number of bicyclists fatalities (FARS)

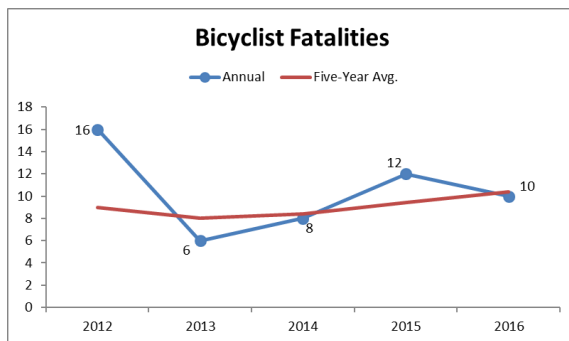
Is this a traffic records system performance measure?

No

| |
|---|
| C-11) Number of bicyclists fatalities (FARS)-2019 |
| Target Metric Type: Numeric |
| Target Value: 9.0 |
| Target Period: 5 Year |
| Target Start Year: 2015 |

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

For FFY 2019 HSP, the performance target is to decrease bicyclist fatalities 10% from the five-year average of 10 in 2016 to 9 by December 31, 2019.



Bicyclist fatalities declined 10% in 2016, down to 10 from 12 in 2015. The five-year average rose 11% from 9 to 10 in the same period. The recent unpredictability of bicyclist fatalities - from 16 in 2012 to 6 in 2013 to 12 in 2015 - has resulted in an R-squared value of 0.0608 associated with its trend line equation. As with pedestrian fatalities, the increased funding for the FFY 2019 Pedestrian and Bicyclist Enforcement grant will help lead to a reduction in bicyclist fatalities in the future.

B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)

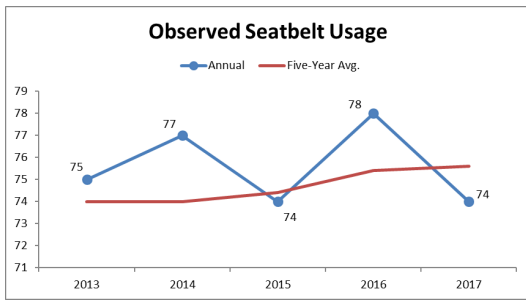
Is this a traffic records system performance measure?

No

| |
|---|
| B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)-2019 |
| Target Metric Type: Percentage |
| Target Value: 80.0 |
| Target Period: 5 Year |
| Target Start Year: 2015 |

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

For FFY 2019 HSP, the performance target is to increase the observed seat belt usage rate 3% from the five-year average of 76 in 2017 to a five-year average of 78 by December 31, 2019.



The Massachusetts observed seat belt usage rates have been erratic, rising to 77 percent in 2014 and then sliding back to 74 percent the next year. A similar thing occurred again in 2016 with an increase to 78 percent, followed by a reduction in 2017 to 74 percent. For the 2018 Observational Seat Belt Survey, all observation locations (approximately 148) were reselected per federal guidelines, which requires location reselection every five years. The reselection methodology has been revised and updated by the federal government to ensure better representation of heavily traveled roadways as well as higher proportion of counties with the larger percentage of fatal crashes being included. The inconsistent nature of past survey results leads EOPSS/OGR/HSD to project a conservative increase of 3% in the five-year average from 76 in 2017 to 78 in 2019.

Number of distraction-affected fatal crashes

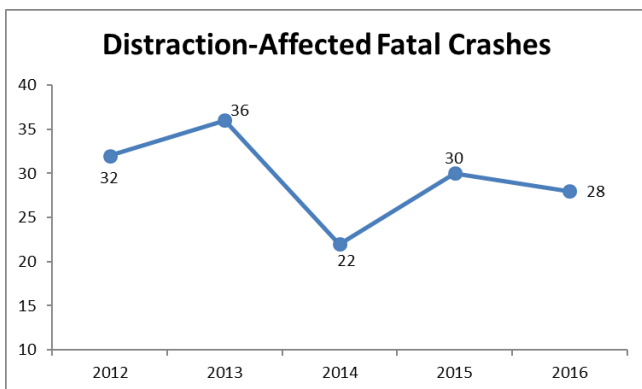
Is this a traffic records system performance measure?

No

| |
|---|
| Number of distraction-affected fatal crashes-2019 |
| Target Metric Type: Numeric |
| Target Value: 27.0 |
| Target Period: 5 Year |
| Target Start Year: 2015 |

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

For FFY 2019, the performance target is to decrease the five-year average of distraction-affected fatal crashes 10% from 30 in 2016 to 27 by December 31, 2019. Since 2012, distraction-affected crashes have accounted for 9% of all fatal crashes in Massachusetts - similar to the national average. The trendline equation for distraction-affected fatal crashes predicts a drop to a five-year average of 23 by December 31, 2019. Given the low R-squared value associated with the equation (near zero) and the up-and-down of the year to year fatal crashes, EOPSS/OGR/HSD feels 23 is a bit of a reach. Therefore, a more modest projection of 27 is expected by 2019.



EOPSS/OGR/HSD expects the distracted driving enforcements along with the new higher education and community-based traffic safety program will have an impact on driver behavior in the future, leading to a lower rate of distracted driving across the state.

Number of linked Massachusetts EMS/crash reports

Is this a traffic records system performance measure?

Yes

| | |
|--------------------------------|-------------|
| Primary performance attribute: | Integration |
|--------------------------------|-------------|

| | |
|--|-------|
| Core traffic records data system to be impacted: | Crash |
|--|-------|

| |
|--|
| Number of linked MA EMS/crash reports-2019 |
|--|

| |
|--------------------------------|
| Target Metric Type: Percentage |
|--------------------------------|

| |
|--------------------|
| Target Value: 75.0 |
|--------------------|

| |
|-----------------------|
| Target Period: Annual |
|-----------------------|

| |
|-------------------------|
| Target Start Year: 2019 |
|-------------------------|

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

For FFY 2019, EOPSS/OGR/HSD seeks to improve the integration of the Commonwealth's traffic records systems by increasing the number of linked Massachusetts EMS/crash reports from 0% to 75% from January 1, 2018 to December 31, 2018. With linked EMS/crash reports, traffic safety stakeholders (hospitals, ambulance services, law enforcement, researchers) will get a fuller picture of the impact of a crash on occupants. As of spring 2018, the project subrecipient had run the first attempt at a linkage, using approximately 118,700 EMS patient records and 75,000 Crash Data System records with crashes where police reported EMS transport. The result of this initial effort was a 30% linkage match. The subrecipient is currently studying these results in order to design the next linkage attempt.

Accuracy and completeness of the Registry of Motor Vehicles' Crash Data System

Is this a traffic records system performance measure?

Yes

| | |
|--------------------------------|----------|
| Primary performance attribute: | Accuracy |
|--------------------------------|----------|

| | |
|--|-------|
| Core traffic records data system to be impacted: | Crash |
|--|-------|

| |
|--|
| Improve the accuracy and completeness of the Registry of Motor Vehicles' Crash Data System |
|--|

| |
|-----------------------------|
| Target Metric Type: Numeric |
|-----------------------------|

| |
|-----------------------|
| Target Value: 1,425.0 |
|-----------------------|

| |
|-----------------------|
| Target Period: Annual |
|-----------------------|

| |
|-------------------------|
| Target Start Year: 2019 |
|-------------------------|

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

For FFY 2019, EOPSS/OGR/HSD aims to improve the accuracy and completeness of the Registry of Motor Vehicles' Crash Data System by decreasing the number of crash reports rejected for not meeting the minimum criteria to be accepted into the system from 1,487 between April 1, 2017 and March 31, 2018 to 1,425 or less between April 1, 2018 and March 31, 2019. This target builds off of the Interim Progress Report related to improvements in accuracy and completeness for the Massachusetts Registry of Motor Vehicles' Crash Data System that EOPSS/OGR/HSD submitted as part of its FFY 2019 Section 405c application. This target is connected to five projects submitted as part of EOPSS/OGR/HSD's FFY 2019 Section 405c application.

Number of ambulance services submitting NEMSIS Version 3 reports

Is this a traffic records system performance measure?

Yes

| | |
|--------------------------------|--------------|
| Primary performance attribute: | Completeness |
|--------------------------------|--------------|

| | |
|--|--|
| Core traffic records data system to be impacted: | Emergency Medical Services/Injury Surveillance Systems |
|--|--|

| |
|--|
| Number of ambulance services submitting reports-2019 |
|--|

| |
|-----------------------------|
| Target Metric Type: Numeric |
|-----------------------------|

| |
|-------------------|
| Target Value: 3.0 |
|-------------------|

| |
|-----------------------|
| Target Period: Annual |
|-----------------------|

Target Start Year: 2019

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

For FFY 2019, EOPSS/OGR/HSD seeks to improve the completeness of MATRIS by increasing the number of ambulance services submitting NEMSIS Version 3 reports to the system from 0 between April 1, 2017 and March 31, 2018 to 3 or more between April 1, 2018 and March 31, 2019. This target was developed in consultation with the Massachusetts Department of Public Health as part of its two Section-405c funded projects to improve its Massachusetts Ambulance Trip Record Information System – MATRIS. These two projects were submitted as part of EOPSS/OGR/HSD's FFY 2019 Section 405c application.

Version 2 had 330 ambulance services submitting and as of June 30, 2018, zero ambulance services have been submitting on Version 3. According to MPH, the rollout and adaptation of ambulance services on the latest version (3.0) will take some time as bugs and glitches will certainly need to be addressed and ironed out.

Number of intersections with Fundamental Data Elements (FDEs)

Is this a traffic records system performance measure?

Yes

| | |
|--|--------------|
| Primary performance attribute: | Completeness |
| Core traffic records data system to be impacted: | Roadway |

| |
|-----------------------------------|
| Number of intersections with FDEs |
| Target Metric Type: Numeric |
| Target Value: 5,400.0 |
| Target Period: Annual |
| Target Start Year: 2019 |

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

For FFY 2019, EOPSS/OGR/HSD aims to improve the completeness of the Massachusetts statewide road inventory database by increasing the number of intersections with Fundamental Data Elements (FDEs) from 0 as of June 30, 2017 to 5,400 as of December 31, 2018. In spring 2018 the project subrecipient made initial progress on entering intersections into the online application for collecting this data, however modifications to the tool need to be made. It is estimated approximately 300 intersection will have been entered by June 30, 2018.

Development of a new MassTRAC

Is this a traffic records system performance measure?

Yes

| | |
|--|---------------|
| Primary performance attribute: | Accessibility |
| Core traffic records data system to be impacted: | Crash |

| |
|-------------------------|
| New MassTRAC-2019 |
| Target Metric Type: |
| Target Value: 1.0 |
| Target Period: Other |
| Target Start Year: 2019 |

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

Develop a business plan for a new MassTRAC by September 30, 2018

State HSP performance targets are identical to the State DOT targets for common performance measures (fatality, fatality rate, and serious injuries) reported in the HSIP

| | |
|---|------|
| annual report, as coordinated through the State SHSP. | |
| Check the box if the statement is correct. | Yes |
| Enter grant-funded enforcement activity measure information related to seat belt citations, impaired driving arrests and speeding citations. | |
| A-1) Number of seat belt citations issued during grant-funded enforcement activities* | |
| Fiscal year | 2017 |
| Seat belt citations | 2784 |
| A-2) Number of impaired driving arrests made during grant-funded enforcement activities | |
| Fiscal year | 2017 |
| Impaired driving arrests | 261 |
| A-3) Number of speeding citations issued during grant-funded enforcement activities* | |
| Fiscal year | 2017 |
| Speeding citations | 4991 |

5 Program areas

Program Area Hierarchy

1. Impaired Driving (Drug and Alcohol)
 - Underage Drinking Enforcement
 - SFST Training
 - MPTC - Impaired Driving Law Enforcement Specialized Training
 - FAST Act 405d Impaired Driving Low
 - Publicized Sobriety Checkpoints
 - MSP Sobriety Checkpoint & Saturation Patrols
 - FAST Act 405d Impaired Driving Low
 - Preliminary Breath Test (PBT) Devices
 - Integrated Enforcement
 - MSP Sustained Traffic Enforcement Program (STEP)
 - FAST Act 405d Impaired Driving Low
 - Local Sustained Traffic Enforcement Program (STEP)
 - FAST Act 405d Impaired Driving Low
 - Impaired Driving Program Assessment (NHTSA Facilitated)
 - Impaired Driving Assessment
 - FAST Act 405d Impaired Driving Low
 - Highway Safety Office Program Management
 - Program Management - Speed and Aggressive Driving
 - FAST Act NHTSA 402
 - Program Management - Pedestrian & Bicyclist Safety
 - FAST Act NHTSA 402
 - Program Management- Police Traffic Services
 - FAST Act NHTSA 402
 - High Visibility Saturation Patrols
 - Local Police Impaired Driving Enforcement
 - FAST Act 405d Impaired Driving Low
 - High Visibility Enforcement
 - Enforcement of Drug-Impaired Driving
 - MPTC - Drug Evaluation and Classification Program (DEC)
 - FAST Act 405d Impaired Driving Low
 - MSP Drug Recognition Expert (DRE) Training
 - FAST Act 405d Impaired Driving Low
 - Local Underage Marijuana Enforcement Grant Program
 - FAST Act NHTSA 402
 - DWI Courts
 - Judicial Education Relating to Highway Safety Strategies
 - FAST Act 405d Impaired Driving Low
 - State Judicial Outreach Liaison (SJOL)
 - FAST Act 405d Impaired Driving Low
 - MDAA/TSRP

- FAST Act 405d Impaired Driving Low
 - FAST Act NHTSA 402
 - Drug Recognition Expert (DRE) Training
 - Communication Campaign
 - Impaired Driving Media
 - FAST Act 405d Impaired Driving Low
 - Stakeholders Conferences
 - FAST Act NHTSA 402
 - Higher Education Impaired Driving Media Program
 - FAST Act NHTSA 402
 - Community-Based Impaired Driving Grant Program
 - FAST Act 405d Impaired Driving Low
 - Breath Test Devices
 - MSP/Office of Alcohol Testing BTO Training
 - FAST Act 405d Impaired Driving Low
 - Alternative Transportation
 - Alternative Transportation Program
 - FAST Act 405d Impaired Driving Low
 - Alcohol Vendor Compliance Checks
 - ABCC - Underage Drinking Compliance Checks Program
 - FAST Act 405d Impaired Driving Low
 - ABCC - Enforcement Program to Prevent the Sale of Alcohol to Intoxicated Persons
 - FAST Act 405d Impaired Driving Low
- 2. Occupant Protection (Adult and Child Passenger Safety)
 - Sustained Enforcement
 - MSP Sustained Traffic Enforcement Program (STEP)
 - FAST Act NHTSA 402
 - Local Police Sustained Traffic Enforcement Program (STEP)
 - FAST Act NHTSA 402
 - Short-term, High Visibility Seat Belt Law Enforcement
 - MSP Occupant Protection CIOT Enforcement Campaign
 - FAST Act NHTSA 402
 - Local Police Occupant Protection Enforcement Campaign
 - FAST Act 405b OP Low
 - Short High-Visibility Child Restraint Law Enforcement
 - School Programs
 - MSP Young Drivers Education Program
 - FAST Act NHTSA 402
 - Communication Campaign
 - Occupant Protection Media
 - FAST Act NHTSA 402
 - Child Passenger Safety (CPS) Statewide Information Line
 - FAST Act NHTSA 402
 - Statewide Seat Belt Observation Survey
 - FAST Act 405b OP Low
 - "Buckle Up" Road Signage
 - FAST Act NHTSA 402
 - Higher Education Occupant Protection Media Program
 - FAST Act NHTSA 402
 - Community-Based Occupant Protection Grant Program
 - FAST Act NHTSA 402
 - Child Restraint System Inspection Station(s)
 - MSP Child Passenger Safety Car Seat Checkpoints
 - FAST Act NHTSA 402
 - Child Passenger Safety Equipment Grant Program
 - FAST Act NHTSA 402
 - Child Passenger Safety Administration and Training
 - FAST Act 405b OP Low
- 3. Motorcycle Safety
 - Motorcycle Rider Training
 - Motorcycle Safety Program Enhancements
 - FAST Act 405f Motorcycle Programs
 - Highway Safety Office Program Management
 - Program Management - Occupant Protection
 - FAST Act NHTSA 402
 - Communication Campaign
 - Motorcycle Safety Media
 - FAST Act NHTSA 402
- 4. Non-motorized (Pedestrians and Bicyclist)
 - Pedestrian Safety Zones
 - Local Police Pedestrian and Bicyclist Enforcement and Equipment Program
 - FAST Act 405h Nonmotorized Safety
 - Highway Safety Office Program Management

- Program Management - Distracted Driving
 - FAST Act NHTSA 402
- Conspicuity Enhancement
 - Community-Based Pedestrian and Bicyclist Safety Grant Program
 - FAST Act NHTSA 402
- Communication Campaign
 - Pedestrian and Bicyclist Safety Media
 - FAST Act NHTSA 402

5. Traffic Records

- Improves timeliness of a core highway safety database
- Improves integration between one or more core highway safety databases
 - Motor Vehicle Automated Citation and Crash System (MACCS)
 - FAST Act 1906 Prohibit Racial Profiling
 - FAST Act NHTSA 402
 - FAST Act 405c Data Program
 - FAST Act 1906 Prohibit Racial Profiling
 - Investigation of Improved Linkage Strategy towards the Development of a Central and Uniform Crash Analysis Database
 - FAST Act 405c Data Program
- Improves completeness of a core highway safety database
 - Fatality Analysis Reporting System (FARS)
 - Other
 - Traffic Records Projects
 - FAST Act 405c Data Program
 - Test Template for Collecting Model Inventory Road Element (MIRE) Fundamental Data Elements (FDEs) for Intersections
 - FAST Act 405c Data Program
- Improves accuracy of a core highway safety database
 - Data Quality Review of Crash Reports Accepted with Warning and Technical Assistance to Police Departments to Improve Completeness and Reduce Errors
 - FAST Act 405c Data Program
 - Tools for Improving Crash Report Reviews
 - FAST Act 405c Data Program
 - Data Uniformity, Accuracy, Completeness and Timeliness
 - FAST Act 405c Data Program
 - MATRIS and Trauma Registry National Standard Uniformity and Data Quality Project
 - FAST Act 405c Data Program
 - Boston Cyclist, Pedestrian and Vehicular Incident Information System Enhancement
 - FAST Act 405c Data Program
- Improves accessibility of a core highway safety database
 - MassTRAC
 - FAST Act 405c Data Program
 - FAST Act NHTSA 402
- Highway Safety Office Program Management
 - Americans with Disabilities Act (ADA) Compliance
 - FAST Act NHTSA 402
 - Program Management- Traffic Records
 - FAST Act NHTSA 402

6. Distracted Driving

- Highway Safety Office Program Management
- High Visibility Cellphone/Text Messaging Enforcement
 - MSP Distracted Driving Enforcement
 - FAST Act NHTSA 402
 - Local Police Distracted Driving Enforcement
 - FAST Act NHTSA 402
- Communication Campaign
 - Distracted Driving Media
 - FAST Act NHTSA 402
 - Higher Education Distracted Driving Media Program
 - FAST Act NHTSA 402
 - Community-Based Distracted Driving Grant Program
 - FAST Act NHTSA 402

7. Speed Management

- Sustained Enforcement
 - MSP Speed Enforcement
 - FAST Act NHTSA 402
- Highway Safety Office Program Management
 - Administration of Statewide Traffic Safety Program
 - FAST Act NHTSA 402
- Communication Campaign
 - Speed Media
 - FAST Act NHTSA 402

8. Police Traffic Services

- Police Training Supporting Enforcement
 - Municipal Police Training

- FAST Act NHTSA 402
 - Law Enforcement Liaison (LEL)
 - FAST Act NHTSA 402
 - MSP Traffic Data Analyst
 - FAST Act NHTSA 402
 - DWI Courts
 - Judicial Education Relating to Highway Safety Strategies
 - FAST Act 405d Impaired Driving Low
 - State Judicial Outreach Liaison (SJOL)
 - FAST Act 405d Impaired Driving Low
 - MDAA/TSRP
 - FAST Act 405d Impaired Driving Low
 - FAST Act NHTSA 402
 - Court Monitoring
9. Planning & Administration
- (none)
 - Administration of Statewide Traffic Safety Program
 - FAST Act NHTSA 402
 - Americans with Disabilities Act (ADA) Compliance
 - FAST Act NHTSA 402

5.1 Program Area: Impaired Driving (Drug and Alcohol)

Program area type Impaired Driving (Drug and Alcohol)

Will countermeasure strategies and planned activities be described in this plan to address the program area?

Yes

Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?

No

Problem identification

Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.

Preventing impaired driving deaths has always been a top priority for Massachusetts. In recent years, EOPSS/OGR/HSD has funded projects such as Drive Sober or Get Pulled Over mobilizations with state and local police, Educational Outreach to Young Drivers (aimed at high school students); MSP Drug Recognition Expert (DRE) training; Sobriety Checkpoints; Standardized Field Sobriety Test training and; the Sustained Traffic Enforcement Program (STEP), all in an effort to reduce impaired driving crashes across the Commonwealth.

In 2016, the number of alcohol-impaired fatalities (involving driving with BAC 0.08 or higher) increased to 119 from 109 in 2015 - a rise of 9%. Despite the recent uptick, since 2007 alcohol-impaired fatalities have declined 23%. In 2016, alcohol-impairment accounted for 31% of all fatalities - down from 32% in 2015.

| Persons Killed by County (Highest BAC in Crash = .08+) | | | | | | | | | | | | |
|--|------|------|------|------|------|------|------|------|------|------|-------|------------|
| | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | Total | % of Total |
| Barnstable | 13 | 5 | 5 | 7 | 6 | 9 | 6 | 6 | 3 | 6 | 66 | 5.4% |
| Berkshire | 1 | 6 | 7 | 4 | 5 | 6 | 3 | 1 | 5 | 2 | 40 | 3.3% |
| Bristol | 23 | 15 | 12 | 16 | 19 | 19 | 16 | 17 | 15 | 19 | 171 | 14.0% |
| Essex | 19 | 9 | 11 | 12 | 18 | 13 | 11 | 10 | 5 | 10 | 118 | 9.6% |
| Franklin | 1 | 0 | 0 | 1 | 1 | 1 | 3 | 0 | 2 | 3 | 12 | 1.0% |
| Hampden | 15 | 10 | 16 | 11 | 9 | 12 | 12 | 17 | 8 | 16 | 126 | 10.3% |

| | | | | | | | | | | | | |
|-----------|------------|------------|------------|------------|------------|------------|------------|------------|-----------|------------|-------------|-------|
| Hampshire | 4 | 3 | 5 | 2 | 1 | 3 | 2 | 4 | 2 | 0 | 26 | 2.1% |
| Middlesex | 22 | 14 | 16 | 13 | 21 | 13 | 12 | 11 | 15 | 12 | 149 | 12.2% |
| Norfolk | 6 | 11 | 14 | 11 | 7 | 13 | 12 | 18 | 11 | 12 | 115 | 9.4% |
| Plymouth | 18 | 19 | 5 | 8 | 12 | 14 | 17 | 21 | 9 | 14 | 137 | 11.2% |
| Suffolk | 12 | 6 | 7 | 5 | 8 | 10 | 11 | 11 | 5 | 8 | 83 | 6.8% |
| Worcester | 20 | 22 | 8 | 24 | 21 | 16 | 18 | 16 | 16 | 20 | 181 | 14.8% |
| | 154 | 120 | 106 | 114 | 128 | 129 | 123 | 132 | 96 | 122 | 1224 | |

Worcester and Bristol counties had the highest number of alcohol-impaired fatalities from 2007 to 2016. These two counties account for nearly 30% of all alcohol-impaired fatalities. While Worcester and Bristol counties are a priority area of focus for EOPSS/OGR/HSD grant programs, other counties have seen their alcohol-impaired fatalities rise over the past five years. Norfolk County went up 25% from 2012 to 2016, (66) compared to 2007-2011 (49). Plymouth County increased 21% and Suffolk County rose 18%. In contrast, Essex and Middlesex counties saw alcohol-impaired fatalities drop over 27% from 2007-2011 to 2012-2016.

Since 2010, there have been 731 reported fatal crashes in Massachusetts with driver alcohol involvement. Boston leads all communities with 47 driver alcohol-involved crashes over the past seven years, followed by Worcester (21) and Springfield (19). This is hardly surprising given these are the three largest communities in Massachusetts. However, as a percentage of all motor vehicle-related fatalities, Norwood tops the pack with 67% of all fatalities attributed to driver alcohol involvement. Mansfield and Swansea, two Bristol County communities, are second and third with 63% and 59%, respectively.

| City | Total Fatalities (2010-2016) | Alcohol Involved Fatalities | % Alcohol Involved Fatalities of Total Fatalities |
|-------------|------------------------------|-----------------------------|---|
| BOSTON | 160 | 47 | 29.4% |
| WORCESTER | 67 | 21 | 31.3% |
| SPRINGFIELD | 61 | 19 | 31.1% |
| BROCKTON | 47 | 16 | 34.0% |
| NORWOOD | 18 | 12 | 66.7% |
| WESTPORT | 25 | 11 | 44.0% |
| DARTMOUTH | 26 | 10 | 38.5% |
| FALL RIVER | 36 | 10 | 27.8% |
| MANSFIELD | 16 | 10 | 62.5% |
| QUINCY | 30 | 10 | 33.3% |
| SWANSEA | 17 | 10 | 58.8% |

Five of the eleven towns (Westport, Dartmouth, Fall River, Mansfield, and Swansea) listed above for highest driver alcohol involvement in a crash are in Bristol County, which is one of the top two counties for fatal crashes involving drivers with BAC 0.08 or higher. In fact, eight of the 11 towns listed in the chart above are

located in counties in southeastern Massachusetts (Bristol, Norfolk, and Plymouth). EOPSS/OGR/HSD will be making a concerted effort at outreach to communities within these three counties to increase participation in FFY 2019 grant funded activities aimed at lowering impaired driving.

Alcohol-involved fatal crashes occurred more often on Saturday and Sunday, 47% of all crashes and most often in the month of July, 14% of all crashes. Alcohol-involved crashes tended to occur with more frequency in the second half of the year (July thru December) compared with the first six months. Crashes during the first six months accounted for 41%; whereas, July thru December represented 59% of all crashes.

| Alcohol-Involvement in Fatal Crashes by Day-of-Week | | | | | | | |
|--|-------------|-------------|-------------|-------------|-------------|--------------|-------|
| | 2012 | 2013 | 2014 | 2015 | 2016 | Total | |
| Sunday | 24 | 24 | 26 | 13 | 20 | 107 | 22.4% |
| Monday | 10 | 8 | 10 | 8 | 8 | 44 | 9.2% |
| Tuesday | 12 | 11 | 7 | 9 | 9 | 48 | 10.1% |
| Wednesday | 7 | 6 | 11 | 1 | 13 | 38 | 8.0% |
| Thursday | 14 | 7 | 6 | 14 | 12 | 53 | 11.1% |
| Friday | 11 | 15 | 14 | 17 | 15 | 72 | 15.1% |
| Saturday | 22 | 25 | 27 | 15 | 26 | 115 | 24.1% |
| | 100 | 96 | 101 | 77 | 103 | 477 | |

| Alcohol-Involvement in Fatal Crashes by Month | | | | | | | |
|--|-------------|-------------|-------------|-------------|-------------|--------------|-------|
| | 2012 | 2013 | 2014 | 2015 | 2016 | Total | |
| January | 7 | 0 | 6 | 9 | 5 | 27 | 5.7% |
| February | 8 | 8 | 4 | 1 | 6 | 27 | 5.7% |
| March | 6 | 8 | 5 | 3 | 5 | 27 | 5.7% |
| April | 11 | 6 | 4 | 8 | 8 | 37 | 7.8% |
| May | 4 | 4 | 13 | 10 | 12 | 43 | 9.0% |
| June | 6 | 5 | 10 | 5 | 9 | 35 | 7.3% |
| July | 13 | 14 | 12 | 17 | 9 | 65 | 13.6% |
| August | 8 | 9 | 8 | 4 | 10 | 39 | 8.2% |
| September | 10 | 11 | 7 | 5 | 10 | 43 | 9.0% |
| October | 7 | 10 | 10 | 4 | 10 | 41 | 8.6% |

| | | | | | | | |
|-----------------|-----|----|-----|----|-----|-----|-------|
| November | 13 | 15 | 12 | 8 | 9 | 57 | 11.9% |
| December | 7 | 6 | 10 | 3 | 10 | 36 | 7.5% |
| | 100 | 96 | 101 | 77 | 103 | 477 | |

EOPSS/OGR/HSD will have two impaired driving mobilizations take place during the year - Drive Sober or Get Pulled Over in August and December. Subrecipient towns that participate in traffic enforcement mobilizations have the flexibility, based on local data, to do enforcement patrols during other periods of 'high impaired driving' activity.

While weekends are the top days for driver alcohol-involved fatal crashes, time of day is also a key component for identifying 'when' enforcement patrols should take place. Of the 477 crashes reported from 2012 to 2016, 68% took place between 6:00 pm and 3:00 am. The time between midnight and 2:59 am accounted for 44% (142) of the crashes. Early morning hours on Friday, Saturday and Sunday were the top day/time combination.

As in previous years, EOPSS/OGR/HSD will relay critical data trends to subrecipients, such as having a higher focus on enforcement during the weekend, in order to decrease the incidence of impaired driving.

Performance measures

Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.

Performance Measures in Program Area

| Fiscal Year | Performance Measure Name | Target Period(Performance Target) | Target End Year | Target Value(Performance Target) |
|-------------|---|-----------------------------------|-----------------|----------------------------------|
| 2019 | C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS) | 5 Year | 2019 | 119.0 |

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

Countermeasure Strategies in Program Area

| Fiscal Year | Countermeasure Strategy Name |
|-------------|---|
| 2019 | Underage Drinking Enforcement |
| 2019 | SFST Training |
| 2019 | Publicized Sobriety Checkpoints |
| 2019 | Preliminary Breath Test (PBT) Devices |
| 2019 | Integrated Enforcement |
| 2019 | Impaired Driving Program Assessment (NHTSA Facilitated) |
| 2019 | Highway Safety Office Program Management |
| 2019 | High Visibility Saturation Patrols |
| 2019 | High Visibility Enforcement |
| 2019 | Enforcement of Drug-Impaired Driving |
| 2019 | DWI Courts |
| 2019 | Drug Recognition Expert (DRE) Training |
| 2019 | Communication Campaign |
| 2019 | Breath Test Devices |
| 2019 | Alternative Transportation |
| 2019 | Alcohol Vendor Compliance Checks |

5.1.1 Countermeasure Strategy: Underage Drinking Enforcement

Program area Impaired Driving (Drug and Alcohol)

Countermeasure strategy Underage Drinking Enforcement

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

In 2016, 11% of alcohol-involved fatal crashes had a driver under 21 years of age, up from 9% in 2015. To counter this increase, EOPSS/OGR/HSD has three planned activities that will, as part of its objectives, look to reduce the number of impaired underage drivers on the roads. The DSOGPO mobilizations (Impaired Driving Enforcement), MSP sobriety checkpoints and ABC's underage compliance checks programs will all have as one of its priorities to look out for underaged drivers that may be under the influence of alcohol.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

The three planned activities along with an effective impaired driving media campaign will help EOPSS/OGR/HSD meet its state goal for impaired driving fatalities by December 31, 2019.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

The countermeasure was selected as it best describes the objectives of the planned activities.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

| Planned activity unique identifier | Planned Activity Name | Primary Countermeasure |
|------------------------------------|--|------------------------------------|
| AL-19-11 | ABCC - Underage Drinking Compliance Checks Program | Alcohol Vendor Compliance Checks |
| AL-19-03 | MSP Sobriety Checkpoint & Saturation Patrols | Publicized Sobriety Checkpoints |
| AL-19-02 | Local Police Impaired Driving Enforcement | High Visibility Saturation Patrols |

5.1.2 Countermeasure Strategy: SFST Training

Program area Impaired Driving (Drug and Alcohol)

Countermeasure strategy SFST Training

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

Standardized Field Sobriety Testing (SFST) classes help law enforcement better detect impaired drivers during sobriety checkpoints, traffic stops and at the scene of motor vehicle crashes. Increased awareness of driver impairment by officers will lead to safer roads as drivers are arrested and eventually have their license suspended for anywhere from one year to lifetime.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

Through the Massachusetts Police Training Committee (MPTC), SFST classes will be offered at various locations across the state throughout FFY 2019. With an emphasis on attracting more officers from counties with high alcohol-involved crashes, MPTC will offer multiple classes in or near Bristol, Plymouth and Worcester counties. As more officers are trained in SFST, along with those who receive DRE certification, more impaired drivers will be removed from the roads therefore helping Massachusetts meet its performance target by December 31, 2019.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

This countermeasure was selected because it best describes the objectives of the planned activity.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

| Planned activity unique identifier | Planned Activity Name | Primary Countermeasure |
|------------------------------------|--|------------------------|
| AL-19-09 | MPTC - Impaired Driving Law Enforcement Specialized Training | SFST Training |

5.1.2.1 Planned Activity: MPTC - Impaired Driving Law Enforcement Specialized Training

| | |
|---------------------------------|--|
| Planned activity name | MPTC - Impaired Driving Law Enforcement Specialized Training |
| Planned activity number | AL-19-09 |
| Primary countermeasure strategy | SFST Training |

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Provide funds to the Massachusetts Police Training Committee (MPTC) to conduct up to 22 trainings throughout the year focused on Standardized Field Sobriety Testing (SFST). Classes will include SFST Instructor, SFST Refresher, and three-day SFST course. This training will help law enforcement better detect impaired drivers during OUI checkpoints, traffic stops, and at the scene of motor vehicle crashes. Increased awareness of driver impairment by officers will lead to safer roads. Funding will also be used to support a part-time SFST Coordinator who will be responsible for implementing and maintaining the SFST training program statewide. Training will take place at various police departments across the Commonwealth.

For FFY 2019, \$25,000 will be set aside for the part-time SFST coordinator. This amount comparable to the approximate % of funding spent for the SFST coordinator in FFY 2018.

Enter intended subrecipients.

Municipal Police Training Committee (MPTC)

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

| Fiscal Year | Countermeasure Strategy Name |
|-------------|--------------------------------------|
| 2019 | SFST Training |
| 2019 | Enforcement of Drug-Impaired Driving |

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

| Source Fiscal Year | Funding Source | Eligible Use of Funds | Estimated Funding Amount | Match Amount | Local Benefit |
|--------------------|------------------------------------|------------------------------------|--------------------------|--------------|---------------|
| 2019 | FAST Act 405d Impaired Driving Low | 405d Low Drug and Alcohol Training | \$140,000.00 | \$0.00 | \$0.00 |

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

| Item | Quantity | Price Per Unit | Total Cost | NHTSA Share per unit | NHTSA Share Total Cost |
|------|----------|----------------|------------|----------------------|------------------------|
|------|----------|----------------|------------|----------------------|------------------------|

No records found.

5.1.3 Countermeasure Strategy: Publicized Sobriety Checkpoints

Program area Impaired Driving (Drug and Alcohol)

Countermeasure strategy Publicized Sobriety Checkpoints

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

By publicizing sobriety checkpoints, drivers are made aware beforehand of upcoming activity by law enforcement in an attempt to warn of the potential dangers (arrest, jail, fines) of drinking and driving. In FFY 2019, Mass State Police will utilize sobriety checkpoints regularly in various locations across the state. EOPSS/OGR/HSD will promote each sobriety checkpoint through press releases and on the Mass.gov portal, while State Police will do the same in an effort to alert as many drivers as possible. An effort will be made by State Police to conduct sobriety checkpoints during peak impaired driving periods such as nights and early morning hours during Thursday, Friday and Saturdays and around popular drinking times - New Year's Eve, Fourth of July, Labor Day, etc.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

Using sobriety checkpoints regularly while conducting three or four statewide enforcement mobilizations (CIOT, DSOGPO, DD) during FFY 2019, along with supporting media campaigns, will undoubtedly reduce the desire of drivers to engage in harmful behaviors like impaired driving. In lowering the likelihood of drunk driving, Massachusetts will be on line to meet the impaired driving fatality performance target by December 31, 2019.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

This countermeasure was select as it best described the objectives of the planned activity.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

| Planned activity unique identifier | Planned Activity Name | Primary Countermeasure |
|------------------------------------|--|---------------------------------|
| AL-19-03 | MSP Sobriety Checkpoint & Saturation Patrols | Publicized Sobriety Checkpoints |

5.1.3.1 Planned Activity: MSP Sobriety Checkpoint & Saturation Patrols

| | |
|---------------------------------|--|
| Planned activity name | MSP Sobriety Checkpoint & Saturation Patrols |
| Planned activity number | AL-19-03 |
| Primary countermeasure strategy | Publicized Sobriety Checkpoints |

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Provide funds for overtime for approximately 110 sobriety checkpoints and saturation patrols for the Massachusetts State Police (MSP) with support from the two Blood Alcohol Testing (BAT) mobile units whenever operationally possible. This planned activity will take place throughout the year in locations across Massachusetts chosen by ongoing data analysis. The goals will be to deter motorists from driving while impaired and to apprehend impaired motorists.

Enter intended subrecipients.

Massachusetts State Police

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

| Fiscal Year | Countermeasure Strategy Name |
|-------------|------------------------------------|
| 2019 | Underage Drinking Enforcement |
| 2019 | Supporting Enforcement |
| 2019 | Publicized Sobriety Checkpoints |
| 2019 | High Visibility Saturation Patrols |

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

| Source | Fiscal Year | Funding Source | Eligible Use of Funds | Estimated Funding Amount | Match Amount | Local Benefit |
|--------|-------------|------------------------------------|-----------------------|--------------------------|----------------|---------------|
| | 2018 | FAST Act 405d Impaired Driving Low | 405d Low HVE | \$1,400,000.00 | \$1,400,000.00 | |

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

| Item | Quantity | Price Per Unit | Total Cost | NHTSA Share per unit | NHTSA Share Total Cost |
|-------------------|----------|----------------|------------|----------------------|------------------------|
| No records found. | | | | | |

5.1.4 Countermeasure Strategy: Preliminary Breath Test (PBT) Devices

Program area Impaired Driving (Drug and Alcohol)
Countermeasure strategy Preliminary Breath Test (PBT) Devices

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

A preliminary breath test (PBT) device is a small hand-held alcohol sensor used by law enforcement to estimate a driver's blood alcohol level to establish evidence for a DWI arrest. There are several PBTs on the market that are quite accurate and generally reliable. This device is typically used as a pre-arrest screening technique, along with Standardized Field Sobriety Tests (SFST), to help an officer determine probable cause for a DWI arrest. It is normally the final field sobriety test conducted by law enforcement.

By funding the purchase of more PBTs for distribution to State and local police officers, it will provide another tool for law enforcement to use when dealing with possible impaired drivers. Although PBT results are currently inadmissible in Massachusetts courts (law does not recognize validity of results), officers can utilize the device to help in situations where the driver is injured and cannot perform the normal SFST as well as enforce "zero tolerance" for drivers under 21 years of age.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

In an effort to reduce the number of impaired driving fatalities in Massachusetts, EOPSS/OGR/HSD sees the purchase of PBTs as another tool for law enforcement in Massachusetts to weed out drivers who have been drinking and driving. While DUI arrests do occur during sobriety checkpoints conducted by State Police and in the course of grant-funded enforcement patrols by local police departments, a large majority of DUI arrests take place during regular patrols. Having more PBTs available to police officers across Massachusetts will lead to more impaired drivers being removed from the roads.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

This countermeasure was selected because it best described the objectives of the planned activity.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

| Planned activity unique identifier | Planned Activity Name | Primary Countermeasure |
|------------------------------------|--|------------------------------------|
| AL-19-07 | MSP/Office of Alcohol Testing BTO Training | Breath Test Devices |
| AL-19-05 | MSP Sustained Traffic Enforcement Program (STEP) | Integrated Enforcement |
| AL-19-02 | Local Police Impaired Driving Enforcement | High Visibility Saturation Patrols |
| AL-19-04 | Local Sustained Traffic Enforcement Program (STEP) | Integrated Enforcement |

5.1.5 Countermeasure Strategy: Integrated Enforcement

Program area Impaired Driving (Drug and Alcohol)

Countermeasure strategy Integrated Enforcement

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

Impaired drivers are detected and arrested through regular traffic enforcement and crash investigations as well as through special impaired driving checkpoints and saturation patrols. A third possibility is to integrate impaired driving enforcement into special enforcement activities focused on other offenses such as speeding or lack of seat belt usage, especially since impaired drivers tend to have a higher rate of involvement in speed-related crash and are more likely not to wear a seat belt while driving. In Massachusetts, the Sustained Traffic Enforcement Program (STEP) provides selected communities with the funding to take this integrated enforcement approach to traffic safety. Not only do law enforcement departments patrol for impaired drivers but also for those speeding or driving aggressively, those not wearing a seat belt or have a young child not buckled into a safety restraint seat, and those failing to keep their eyes on the road because of a distraction, especially using or looking at a cell phone. The funding for STEP participants, both local and State Police, allows for increased enforcement throughout the year instead of simply during mobilization periods.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

The implementation of STEP has allowed EOPSS/OGR/HSD to tackle myriad traffic safety issues - speeding, impaired driving, unrestrained fatalities, distracted driving - in one fell swoop through funding of communities with high fatality rates. Boston, Springfield, and Worcester, which are the top three cities for motor vehicle fatalities over the last five years, are among the participants in STEP since the pilot program kicked off in 2013.

By covering many aspects of traffic safety, the performance targets laid out in the FFY 2019 HSP will hopefully be met come December 31, 2019.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

Studies have shown the integrated enforcement approach, combined with a highly visible media campaign, has led to reduced speed-related crashes involving alcohol impairment. This countermeasure was selected because it best represents the objectives in the planned activity.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

| Planned activity unique identifier | Planned Activity Name | Primary Countermeasure |
|------------------------------------|--|------------------------|
| AL-19-05 | MSP Sustained Traffic Enforcement Program (STEP) | Integrated Enforcement |
| AL-19-04 | Local Sustained Traffic Enforcement Program (STEP) | Integrated Enforcement |

5.1.5.1 Planned Activity: MSP Sustained Traffic Enforcement Program (STEP)

| | |
|--|--|
| Planned activity name | MSP Sustained Traffic Enforcement Program (STEP) |
| Planned activity number | AL-19-05 |
| Primary countermeasure strategy | Integrated Enforcement |

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger

safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

In support of impaired driving laws this task will provide funds to the Massachusetts State Police (MSP) to deploy sustained and selective "zero tolerance" traffic enforcement overtime patrols on the day/time/location identified by each respective State Police troop. This activity will be conducted to augment local police department efforts within the same general location as outlined in support of the local STEP activities. MSP STEP enforcement patrols will provide maximum visibility for deterrent purposes and saturate target areas, taking immediate and appropriate action on all motor vehicle violations, with particular focus on impaired driving.

Enter intended subrecipients.

Massachusetts State Police

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

| Fiscal Year | Countermeasure Strategy Name |
|-------------|---------------------------------------|
| 2019 | Preliminary Breath Test (PBT) Devices |
| 2019 | Integrated Enforcement |

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

| Source | Fiscal Year | Funding Source | Eligible Use of Funds | Estimated Funding Amount | Match Amount | Local Benefit |
|--------|-------------|------------------------------------|-----------------------|--------------------------|--------------|---------------|
| | 2019 | FAST Act 405d Impaired Driving Low | 405d Low HVE | \$250,000.00 | \$250,000.00 | |

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

| Item | Quantity | Price Per Unit | Total Cost | NHTSA Share per unit | NHTSA Share Total Cost |
|-------------------|----------|----------------|------------|----------------------|------------------------|
| No records found. | | | | | |

5.1.5.2 Planned Activity: Local Sustained Traffic Enforcement Program (STEP)

Planned activity name Local Sustained Traffic Enforcement Program (STEP)
Planned activity number AL-19-04
Primary countermeasure strategy Integrated Enforcement

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Local sustained enforcement of impaired driving laws will be conducted in selected communities. By using detailed data from MassTRAC, RMV, and FARS, hot-spot communities will be identified as having the highest percentage of crashes in the Commonwealth with fatal or non-fatal injuries. Previous hot spots were Barnstable, Boston, Brockton, Cambridge, Chicopee, Fall River, Framingham, Holyoke, Lowell, Lynn, New Bedford, Quincy, Springfield, Taunton, Westfield and Worcester. The communities selected to participate for FFY 2019 may be adjusted. Local police departments in the selected areas will receive overtime funding to crack down on impaired driving and other traffic safety focus areas. A portion of the funding may be used for data entry and/or traffic data analysis.

Enter intended subrecipients.

Local police departments

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

| Fiscal Year | Countermeasure Strategy Name |
|-------------|---------------------------------------|
| 2019 | Preliminary Breath Test (PBT) Devices |

2019 Integrated Enforcement

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

| Source Fiscal Year | Funding Source | Eligible Use of Funds | Estimated Funding Amount | Match Amount | Local Benefit |
|--------------------|------------------------------------|-----------------------|--------------------------|--------------|---------------|
| 2019 | FAST Act 405d Impaired Driving Low | 405d Low HVE | \$677,500.00 | \$605,000.00 | |

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

| Item | Quantity | Price Per Unit | Total Cost | NHTSA Share per unit | NHTSA Share Total Cost |
|-------------------|----------|----------------|------------|----------------------|------------------------|
| No records found. | | | | | |

5.1.6 Countermeasure Strategy: Impaired Driving Program Assessment (NHTSA Facilitated)

Program area Impaired Driving (Drug and Alcohol)
Countermeasure strategy Impaired Driving Program Assessment (NHTSA Facilitated)

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

EOPSS/OGR/HSD has asked NHTSA Region I to conduct an impaired driving program assessment during FFY 2019. The assessment will help uncover possible deficiencies in EOPSS/OGR/HSD's impaired driving approach, organization and fund management. Finding areas of improvement will help EOPSS/OGR/HSD better serve the Commonwealth in their future impaired driving efforts.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

Improved impaired driving program management will lead to better implementation and oversight of planned activities associated with decreased impaired and drugged driving. This improvement should help Massachusetts meet its stated goal for alcohol-impaired fatalities by December 31, 2019.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

This countermeasure was selected as it best represented the objectives of the associated planned activity.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

| Planned activity unique identifier | Planned Activity Name | Primary Countermeasure |
|------------------------------------|-----------------------------|---|
| AL-19-18 | Impaired Driving Assessment | Impaired Driving Program Assessment (NHTSA Facilitated) |

5.1.6.1 Planned Activity: Impaired Driving Assessment

| | |
|---------------------------------|---|
| Planned activity name | Impaired Driving Assessment |
| Planned activity number | AL-19-18 |
| Primary countermeasure strategy | Impaired Driving Program Assessment (NHTSA Facilitated) |

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

The EOPSS/OGR/HSD will call on NHTSA to conduct a review of the Impaired Driving Program in Massachusetts to identify gaps, needs, and strengths in order to improve strategies and programming. NHTSA recommends that each State, in cooperation with its political subdivisions and tribal governments, and other parties as appropriate, should develop and implement a comprehensive highway safety program, reflective of state demographics, to achieve a significant reduction in traffic crashes, fatalities, and injuries on public roads.

Enter intended subrecipients.

Funding will be used as needed for contractor support.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

| Fiscal Year | Countermeasure Strategy Name |
|-------------|---|
| 2019 | Impaired Driving Program Assessment (NHTSA Facilitated) |

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

| Source Fiscal Year | Funding Source | Eligible Use of Funds | Estimated Funding Amount | Match Amount | Local Benefit |
|--------------------|------------------------------------|----------------------------------|--------------------------|--------------|---------------|
| 2019 | FAST Act 405d Impaired Driving Low | 405d Impaired Driving Low (FAST) | \$30,000.00 | \$0.00 | \$0.00 |

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

| Item | Quantity | Price Per Unit | Total Cost | NHTSA Share per unit | NHTSA Share Total Cost |
|------|----------|----------------|------------|----------------------|------------------------|
|------|----------|----------------|------------|----------------------|------------------------|

No records found.

5.1.7 Countermeasure Strategy: Highway Safety Office Program Management

| | |
|--------------------------------|--|
| Program area | Impaired Driving (Drug and Alcohol) |
| Countermeasure strategy | Highway Safety Office Program Management |

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

Funding needed for program managers and support staff to oversee impaired driving planned activities.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

Without funding, proper oversight of planned activities cannot take place. Lack of oversight could lead to more impaired driving fatalities on the roadways.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

This is the best option to describe the objectives of the linked planned activity.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

| Planned activity unique identifier | Planned Activity Name | Primary Countermeasure |
|------------------------------------|---------------------------------------|--|
| AL-19-19 | Program Management - Impaired Driving | Highway Safety Office Program Management |

5.1.7.1 Planned Activity: Program Management - Speed and Aggressive Driving

| | |
|---------------------------------|---|
| Planned activity name | Program Management - Speed and Aggressive Driving |
| Planned activity number | SC-19-03 |
| Primary countermeasure strategy | Highway Safety Office Program Management |

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Provide sufficient staff to manage programming described in plan as well as cover in- and out-of-state travel, professional development expenses, conference fees, postage, and office supplies.

Enter intended subrecipients.

Funds will support SHSO program staff and will not be subawarded.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

| Fiscal Year | Countermeasure Strategy Name |
|-------------|--|
| 2019 | Highway Safety Office Program Management |
| 2019 | Highway Safety Office Program Management |

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

| Source Fiscal Year | Funding Source | Eligible Use of Funds | Estimated Funding Amount | Match Amount | Local Benefit |
|--------------------|--------------------|-------------------------|--------------------------|--------------|---------------|
| 2019 | FAST Act NHTSA 402 | Speed Management (FAST) | \$40,000.00 | \$40,000.00 | \$0.00 |

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

| Item | Quantity | Price Per Unit | Total Cost | NHTSA Share per unit | NHTSA Share Total Cost |
|------|----------|----------------|------------|----------------------|------------------------|
|------|----------|----------------|------------|----------------------|------------------------|

No records found.

5.1.7.2 Planned Activity: Program Management - Pedestrian & Bicyclist Safety

Planned activity name Program Management - Pedestrian & Bicyclist Safety

Planned activity number PS-19-04

Primary countermeasure strategy Highway Safety Office Program Management

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Provide sufficient staff to manage programming described in the FFY 2019 HSP, and cover in- and out-of-state travel, professional development expenses, conference fees, postage, and office supplies.

Enter intended subrecipients.

Funds will support program staff and will not be subawarded.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

| Fiscal Year | Countermeasure Strategy Name |
|-------------|--|
| 2019 | Highway Safety Office Program Management |

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

| Source Fiscal Year | Funding Source | Eligible Use of Funds | Estimated Funding Amount | Match Amount | Local Benefit |
|--------------------|--------------------|----------------------------------|--------------------------|--------------|---------------|
| 2019 | FAST Act NHTSA 402 | Pedestrian/Bicycle Safety (FAST) | \$100,000.00 | \$0.00 | \$0.00 |

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

| Item | Quantity | Price Per Unit | Total Cost | NHTSA Share per unit | NHTSA Share Total Cost |
|-------------------|----------|----------------|------------|----------------------|------------------------|
| No records found. | | | | | |

5.1.7.3 Planned Activity: Program Management- Police Traffic Services

| | |
|---------------------------------|---|
| Planned activity name | Program Management- Police Traffic Services |
| Planned activity number | PT-19-08 |
| Primary countermeasure strategy | Highway Safety Office Program Management |

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Provide sufficient staff to manage programming described in the FFY 2019 HSP, and cover in- and out-of-state travel, professional development expenses, conference fees, postage and office supplies.

Enter intended subrecipients.

Funds will be used to support SHSO program staff and will not be subawarded.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

| Fiscal Year | Countermeasure Strategy Name |
|-------------|--|
| 2019 | Highway Safety Office Program Management |

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

| Source | Fiscal Year | Funding Source | Eligible Use of Funds | Estimated Funding Amount | Match Amount | Local Benefit |
|--------|-------------|--------------------|--------------------------------|--------------------------|--------------|---------------|
| | 2019 | FAST Act NHTSA 402 | Police Traffic Services (FAST) | \$125,000.00 | \$0.00 | \$0.00 |

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

| Item | Quantity | Price Per Unit | Total Cost | NHTSA Share per unit | NHTSA Share Total Cost |
|-------------------|----------|----------------|------------|----------------------|------------------------|
| No records found. | | | | | |

5.1.8 Countermeasure Strategy: High Visibility Saturation Patrols

| | |
|--------------------------------|-------------------------------------|
| Program area | Impaired Driving (Drug and Alcohol) |
| Countermeasure strategy | High Visibility Saturation Patrols |

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

A saturation patrol consists of a large number of law enforcement officers patrolling a specific area looking for possible impaired drivers. These saturation programs are typically publicized to deter drivers from getting behind the wheel after drinking by making it known there is a perceived risk of arrest. For FFY 2019, Mass State police will be conducting numerous high visibility saturation patrols - which have been extremely successful in previous years - in an effort to remove drivers who are impaired off the road as well as warn of the legal, financial and social costs associated with a DWI arrest.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

When saturation patrols are run during the same month as DSOGPO enforcement mobilizations are conducted (August and December), the number of alcohol-involved fatal crashes are significantly lower than the previous month. From 2012-2016, July and November accounted for 14% and 12%, respectively, of all alcohol-involved fatal crashes occurring during that period. In contrast, the following month of August and December accounted for 8% and 7%, respectively. Furthermore, saturation patrols - when done regularly throughout the year - will impact driver behavior as the continuous existence, rather than only being a specific time frame like DSOGPO, will be a constant reminder of the dangers inherent in drinking and driving.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

This countermeasure was selected as it best represents the objectives of the planned activity.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

| Planned activity unique identifier | Planned Activity Name | Primary Countermeasure |
|------------------------------------|--|------------------------------------|
| AL-19-03 | MSP Sobriety Checkpoint & Saturation Patrols | Publicized Sobriety Checkpoints |
| AL-19-02 | Local Police Impaired Driving Enforcement | High Visibility Saturation Patrols |

5.1.8.1 Planned Activity: Local Police Impaired Driving Enforcement

Planned activity name Local Police Impaired Driving Enforcement

Planned activity number AL-19-02

Primary countermeasure strategy High Visibility Saturation Patrols

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Provide funds for overtime enforcement to local police departments for impaired driving patrols including, but not limited to, the Drive Sober Or Get Pulled Over mobilizations (December 2018 and August 2019). Enforcement efforts will primarily focus on apprehending impaired motorists, although other violations such as speeding and failure to wear a seat belt will also be targeted. Patrols will be conducted during high-risk times and locations based on the latest available state and local

data. Eligibility will be based upon crash data, subtracting crashes the Massachusetts State Police responded to, and then normalized by state population. In FFY 2018, any community with a crash rate equal to or above 0.09 was deemed eligible for this program. For FFY 2019, the eligibility criteria may be adjusted.

Under this planned activity, participating departments may also request funding for equipment that can be utilized for alcohol-related traffic enforcement and associated public awareness efforts including, but not limited to, traffic safety message boards/signs, Preliminary Breath Test (PBT) units, simulators, mouthpieces, and supplies. Equipment will not be offered as incentives to participate, but rather as items that may assist in the apprehension and education of impaired drivers.

Enter intended subrecipients.

Local police departments

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

| Fiscal Year | Countermeasure Strategy Name |
|-------------|---------------------------------------|
| 2019 | Underage Drinking Enforcement |
| 2019 | Preliminary Breath Test (PBT) Devices |
| 2019 | High Visibility Saturation Patrols |
| 2019 | High Visibility Enforcement |

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

| Source Fiscal Year | Funding Source | Eligible Use of Funds | Estimated Funding Amount | Match Amount | Local Benefit |
|--------------------|------------------------------------|-----------------------|--------------------------|----------------|---------------|
| 2019 | FAST Act 405d Impaired Driving Low | 405d Low HVE | \$1,245,000.00 | \$1,245,000.00 | |

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

| Item | Quantity | Price Per Unit | Total Cost | NHTSA Share per unit | NHTSA Share Total Cost |
|------|----------|----------------|------------|----------------------|------------------------|
|------|----------|----------------|------------|----------------------|------------------------|

No records found.

5.1.9 Countermeasure Strategy: High Visibility Enforcement

Program area Impaired Driving (Drug and Alcohol)

Countermeasure strategy High Visibility Enforcement

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

State police and local law enforcement departments will participate in two DSOGPO mobilization (both occurring during the national DSOGPO periods in August and December) aimed at enforcing impaired and drugged driving laws. The enforcement patrols conducted by state and local police will focus on pulling over impaired drivers as well as sending a message to local communities that impaired driving will not be tolerated. At this time, the subrecipients (local police departments) have yet to be determined but in past years upwards to 175 departments across the state have participated.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

While the five-year average of alcohol impaired fatalities have declined from 2007-2011 to 2012-2016, dropping from 372 to 364, the year-to-year numbers went up between 2015 and 2016 - up 27% from 96 to 122. The two mobilizations planned for DSOGPO will help increase awareness among drivers across the state as to the dangers of driving drunk, drugged or both. Coupled with an intensive media campaign during the mobilization periods, the combination will hopefully lead to a lower number of alcohol impaired fatalities in 2017.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

The countermeasure was chosen for this planned activity (Local Police Impaired Driving Enforcement) as it was the best representative of the activity's objective.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

| Planned activity unique identifier | Planned Activity Name | Primary Countermeasure |
|------------------------------------|---|------------------------------------|
| AL-19-02 | Local Police Impaired Driving Enforcement | High Visibility Saturation Patrols |

5.1.10 Countermeasure Strategy: Enforcement of Drug-Impaired Driving

Program area Impaired Driving (Drug and Alcohol)

Countermeasure strategy Enforcement of Drug-Impaired Driving

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

The impairing effects of alcohol and the dangers of drinking and driving are well-documented. By contrast, there is very little research available examining the potential dangers of drugged driving. Some of the challenges involved in determining a drug's effect on driving include: the constantly changing list of drugs, illegal and legal, that can impair driving; the ambiguous relationship between blood levels of drugs and driving impairment; and the intrusive nature of measuring drug level compared to the mostly reliable breath tests for alcohol. To counter the unknown surrounding drugged driving, EOPSS/OGR/HSD has three planned activities aimed at increasing awareness as well as expertise among law enforcement when it comes to dealing with a possible drugged driver. The three activities - MSP DRE Training, MPTC Impaired Driving Training, and MPTC DEC Training - involve classroom and hands-on training for Massachusetts state and local police officers on various aspects of drug impaired driving. By completing these offered training courses, Massachusetts law enforcement will be better prepared to enforce the laws regarding drugged driving.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

Since 2012, there have been, on average, 1,580 DWI Drugs violations issued and 20 DWI Drugs arrests. With the approval by voters in November 2017 to make marijuana legal for purchase in the state, there is a high likelihood the number of DWI Drugs violations and arrests will increase in the coming years. To counter this, the planned activities associated with this countermeasure will help increase the number of police officers with expertise in the area of drug detection when dealing with a possible drunk or drugged driver.

While the planned activities described above all involve training, the increased knowledge by law enforcement as a result of attending these training sessions will lead to better and more effective enforcement of drug-impaired driving on the roadways of Massachusetts.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

At this time, there are relatively few proven countermeasures available to address drugged driving. Despite this, increasing the number of police officers with training in drug recognition, advanced roadside impaired driving enforcement (ARIDE), and other aspects of drug usage and effects will help determine the level of drug impairment at the time of interaction with the suspected drugged driver.

This countermeasure was selected to be associated with the three planned activities listed below because it encompassed the objectives of each activity best.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

| Planned activity unique identifier | Planned Activity Name | Primary Countermeasure |
|------------------------------------|--|--------------------------------------|
| AL-19-09 | MPTC - Impaired Driving Law Enforcement Specialized Training | SFST Training |
| AL-19-10 | MPTC - Drug Evaluation and Classification Program (DEC) | Enforcement of Drug-Impaired Driving |
| AL-19-08 | MSP Drug Recognition Expert (DRE) Training | Enforcement of Drug-Impaired Driving |
| AL-19-13 | Local Underage Marijuana Enforcement Grant Program | Enforcement of Drug-Impaired Driving |

5.1.10.1 Planned Activity: MPTC - Drug Evaluation and Classification Program (DEC)

| | |
|--|---|
| Planned activity name | MPTC - Drug Evaluation and Classification Program (DEC) |
| Planned activity number | AL-19-10 |
| Primary countermeasure strategy | Enforcement of Drug-Impaired Driving |

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on

impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Provide funds to the Municipal Police Training Committee (MPTC) to conduct up to 37 training classes throughout the year for police officers covering Advanced Roadside Impaired Driving Enforcement (ARIDE) and Drug Evaluation and Classification (DEC). Funding will also support a part-time Drug Recognition Expert (DRE) Coordinator to attend DRE-related conferences and seminars, and for out-of-state travel to Maricopa County, Arizona for hands-on oversight of field evaluations for students seeking DRE certification. Funding will also be used to develop and maintain a DRE testing database as well as for tablets and associated software. The DRE Coordinator will be required to submit an annual report that details all program activities.

For FFY 2019, approximately 10% of funding will be for the DRE coordinator and 37% will be for training (the cost of instructors).

Enter intended subrecipients.

Municipal Police Training Committee (MPTC)

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

| Fiscal Year | Countermeasure Strategy Name |
|-------------|--|
| 2019 | Enforcement of Drug-Impaired Driving |
| 2019 | Drug Recognition Expert (DRE) Training |

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

| Source Fiscal Year | Funding Source | Eligible Use of Funds | Estimated Funding Amount | Match Amount | Local Benefit |
|--------------------|------------------------------------|------------------------------------|--------------------------|--------------|---------------|
| 2018 | FAST Act 405d Impaired Driving Low | 405d Low Drug and Alcohol Training | \$500,000.00 | \$0.00 | \$0.00 |

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

| Item | Quantity | Price Per Unit | Total Cost | NHTSA Share per unit | NHTSA Share Total Cost |
|-------------------|----------|----------------|------------|----------------------|------------------------|
| No records found. | | | | | |

5.1.10.2 Planned Activity: MSP Drug Recognition Expert (DRE) Training

| | |
|--------------------------------|--|
| Planned activity name | MSP Drug Recognition Expert (DRE) Training |
| Planned activity number | AL-19-08 |

Primary countermeasure strategy Enforcement of Drug-Impaired Driving

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Funding will be provided to the MSP to expand their Drug Recognition Expert (DRE) program. With the legalization of recreational marijuana and the expansion of the utilization of marijuana for medicinal purposes, state police troopers are seeing a marked increase in people driving under the influence of this drug. As a consequence of the legalization of retail sales of recreational marijuana, there is a public perception, on the part of some, that the consumption of marijuana while operating a motor vehicle is both safe and legal. Other states that have passed similar legislation have experienced an increase in instances of drug impaired driving. The MSP will expand the DRE training program and train and equip twelve additional officers to assist troopers on the roadways. MSP's goal is to have at least one certified DRE in each barrack.

Enter intended subrecipients.

Massachusetts State Police

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

| Fiscal Year | Countermeasure Strategy Name |
|-------------|--|
| 2019 | Enforcement of Drug-Impaired Driving |
| 2019 | Drug Recognition Expert (DRE) Training |

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

| Source Fiscal Year | Funding Source | Eligible Use of Funds | Estimated Funding Amount | Match Amount | Local Benefit |
|--------------------|------------------------------------|------------------------------------|--------------------------|--------------|---------------|
| 2019 | FAST Act 405d Impaired Driving Low | 405d Low Drug and Alcohol Training | \$40,000.00 | \$0.00 | \$0.00 |

Major purchases and dispositions

Click **Add New** to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

| Item | Quantity | Price Per Unit | Total Cost | NHTSA Share per unit | NHTSA Share Total Cost |
|------|----------|----------------|------------|----------------------|------------------------|
|------|----------|----------------|------------|----------------------|------------------------|

No records found.

5.1.10.3 Planned Activity: Local Underage Marijuana Enforcement Grant Program

Planned activity name Local Underage Marijuana Enforcement Grant Program

Planned activity number AL-19-13

Primary countermeasure strategy Enforcement of Drug-Impaired Driving

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Provide funds to local police departments that have licensed non-medical retail marijuana establishments within their jurisdictions to conduct enforcement activities focused on those businesses. This program will function in a similar manner as the "Cops in Shops" countermeasure used for alcohol law enforcement but instead will be directed at underage marijuana purchasers

Departments will provide detailed monthly reports on various elements related to marijuana possession, usage, and transportation as well as additional data on any evidence of drugs or drug usage. These activities should lead to a decrease in incidences of drugged driving by young drivers. Subrecipients will be selected based

upon data provided along key problem identification areas for their respective community such as number of marijuana-related motor vehicle traffic fatalities involving persons under 21, number of OUI drug arrests, and number of arrests made for marijuana possession by persons under age 21.

Enter intended subrecipients.

Local police departments to be determined.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

| Fiscal Year | Countermeasure Strategy Name |
|-------------|--------------------------------------|
| 2019 | Enforcement of Drug-Impaired Driving |

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

| Source | Fiscal Year | Funding Source | Eligible Use of Funds | Estimated Funding Amount | Match Amount | Local Benefit |
|--------|-------------|--------------------|----------------------------|--------------------------|--------------|---------------|
| | 2019 | FAST Act NHTSA 402 | Teen Safety Program (FAST) | \$50,000.00 | \$50,000.00 | \$50,000.00 |

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

| Item | Quantity | Price Per Unit | Total Cost | NHTSA Share per unit | NHTSA Share Total Cost |
|-------------------|----------|----------------|------------|----------------------|------------------------|
| No records found. | | | | | |

5.1.11 Countermeasure Strategy: DWI Courts

Program area Impaired Driving (Drug and Alcohol)
Countermeasure strategy DWI Courts

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

Based on the drug court model, DWI Courts are specialized courts dedicated to changing the behavior of DWI offenders through intensive supervision and treatment. A DWI's underlying goal is to change offenders' behavior by identifying and treating their alcohol problems and by holding offenders accountable for their actions. The two planned activities that fall under the DWI Courts countermeasure are aimed at improving the knowledge and expertise of the judges and prosecutors involved in the DWI Courts. By improving the knowledge base of those involved in the DWI court system, the correct course of action for offenders can be made with more confidence and ultimately lead to lower DWI offenders coming through the courts.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

To reduce impaired driving fatalities on the roadways of Massachusetts, a reduction in the number of drivers attempting to navigate the roads under the influence needs to happen. The planned activities under DWI Courts will help decrease the recidivism rate for DWI offenders as the proper treatment for each individual will be better determined with more knowledgeable judges and prosecutors. Thus, in theory, leading to less drivers willing to get behind a wheel while under the influence and consequently, lower number of impaired driving fatalities.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

DWI courts have been shown to be effective in reducing the recidivism rate of offenders and by funding these two planned activities, EOPSS/OGR/HSD hopes to lower the number of DWI offenders in the the coming years.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

| Planned activity unique identifier | Planned Activity Name | Primary Countermeasure |
|------------------------------------|--|------------------------|
| PT-19-03 | MDAA/TSRP | |
| AL-19-06 | Judicial Education Relating to Highway Safety Strategies | DWI Courts |
| PT-19-05 | State Judicial Outreach Liaison (SJOL) | DWI Courts |

5.1.11.1 Planned Activity: MDAA/TSRP

Planned activity name MDAA/TSRP

Planned activity number PT-19-03

Primary countermeasure strategy

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Funds will be used to support the Traffic Safety Resource Prosecutor's (TSRP) salary to conduct trainings and conferences, provide technical assistance, and create and maintain vehicular crime resources for prosecutors and law enforcement.

The planned TSRP responsibilities dealing with impaired driving and motor vehicle-related issues includes:

- Train the Commonwealth's prosecutors and, subject to resources, other professionals in the criminal justice field including law enforcement officers and the judiciary
- Electronically alert prosecutors, law enforcement and other criminal justice professionals to changes in statutory and case law regarding motor vehicle crimes
- Maintain a database of vehicular crimes related expert witness transcripts
- Create and maintain the vehicular crimes pages and resources on MDAA's Mass.gov public website and its secure intranet site, MDAA net
- Continue to update the Massachusetts Prosecutors OUI Manual
- Monitor legislation in conjunction with MDAA's Special Counsel
- Provide technical assistance to prosecutors and, subject to resources, law enforcement officers, the judiciary, and other state and local agencies
- Act as liaison between prosecutors and other stakeholder entities including the Executive Office of Public Safety and Security, MADD, the Massachusetts Judicial Institute, the Municipal Police Training Council and the Administrative Office of the Trial Court

Enter intended subrecipients.

Massachusetts District Attorneys Association

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

2019 DWI Courts

Funding sources

Click **Add New** to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

| Source Fiscal Year | Funding Source | Eligible Use of Funds | Estimated Funding Amount | Match Amount | Local Benefit |
|--------------------|------------------------------------|----------------------------------|--------------------------|--------------|---------------|
| 2019 | FAST Act 405d Impaired Driving Low | 405d Low Police Traffic Services | \$130,000.00 | \$0.00 | \$0.00 |
| 2019 | FAST Act NHTSA 402 | Police Traffic Services (FAST) | \$75,000.00 | \$0.00 | \$0.00 |

Major purchases and dispositions

Click **Add New** to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

| Item | Quantity | Price Per Unit | Total Cost | NHTSA Share per unit | NHTSA Share Total Cost |
|------|----------|----------------|------------|----------------------|------------------------|
|------|----------|----------------|------------|----------------------|------------------------|

No records found.

5.1.11.2 Planned Activity: Judicial Education Relating to Highway Safety Strategies

Planned activity name Judicial Education Relating to Highway Safety Strategies

Planned activity number AL-19-06

Primary countermeasure strategy DWI Courts

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

This program will support judicial educational opportunities for Massachusetts judges such as attendance at the New England Association of Drug Court Professionals (NEADCP) conference and the Massachusetts Judicial Institute sessions at the annual conference, as well as appropriate out-of-state training and conferences.

MA Trial Court is hoping to send 10-15 to the NEADCP conference, depending on the registration fees. NEADCP will be having the National Judicial College (NJC) do the same (or similar) sessions as last year on impaired driving at the NEADCP conference.

The MA Trial Court sent 3 judges to the National Judicial College for a week long training on impaired driving and they all came back raving about that training. MA Trial Court also got calls from several others who would like to attend as well. MA Trail Court gets the sense that they are seeing these cases more and more and need training on DREs and the specific issues raised.

The MA Trial Court plans to send up to 5 judges to the NJC in Reno, NV for training in FFY 2019. The final number of attendees will be determined once registration fees and travel expenses can be more closely estimated.

The Department Chief will decide who will attend all trainings. MA Trial Court is hoping to send 10-15 to the New England Association of Drug Court Professionals (NEADCP) conference, depending on the registration fees. NEADCP will be having the National Judicial College (NJC) do the same (or similar) sessions as last year on impaired driving at the NEADCP conference.

The MA Trial Court sent 3 judges to the National Judicial College for a week long training on impaired driving and they all came back raving about that training. MA Trial Court also got calls from several others who would like to attend as well. MA Trail Court gets the sense that they are seeing these cases more and more and need training on DREs and the specific issues raised.

The MA Trial Court plans to send up to 5 judges to the NJC in Reno, NV for training in FFY 2019. The final number of attendees will be determined once registration fees and travel expenses can be more closely estimated.

The Department Chief will decide who will attend all trainings.

Enter intended subrecipients.

Massachusetts Trial Court.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

2019 DWI Courts

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

| Source Fiscal Year | Funding Source | Eligible Use of Funds | Estimated Funding Amount | Match Amount | Local Benefit |
|--------------------|------------------------------------|------------------------|--------------------------|--------------|---------------|
| 2019 | FAST Act 405d Impaired Driving Low | 405d Low Court Support | \$10,000.00 | \$0.00 | \$0.00 |

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item Quantity Price Per Unit Total Cost NHTSA Share per unit NHTSA Share Total Cost

No records found.

5.1.11.3 Planned Activity: State Judicial Outreach Liaison (SJOL)

Planned activity name State Judicial Outreach Liaison (SJOL)

Planned activity number PT-19-05

Primary countermeasure strategy DWI Courts

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

EOPSS/OGR/HSD will hire a part-time (.5 FTE) SJOL as a pilot project. Ideally, the MA SJOL position will be filled by a retired Massachusetts judge, with extensive experience in handling impaired driving or other traffic-related cases. According to SJOL guidance provided by the National Highway Traffic Safety Administration (NHTSA), the theory underlying the creation of SJOLs is that local judges, whether sitting or retired, are in better positions to understand and respond to local highway safety concerns, as it relates to their position, and are more likely to have close working relationships with local leaders, than are the National Judicial Fellows or the Regional JOLs. In addition, SJOLs serve as direct resources to state and local judges and have access to, or knowledge of national resources that benefit them.

According to NHTSA's Countermeasures that work document (CTW) related to Judicial Outreach Liaisons, DWI cases can be highly complex and difficult to prosecute, yet they are often assigned to the least experienced prosecutors. In one survey, about half of the prosecutors and judges said the training and education they received prior to assuming their position was inadequate for preparing them to prosecute and preside over DWI cases (Robertson & Simpson, 2002a).

The SJOL will also work closely with the Massachusetts Traffic Safety Resource Prosecutor (TSRP) who already provides training, education, and technical support to other prosecutors and law enforcement agencies within the State. This will ensure a comprehensive and consistent approach to training, education, and technical support at all appropriate levels of the court system.

In addition to alcohol-related cases, Massachusetts prosecutors and judges also must process drug-related ones. This is important to note given the state's recent legalization of marijuana for both medical and recreational use. The SJOL will be instrumental in ensuring judges have updated information about the impacts drugs have on drivers, motorcyclists, bicyclists, and pedestrians.

The SJOL will also strive to provide education about the knowledge, skills, and abilities of the state's Drug Recognition Experts (DREs) who can provide invaluable and credible testimony in impaired driving cases. Funds will also be provided for SJOL travel related expenses related to state and national conferences and trainings, and in-state travel.

Enter intended subrecipients.

Funds will be used to hire a contract employee.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

2019 DWI Courts

Funding sources

Click **Add New** to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

| Source Fiscal Year | Funding Source | Eligible Use of Funds | Estimated Funding Amount | Match Amount | Local Benefit |
|--------------------|------------------------------------|------------------------|--------------------------|--------------|---------------|
| 2019 | FAST Act 405d Impaired Driving Low | 405d Low Court Support | \$100,000.00 | | |

Major purchases and dispositions

Click **Add New** to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

| Item | Quantity | Price Per Unit | Total Cost | NHTSA Share per unit | NHTSA Share Total Cost |
|-------------------|----------|----------------|------------|----------------------|------------------------|
| No records found. | | | | | |

5.1.12 Countermeasure Strategy: Drug Recognition Expert (DRE) Training

Program area Impaired Driving (Drug and Alcohol)

Countermeasure strategy Drug Recognition Expert (DRE) Training

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

As the number of DWI drug violations hold steady over the last couple of years (average 1,580), there is more need than ever to increase the number of Drug Recognition Experts (DREs) among the officers in State and local police. DREs can help detect whether a suspected driver is under the influence of drugs and if so, what drug. While the use of DREs in the court of law has been contested, out in the field these officers provide crucial knowledge and support in the quest to remove drunk and drugged drivers off the road. The two planned activities that fall under this countermeasure will help increase the number of certified DREs in Massachusetts and ensure there are ample qualified DREs in all corners of the state.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

Without the existence of DREs, it would be much tougher for officers to determine whether a driver is under the influence of drugs or not. The need for more DREs is even more pressing with the recent approval by voters to make marijuana legal in Massachusetts.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

The DRE training countermeasure was selected because both planned activities listed in this section involve the training of DREs.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

| Planned activity unique identifier | Planned Activity Name | Primary Countermeasure |
|------------------------------------|---|--------------------------------------|
| AL-19-10 | MPTC - Drug Evaluation and Classification Program (DEC) | Enforcement of Drug-Impaired Driving |
| AL-19-08 | MSP Drug Recognition Expert (DRE) Training | Enforcement of Drug-Impaired Driving |

5.1.13 Countermeasure Strategy: Communication Campaign

Program area Impaired Driving (Drug and Alcohol)

Countermeasure strategy Communication Campaign

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

EOPSS/OGR/HSD has four planned activities that fall under the countermeasure Communication Campaign, which are media-oriented campaigns aimed at reducing the frequency of drunk or inebriated driving on the roadways of Massachusetts. Each of the four planned activities involve outreach and education of some type: AL-19-01, mass media campaign on impaired driving that will be concurrent with the two DSOGPO mobilizations; AL-19-14, a statewide stakeholders conference to solicit feedback and gain further insight on impaired driving issue at the local levels; AL-19-15, will lead to impaired driving education and outreach in higher education (college campuses); and AL-19-17, will focus on road safety education outreach.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

Communication and education campaigns are needed to increase the reach of EOPSS/OGR/HSD's messaging regarding impaired driving safety. The more drivers and passengers that receive the impaired driving safety message, the more likely their behavior will conform to the message. EOPSS/OGR/HSD sees communication campaign as a crucial component to reaching the impaired driving performance target for FFY 2019 by December 31, 2019.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

This countermeasure strategy was selected because is encompassed the parameters of each of the four planned activities. Through media (television, radio, billboards, social media) and educational outreach, EOPSS/OGR/HSD hopes to impact drivers and passenger behavior in regards to impaired driving.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

| Planned activity unique identifier | Planned Activity Name | Primary Countermeasure |
|------------------------------------|---|------------------------|
| AL-19-01 | Impaired Driving Media | Communication Campaign |
| AL-19-14 | Stakeholders Conferences | Communication Campaign |
| AL-19-15 | Higher Education Impaired Driving Media Program | Communication Campaign |
| AL-19-17 | Community-Based Impaired Driving Grant Program | Communication Campaign |

5.1.13.1 Planned Activity: Impaired Driving Media

| | |
|--|------------------------|
| Planned activity name | Impaired Driving Media |
| Planned activity number | AL-19-01 |
| Primary countermeasure strategy | Communication Campaign |

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Develop and implement a statewide paid and earned media campaign to support impaired driving efforts during the Drive Sober or Get Pulled Over mobilizations (December 2018 and August 2019). EOPSS/OGR/HSD will use state and national crash and fatality data to identify the target audience. Messaging will focus on alcohol, marijuana, and other drug impaired driving. Earned media funds will promote and augment the paid campaign, while incorporating state laws and highlighting the work of state and local law enforcement agencies. Paid and earned media funds will also be used to direct messaging at teen drivers and their parents as part of the "100 Deadliest Days" from Memorial to Labor Day. EOPSS/OGR/HSD will contract with a marketing and advertising agency to execute these paid and earned media campaigns while running social media in-house for sustained educational efforts.

Internal policies will be followed noting that all media and communications activities should be in support of data-driven objectives and in coordination with other activities and programs, in particular, enforcement. Crash and citation data will be used not only for planning enforcement activities but also to determine the target audiences and media channels used to reach that audience. NHTSA's guidelines will be followed for messaging, demographics, best practices and target groups for each media effort.

Enter intended subrecipients.

Media vendor yet to be determined.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

2019 Communication Campaign

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

| Source Fiscal Year | Funding Source | Eligible Use of Funds | Estimated Funding Amount | Match Amount | Local Benefit |
|--------------------|------------------------------------|----------------------------|--------------------------|--------------|---------------|
| 2019 | FAST Act 405d Impaired Driving Low | 405d Low Paid/Earned Media | \$750,000.00 | | \$750,000.00 |

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

| Item | Quantity | Price Per Unit | Total Cost | NHTSA Share per unit | NHTSA Share Total Cost |
|-------------------|----------|----------------|------------|----------------------|------------------------|
| No records found. | | | | | |

5.1.13.2 Planned Activity: Stakeholders Conferences

Planned activity name Stakeholders Conferences

Planned activity number AL-19-14

Primary countermeasure strategy Communication Campaign

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Funding will be used to conduct conferences for traffic safety stakeholders. As in previous years, topics will include alcohol and drug impaired driving, occupant protection, distracted driving, motorcycle safety, pedestrian and bicyclist safety, traffic records, prosecution and adjudication, and speeding. The goal will be to initiate a dialogue with key local, state, federal, non-profit, and private sector leaders to identify highway safety program priorities, improve traffic safety, and establish focus areas for the FFY 2020 HSP. Locations and dates of conferences are yet to be determined.

Enter intended subrecipients.

Funds will be used to contract with venue operators and related costs.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

2019 Communication Campaign

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

| Source | Fiscal Year | Funding Source | Eligible Use of Funds | Estimated Funding Amount | Match Amount | Local Benefit |
|--------|-------------|--------------------|---|--------------------------|--------------|---------------|
| 2019 | | FAST Act NHTSA 402 | Community Traffic Safety Project (FAST) | \$5,000.00 | \$0.00 | \$0.00 |

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

| Item | Quantity | Price Per Unit | Total Cost | NHTSA Share per unit | NHTSA Share Total Cost |
|-------------------|----------|----------------|------------|----------------------|------------------------|
| No records found. | | | | | |

5.1.13.3 Planned Activity: Higher Education Impaired Driving Media Program

Planned activity name Higher Education Impaired Driving Media Program

Planned activity number AL-19-15

Primary countermeasure strategy Communication Campaign

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Provide grant funds to a college or university to develop an impaired driving media campaign that resonates with younger drivers. The grant will be given to an academic department such as journalism, marketing, or one related to video/advertising production. It will be required that a department faculty member oversees the project including paying for student stipends, supplies, production costs, and travel.

The intent is to generate messaging that is conceptualized, developed, produced, and disseminated by young people to their peers. The end product(s) may be disseminated via social or earned media. The student workers will be given day-to-day guidance from the faculty member and also be able to work with the EOPSS/OGR/HSD staff and media vendor for additional direction. It is hoped that the end product(s) will be accepted by the target audience as peer-to-peer messaging, as opposed to government messaging.

Enter intended subrecipients.

An institution of higher education to be determined through competitive process.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

2019 Communication Campaign

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

| Source | Fiscal Year | Funding Source | Eligible Use of Funds | Estimated Funding Amount | Match Amount | Local Benefit |
|--------|-------------|--------------------|---|--------------------------|--------------|---------------|
| | 2019 | FAST Act NHTSA 402 | Community Traffic Safety Project (FAST) | \$10,000.00 | | \$0.00 |

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

| Item | Quantity | Price Per Unit | Total Cost | NHTSA Share per unit | NHTSA Share Total Cost |
|------|----------|----------------|------------|----------------------|------------------------|
|------|----------|----------------|------------|----------------------|------------------------|

No records found.

5.1.13.4 Planned Activity: Community-Based Impaired Driving Grant Program

Planned activity name Community-Based Impaired Driving Grant Program

Planned activity number AL-19-17

Primary countermeasure strategy Communication Campaign

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Competitive and discretionary grant awards will be provided to one or more organizations such as Girl Scouts, Boy Scouts, Parent-Teacher Organizations, schools, faith-based organizations, advocacy groups, etc., that will implement community-based programs. The eligible applicants may include both non-profit 501(c)(3) or governmental organizations.

This planned activity will consist of one or more data-driven competitive grant programs that will be focused in geographical areas and/or high risks populations that have demonstrated needs in the area of impaired driving.

The programs will generally be focused on raising awareness of road safety, training, and changing social attitudes and behaviors in order to reduce vehicle crashes and their associated fatalities, serious injuries and economic losses on the state's roadways.

This will not be a traffic enforcement program, but EOPSS/OGR/HSD will encourage applicants to develop new or enhance existing partnerships with law enforcement agencies to achieve project goals.

Selected grant subrecipients will develop and implement traffic safety improvement educational and awareness programs that address issues in their targeted communities. Programs that focus on high risk groups or behaviors will be prioritized. Organizations will be encouraged to build partnerships that incorporate a

whole-community, data-driven approach to identifying and addressing road safety problems. The formation of community-wide road safety coalitions that bring together a wide constituency to focus on aspects of road safety will also be encouraged.

Projects that will develop and implement educational curriculum that aim to instill a life-long road safety culture in the Commonwealth's citizenry will also be prioritized. Projects may also incorporate social, and/or traditional media strategies to change risky behavior on the state's roadways.

The competitive grant solicitation may guide potential applicants to various informational resources such as:

- National Highway Traffic Safety Administration
- Centers for Disease Control and Prevention
- Governors Highway Safety Association
- Insurance Institute for Highway Safety
- National Safety Council
- American Automobile Association
- The Vision Zero Network
- Mothers Against Drunk Driving
- Students Against Destructive Decisions

Enter intended subrecipients.

Non-profit and/or governmental organizations to be determined.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

| Fiscal Year | Countermeasure Strategy Name |
|-------------|------------------------------|
| 2019 | Communication Campaign |

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

| Source Fiscal Year | Funding Source | Eligible Use of Funds | Estimated Funding Amount | Match Amount | Local Benefit |
|--------------------|------------------------------------|-----------------------------------|--------------------------|--------------|---------------|
| 2019 | FAST Act 405d Impaired Driving Low | 405d Low Community Traffic Safety | \$25,000.00 | \$0.00 | |

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

| Item | Quantity | Price Per Unit | Total Cost | NHTSA Share per unit | NHTSA Share Total Cost |
|-------------------|----------|----------------|------------|----------------------|------------------------|
| No records found. | | | | | |

5.1.14 Countermeasure Strategy: Breath Test Devices

Program area Impaired Driving (Drug and Alcohol)

Countermeasure strategy Breath Test Devices

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

A preliminary breath test (PBT) device is a small hand-held alcohol sensor used to estimate or measure a driver blood alcohol content. It is used by State and local police on patrol to help establish evidence for a possible DWI arrest. These devices are quite accurate and generally reliable. At the current time, Massachusetts, along with 32 other states use PBTs to provide evidence of alcohol use to support DWI arrest. Having these devices on hand allows officers to remove drunk drivers from the road and provides factual evidence of inebriation in the courts that can result in license suspension. In Massachusetts, the first DWI conviction results in license suspension for one year; second DWI, two years suspension and ignition interlock device installed. In general, PBTs help law enforcement remove inebriated drivers from the roadways and provide a source which can help convict the driver and lead to a loss of driving privileges. The combination of the loss of driving privileges as well as the threat of losing those privileges will provide a deterrence for drivers.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

Having more officers certified to use breath test devices as well as having access to more PBTs will lead to more drivers being pulled off the road for impaired driving. Breath test devices, while not admissible as evidence in Massachusetts courts as this time, help officers gauge the possible impairment of a driver pulled over for further investigation. If more impaired drivers are removed from the roadways, the number of impaired driving fatalities should decrease in the coming years.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

There is some evidence that breath test devices help increase DWI arrest and reduce alcohol-involved fatal crashes (Century Council, 2008). To bring down the number of impaired driving fatalities, adding another tool to the arsenal of field sobriety tests will help law enforcement remove more impaired drivers from the roadways.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

| Planned activity unique identifier | Planned Activity Name | Primary Countermeasure |
|------------------------------------|--|------------------------|
| AL-19-07 | MSP/Office of Alcohol Testing BTO Training | Breath Test Devices |

5.1.14.1 Planned Activity: MSP/Office of Alcohol Testing BTO Training

| | |
|---------------------------------|--|
| Planned activity name | MSP/Office of Alcohol Testing BTO Training |
| Planned activity number | AL-19-07 |
| Primary countermeasure strategy | Breath Test Devices |

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Provide funds to the MSP Office of Alcohol Testing (OAT) to conduct up to 86 Breath Test Operator (BTO) classes for approximately 1,800 local and state police personnel in an effort to better detect impaired drivers. Trainings will take place throughout the year at the Municipal Police Training Committee (MPTC) and other facilities. Funds will also be provided for the purchase of related program equipment including Preliminary Breath Test (PBT) units and OUI Toxicology Kits. Equipment will be distributed to local police officers and State Police troopers including those who successfully complete a DRE class conducted by the MPTC. MSP/OAT will determine how the equipment is divided among agencies based on problem identification and greatest need.

For the past two Federal Fiscal years (2017, 2018), MSP OAT has purchased OUI Toxicology Kits instead of PBTs and prior to those years, PBTs were bought. On average, \$50,000 was spent in previous years on either OUI Toxicology Kits or PBTs. MSP OAT will determine, through analysis of current inventory and needs of

state as well as local police, what should be purchased in FFY 2019. Regardless of whether it will be OUI Toxicology Kits, PBTs or a combination of both, the amount expected to be spent will be no more than \$50,000.

Enter intended subrecipients.

Massachusetts State Police

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

| Fiscal Year | Countermeasure Strategy Name |
|-------------|---------------------------------------|
| 2019 | Preliminary Breath Test (PBT) Devices |
| 2019 | Breath Test Devices |

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

| Source Fiscal Year | Funding Source | Eligible Use of Funds | Estimated Funding Amount | Match Amount | Local Benefit |
|--------------------|------------------------------------|------------------------------------|--------------------------|--------------|---------------|
| 2019 | FAST Act 405d Impaired Driving Low | 405d Low Drug and Alcohol Training | \$125,000.00 | \$0.00 | \$0.00 |

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

| Item | Quantity | Price Per Unit | Total Cost | NHTSA Share per unit | NHTSA Share Total Cost |
|-------------------|----------|----------------|------------|----------------------|------------------------|
| No records found. | | | | | |

5.1.15 Countermeasure Strategy: Alternative Transportation

Program area Impaired Driving (Drug and Alcohol)

Countermeasure strategy Alternative Transportation

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

The Alternative Transportation countermeasure is one focused on prevention or intervention through communications and outreach. The pilot program funded under this countermeasure aims to provide either free or low-cost transportation alternative for people who have been drinking at times of the year where the risk of impaired driving is the highest (Christmas, New Year's Eve, Fourth of July, St. Patrick's Day, Labor Day, and Super Bowl Sunday). The pilot program will help reduce the risk of impaired driving crashes from occurring by taking those who have been drinking off the road instead of allowing them the opportunity to try to drive home.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

Through intervention and deterrence (by offering alternative transportation options), EOPSS/OGR/HSD will (hopefully) meet the December 31, 2019 performance target for alcohol-impaired fatalities as set in the FFY 2019 HSP. The use of alternative transportation during key times of high drinking and driving probability (holidays, etc) will help lower incidence of drinking and driving across the Commonwealth.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

Countermeasure strategy was selected because it best described what the planned activity encompassed.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

| Planned activity unique identifier | Planned Activity Name | Primary Countermeasure |
|------------------------------------|------------------------------------|----------------------------|
| AL-19-16 | Alternative Transportation Program | Alternative Transportation |

5.1.15.1 Planned Activity: Alternative Transportation Program

Planned activity name Alternative Transportation Program

Planned activity number AL-19-16

Primary countermeasure strategy Alternative Transportation

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

This competitive grant program will provide funds to a state agency or non-profit organization to establish and coordinate a pilot Alternative Transportation program. As an alternative, a consultant may be hired to coordinate the program for EOPSS/OGR/HSD.

The grant recipient will work to develop a formal program built around partnerships with, and funding support from, transportation companies, ride share operators, restaurants, bars, alcoholic beverage wholesalers and retailers, entertainment venue operators, etc. A special focus will be placed on Places Of Last Drink (POLD) identified by the Alcoholic Beverages Control Commission.

The initial program will serve as a pilot and aim to provide free, or low-cost, safe transportation for specifically designated, short periods during the year that pose high risks for impaired driving crashes and fatalities, such as Christmas, New Year's, 4/20, Cinco De Mayo, Independence Day, St. Patrick's Day, Labor Day, Super Bowl Sunday, etc. The pilot program will focus on select geographical areas that have the highest impaired driving problems that are identified with available data.

The program will also include an earned media effort that will promote the availability of the services. Private sector partners will be sought to promote the program via their respective online and/or brick and mortar entities.

According to NHTSA's "Countermeasures That Work", alternative transportation describes methods by which people can get to and from places where they drink without having to drive. Alternative transportation supplements normal public transportation provided by subways, buses, taxis, and other means. Ride service programs transport impaired persons to, from and sometimes between establishments using taxis, private cars, buses, tow trucks, and even police cars. Some will also drive the impaired person's car home as well.

Enter intended subrecipients.

State agency, non-profit organization, or contractor to be selected.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

2019 Alternative Transportation

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

| Source Fiscal Year | Funding Source | Eligible Use of Funds | Estimated Funding Amount | Match Amount | Local Benefit |
|--------------------|------------------------------------|-------------------------|--------------------------|--------------|---------------|
| 2019 | FAST Act 405d Impaired Driving Low | 405d Low Roadway Safety | \$35,000.00 | \$0.00 | \$0.00 |

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

| Item | Quantity | Price Per Unit | Total Cost | NHTSA Share per unit | NHTSA Share Total Cost |
|-------------------|----------|----------------|------------|----------------------|------------------------|
| No records found. | | | | | |

5.1.16 Countermeasure Strategy: Alcohol Vendor Compliance Checks

Program area Impaired Driving (Drug and Alcohol)

Countermeasure strategy Alcohol Vendor Compliance Checks

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

For FFY 2019, EOPSS/OGR/HSD will be conducting two planned activities that utilize the 'alcohol vendor compliance checks' countermeasure as listed in NHTSA's 8th edition of "Countermeasures That Work." The two planned activities will involve the same subrecipient, the Alcohol Beverages Control Commission (ABCC), and will focus on the sale of alcohol to minors and intoxicated patrons. Both activities, Underage Drinking Compliance Checks (AL-19-11) and Enforcement to Prevent Sale of Alcohol to Intoxicated Persons (AL-19-12), will involve monitoring local vendors of alcoholic beverages to ensure that a) they aren't selling alcohol to minors by checking IDs; and b) they aren't providing alcohol to persons that are clearly drunk.

The impact of compliance checks will restrict the ability of minors, especially underaged drivers, from obtaining alcoholic drinks and thus preventing them from drinking and driving. The enforcement of intoxicated persons is intended to send a message to establishments (bars, restaurants, pubs) that serving a person that is legally drunk will result in violations, fines, and possibly criminal charges.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

To decrease the number of alcohol-related fatal crashes across Massachusetts and meet the desired performance target for alcohol-related fatalities by December 31, 2019, the implementation of alcohol vendor compliance checks will help reduce frequency of minors buying alcohol, which could result in drunk drinking at a later point in time as well as pressure alcoholic establishments to refrain from serving intoxicated individuals - some whom may try to drive home later in the evening. Allocation of funding is appropriate for said activities and reflect what has been spent on similar projects in the past.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

Compliance checks have been shown to be effective in reducing the sale of alcohol to those under 21 years of age, which lowers the chance of underage drivers from navigating the roads under the influence. EOPSS/OGR/HSD has been funding these two planned activities for several years and its impact has been noticeable with alcohol-impaired fatalities/VMT dropping from 0.29 in 2012 to 0.20 in 2016.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

| Planned activity unique identifier | Planned Activity Name | Primary Countermeasure |
|------------------------------------|--|----------------------------------|
| AL-19-11 | ABCC - Underage Drinking Compliance Checks Program | Alcohol Vendor Compliance Checks |
| AL-19-12 | ABCC - Enforcement Program to Prevent the Sale of Alcohol to Intoxicated Persons | Alcohol Vendor Compliance Checks |

5.1.16.1 Planned Activity: ABCC - Underage Drinking Compliance Checks Program

| | |
|--------------------------------|--|
| Planned activity name | ABCC - Underage Drinking Compliance Checks Program |
| Planned activity number | AL-19-11 |

Primary countermeasure strategy Alcohol Vendor Compliance Checks

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Provide funds for overtime to the Massachusetts Alcoholic Beverages Control Commission (ABCC) to conduct enhanced liquor enforcement compliance checks. The goals will be to prevent the sale of alcohol to individuals under 21 years of age and thus, prevent young drivers from driving impaired. ABCC investigators will perform compliance checks in approximately 150 communities. The program is designed to achieve broad geographical coverage throughout the commonwealth in order to develop a deterrence impact created through wider knowledge among the industry retailers that their establishment could be subject to a compliance check at any time. The ABCC will cover all counties and reach the highest number municipalities within each county that is feasible. While maintaining this focus, they will try to re-check municipalities found to have a higher than average failure rate in previous years. Liquor establishments selected for compliance checks will either have a high failure rate for compliance; or ABCC hasn't conducted checks in that municipality or liquor establishment to date. Since the ABCC is in the process of completing their FFY 2018 program, the ABCC will begin the process of selecting communities for FFY 2019 in September/October of 2018.

Enter intended subrecipients.

Massachusetts Alcoholic Beverages Commission

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

| Fiscal Year | Countermeasure Strategy Name |
|-------------|----------------------------------|
| 2019 | Underage Drinking Enforcement |
| 2019 | Alcohol Vendor Compliance Checks |

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

| Source Fiscal Year | Funding Source | Eligible Use of Funds | Estimated Funding Amount | Match Amount | Local Benefit |
|--------------------|------------------------------------|------------------------|--------------------------|--------------|---------------|
| 2019 | FAST Act 405d Impaired Driving Low | 405d Low Youth Alcohol | \$175,000.00 | \$0.00 | \$0.00 |

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

| Item | Quantity | Price Per Unit | Total Cost | NHTSA Share per unit | NHTSA Share Total Cost |
|------|----------|----------------|------------|----------------------|------------------------|
|------|----------|----------------|------------|----------------------|------------------------|

No records found.

5.1.16.2 Planned Activity: ABCC - Enforcement Program to Prevent the Sale of Alcohol to Intoxicated Persons

Planned activity name ABCC - Enforcement Program to Prevent the Sale of Alcohol to Intoxicated Persons

Planned activity number AL-19-12

Primary countermeasure strategy Alcohol Vendor Compliance Checks

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Provide overtime funds to the Alcoholic Beverages Control Commission (ABCC) for investigators to participate in undercover operations at licensed establishments in approximately 40 communities to identify if the licensee serves intoxicated individuals. The ABCC will use data analysis to determine municipalities with the highest concentration of establishments that have been identified as the Place of Last Drink for a convicted drunk driver. Factors such as number of alcohol-related fatalities and crashes, OUI violations, and violations for sales to underage individuals will be taken into account. Large urban municipalities with a high concentration of liquor

establishments (i.e. Boston, Worcester) as well as communities with residential colleges or universities will be given priority. The ABCC will also conduct outreach to local police departments to ask if they can identify additional establishments that should be checked.

Enter intended subrecipients.

Alcoholic Beverages Control Commission (ABCC)

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

| Fiscal Year | Countermeasure Strategy Name |
|-------------|----------------------------------|
| 2019 | Alcohol Vendor Compliance Checks |

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

| Source Fiscal Year | Funding Source | Eligible Use of Funds | Estimated Funding Amount | Match Amount | Local Benefit |
|--------------------|------------------------------------|-----------------------|--------------------------|--------------|---------------|
| 2019 | FAST Act 405d Impaired Driving Low | 405d Low Alcohol | \$175,000.00 | \$0.00 | \$0.00 |

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

| Item | Quantity | Price Per Unit | Total Cost | NHTSA Share per unit | NHTSA Share Total Cost |
|-------------------|----------|----------------|------------|----------------------|------------------------|
| No records found. | | | | | |

5.2 Program Area: Occupant Protection (Adult and Child Passenger Safety)

Program area type Occupant Protection (Adult and Child Passenger Safety)

Will countermeasure strategies and planned activities be described in this plan to address the program area?

Yes

Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?

Yes

Problem identification

Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.

Occupant protection refers to the use of seat belts, motorcycle helmets, booster seats, and child passenger safety (CPS) seats by motor vehicle occupants. Research has found that lap/shoulder seat belts, when used, reduce the risk of fatal injury to front-seat passenger car occupants by 45 percent and the risk of moderate-to-critical injury by 50 percent. In 2016 alone, seat belts saved an estimated 14,668 lives (*Traffic Safety Facts: Lives Saved in 2016 by Restraint Use and Minimum-Drinking-Age Laws*, NHTSA, Report No. DOT HS 812 454). Despite the tremendous reduction in injury from using seat belts, Massachusetts still has not implemented a primary seat belt law, which would allow law enforcement to stop drivers for failure to wear a lap/shoulder seat belt. Currently, Massachusetts has a secondary enforcement seat belt law where police can issue citations for failure to wear a seat belt only if the original reason for pulling over the driver was related to a primary offense (i.e. speeding, going through a red light). The most recent Statewide Observational Seat Belt Survey, conducted in 2017, shows an effect of having no primary seat belt law. The survey found overall seat belt usage across the Commonwealth to be a paltry 73.7%, falling from the 78.2% rate in 2016. By comparison, national seat belt usage rate in 2017 was 89.7% and the usage rate in the northeast (CT, MA, ME, NH, NJ, NY, PA, RI, VT) was 86.5%. Massachusetts ranks 49th out of the 50 states for seat belt use. Each percentage point increase in seat belt usage, the number of motor vehicle occupants suffering life-threatening or life-altering injuries decreases. This is why Massachusetts makes occupant protection safety a top priority of its highway safety program.

In 2016, unrestrained occupant fatalities increased 20% from 88 in 2015 to 106, while the five-year average (2012-2016) declined 3% to 102 from 105 (2011-2015). Despite the recent increase, since 2007 unrestrained fatalities have declined 28% and unrestrained fatalities/VMT dropped from 0.27 to 0.17 representing a 37% decline. Unrestrained fatalities accounted for 47% of all occupant fatalities and 29% of all motor vehicle-related fatalities in 2016. Of the 113 unrestrained occupant fatalities reported in 2016, 77% were drivers and 21% passengers. 43 of the 87 (49%) unrestrained driver fatalities involved drivers as the only occupant of the vehicle. The annual Statewide Observational Seat Belt Survey consistently indicates that a person driving without a passenger is much less likely to be belted.

From 2007 to 2016, Worcester led all counties with 16% of all reported unrestrained occupant fatalities, followed by Bristol (15%) and Middlesex (13%). These three counties accounted for 44% of all reported unrestrained occupant fatalities.

| Unrestrained Fatalities by County | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | Total | % of All UR Fatalities |
|--|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|--------------|---------------------------------------|
| Barnstable | 9 | 5 | 7 | 3 | 5 | 7 | 2 | 7 | 3 | 4 | 52 | 5% |
| Berkshire | 1 | 7 | 4 | 6 | 1 | 5 | 3 | 2 | 4 | 3 | 36 | 3% |
| Bristol | 26 | 20 | 18 | 16 | 27 | 16 | 13 | 8 | 12 | 20 | 176 | 15% |
| Essex | 20 | 8 | 18 | 9 | 12 | 13 | 10 | 10 | 5 | 13 | 118 | 10% |
| Franklin | 5 | 0 | 0 | 0 | 2 | 2 | 3 | 3 | 4 | 2 | 21 | 2% |
| Hampden | 13 | 10 | 14 | 12 | 7 | 6 | 10 | 15 | 7 | 12 | 106 | 9% |
| Hampshire | 5 | 1 | 4 | 0 | 4 | 1 | 2 | 4 | 1 | 4 | 26 | 2% |
| Middlesex | 16 | 16 | 19 | 14 | 23 | 17 | 11 | 12 | 10 | 9 | 147 | 13% |
| Norfolk | 12 | 9 | 16 | 9 | 9 | 6 | 9 | 18 | 8 | 9 | 105 | 9% |
| Plymouth | 12 | 27 | 10 | 11 | 9 | 11 | 9 | 12 | 12 | 10 | 123 | 11% |
| Suffolk | 8 | 3 | 3 | 2 | 8 | 5 | 1 | 7 | 5 | 9 | 51 | 4% |
| Worcester | 25 | 16 | 14 | 20 | 15 | 13 | 27 | 15 | 17 | 18 | 180 | 16% |
| | 152 | 122 | 127 | 102 | 122 | 102 | 100 | 113 | 88 | 113 | 1141 | |

From 2007 to 2016, Bristol County, at 38% has the highest percentage of unrestrained occupant fatalities followed by Essex County at 35%. Middlesex, which has 13% of the Commonwealth's unrestrained fatalities, has 28% of its fatalities (528) being unrestrained. Knowing the percentage of a county's unrestrained, versus total fatalities may indicate that low seat belt usage may pose increased risks in counties such as Bristol, Essex, Worcester and Middlesex.

| County | Total Fatalities (2007- 2016) | Total UR Fatalities (2007- 2016) | % UR |
|---------------|--|---|-------------|
| Barnstable | 193 | 52 | 27% |
| Berkshire | 123 | 36 | 29% |
| Bristol | 458 | 176 | 38% |

| | | | |
|-----------|-----|-----|-----|
| Essex | 342 | 118 | 35% |
| Franklin | 62 | 21 | 34% |
| Hampden | 337 | 106 | 31% |
| Hampshire | 86 | 26 | 30% |
| Middlesex | 528 | 147 | 28% |
| Norfolk | 344 | 105 | 31% |
| Plymouth | 382 | 123 | 32% |
| Suffolk | 280 | 51 | 18% |
| Worcester | 534 | 180 | 34% |

Below is a chart covering 2010 to 2016 for the top 10 cities and towns for unrestrained fatalities as well as the percentage of each municipality's total unrestrained fatalities. While Boston has the highest number of unrestrained fatalities (32), it has the lowest percentage of unrestrained deaths (20%). The high number of fatalities for Boston is no doubt due to the large number of major highways (Mass Pike, I-93, Route 1, Route 9), and the high population in the capital city. Given that Bristol County has the highest percentage of unrestrained fatalities, it is not surprising that seven of the 17 towns listed are located within the county. If other nearby communities, such as Brockton and Middleborough, are included, then over half (nine of 17) of the towns with the most unrestrained fatalities are located in southeastern Massachusetts. EOPSS/OGR/HSD will make every effort to get as many southeastern towns and cities involved in occupant protection grant activities, such as the Click It or Ticket mobilization, in FFY 2019.

| City | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | Total Fatalities | Unrestrained Fatalities | % Unrestrained of Total |
|---------------|------|------|------|------|------|------|------|------------------|-------------------------|-------------------------|
| BOSTON | 18 | 18 | 29 | 17 | 23 | 27 | 28 | 160 | 32 | 20% |
| SPRINGFIELD | 5 | 8 | 9 | 10 | 11 | 6 | 12 | 61 | 15 | 25% |
| WORCESTER | 11 | 12 | 7 | 9 | 7 | 12 | 9 | 67 | 14 | 21% |
| NEW BEDFORD | 11 | 10 | 5 | 2 | 10 | 8 | 6 | 52 | 12 | 23% |
| TAUNTON | 6 | 5 | 7 | 7 | 1 | 0 | 2 | 28 | 12 | 43% |
| FALL RIVER | 3 | 6 | 9 | 1 | 1 | 5 | 11 | 36 | 11 | 31% |
| HOLYOKE | 3 | 4 | 2 | 6 | 4 | 3 | 5 | 27 | 11 | 41% |
| MIDDLEBOROUGH | 4 | 0 | 4 | 7 | 6 | 6 | 8 | 35 | 11 | 31% |
| BROCKTON | 2 | 5 | 5 | 11 | 12 | 7 | 5 | 47 | 10 | 21% |
| DARTMOUTH | 4 | 5 | 6 | 2 | 2 | 4 | 3 | 26 | 10 | 38% |
| ANDOVER | 5 | 4 | 5 | 4 | 4 | 2 | 0 | 24 | 8 | 33% |
| | | | | | | | | | | |

| | | | | | | | | | | |
|-------------|---|---|---|---|---|---|----|----|---|-----|
| EASTON | 0 | 2 | 2 | 3 | 1 | 3 | 4 | 15 | 8 | 53% |
| NORWOOD | 3 | 2 | 0 | 3 | 7 | 1 | 2 | 18 | 8 | 44% |
| RANDOLPH | 2 | 1 | 4 | 1 | 5 | 4 | 4 | 21 | 8 | 38% |
| RAYNHAM | 4 | 5 | 2 | 2 | 1 | 4 | 2 | 20 | 8 | 40% |
| WESTBOROUGH | 0 | 0 | 0 | 1 | 2 | 4 | 3 | 10 | 8 | 80% |
| WESTFIELD | 2 | 4 | 5 | 5 | 2 | 4 | 4 | 26 | 8 | 31% |
| WESTPORT | 8 | 0 | 2 | 2 | 2 | 1 | 10 | 25 | 8 | 32% |

With the key municipalities and regions of Massachusetts for unrestrained fatalities identified, determining the day-of-week, month-of-year, and occupant's age will help focus FFY 2019 occupant protection activities.

Day of Week - The top three days for unrestrained occupant fatalities were Saturday (237), Sunday (190), and Friday (173). These three days accounted for 53% of all unrestrained fatalities from 2007-2016.

| Day of Week | UR Fatalities (2007-2016) | % of All UR Fatalities |
|--------------|------------------------------|---------------------------|
| Sunday | 190 | 17% |
| Monday | 134 | 12% |
| Tuesday | 125 | 11% |
| Wednesday | 155 | 14% |
| Thursday | 134 | 12% |
| Friday | 173 | 15% |
| Saturday | 237 | 21% |
| Total | 1148 | |

Month - While the distribution across the twelve months is generally consistent, the warmer months (May - August) recorded slightly higher levels of fatalities compared to other months.

| Month of Year | UR Fatalities (2007-2016) | % of All UR Fatalities |
|---------------|------------------------------|---------------------------|
| January | 95 | 8% |
| February | 87 | 8% |
| March | 78 | 7% |
| April | 91 | 8% |

| | | |
|-----------|------|-----|
| May | 104 | 9% |
| June | 105 | 9% |
| July | 113 | 10% |
| August | 106 | 9% |
| September | 86 | 7% |
| October | 96 | 8% |
| November | 96 | 8% |
| December | 91 | 8% |
| | 1148 | |

Age - Drivers and passengers under the age of 26 accounted for well over a third of all unrestrained fatalities from 2007-2016. Passenger unrestrained fatalities were highest for those between 16 – 25 years of age. Drivers in the 16-20 age group had a far lower fatality count than the 21 - 25 age group. This may be due to proximity (in terms of time, years) to recent driver education courses and JOL requirements, both of which would provide reinforced messaging about the need to wear seat belts. Of concern is how the number of unrestrained fatalities seem to have a downward trend after age 35 and then pick up again for drivers and passengers age 65 or older. Data is limited on the reason for this increase in older populations. It may be the result of a lower seat belt use rate and the additional health issues that exist in older populations.

| Unrestrained Fatalities (2007-2016) | | | | |
|--|----------------|-------------------|--------------|----------|
| | Drivers | Passengers | Total | % |
| Under 16 years | 2 | 14 | 16 | 1% |
| 16 - 20 | 99 | 59 | 158 | 14% |
| 21 - 25 | 161 | 59 | 220 | 19% |
| 26-35 | 159 | 41 | 200 | 18% |
| 36-45 | 103 | 15 | 118 | 10% |
| 46-55 | 124 | 26 | 150 | 13% |
| 56-65 | 103 | 13 | 116 | 10% |
| Over 65 | 125 | 36 | 161 | 14% |
| | | | 1139 | |

Resources pertaining to FFY 2019 Occupant Protection programs will be focused on the southeastern region of Massachusetts (Bristol County, Plymouth County) to attract more municipalities to participate in the May 2019 Click It or Ticket mobilization along with Worcester, Springfield and Boston. Any enforcement activity by law enforcement should occur more often during the Friday - Sunday period and with more emphasis on targeting locations or areas frequented by those under 25 and over 65 (i.e. shopping mall, main strip of community with high density of restaurants/bars/pubs).

Performance measures

Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.

Performance Measures in Program Area

| Fiscal Year | Performance Measure Name | Target Period(Performance Target) | Target End Year | Target Value(Performance Target) |
|-------------|--|-----------------------------------|-----------------|----------------------------------|
| 2019 | C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS) | 5 Year | 2019 | 97.0 |
| 2019 | B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey) | 5 Year | 2019 | 80.0 |

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

Countermeasure Strategies in Program Area

| Fiscal Year | Countermeasure Strategy Name |
|-------------|---|
| 2019 | Sustained Enforcement |
| 2019 | Short-term, High Visibility Seat Belt Law Enforcement |
| 2019 | Short High-Visibility Child Restraint Law Enforcement |
| 2019 | School Programs |
| 2019 | Communication Campaign |
| 2019 | Child Restraint System Inspection Station(s) |

5.2.1 Countermeasure Strategy: Sustained Enforcement

Program area Occupant Protection (Adult and Child Passenger Safety)

Countermeasure strategy Sustained Enforcement

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint

enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

Yes

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

Funding will be provided to State Police and select local police departments to deploy sustained and selective 'zero tolerance' traffic enforcement overtime patrols designated by law enforcement to target key time frames when occupant protection violations tend to occur in their respective communities. The sustained enforcement activities will help decrease unrestrained fatalities across Massachusetts as the selected local police departments includes high unrestrained fatality communities of Boston, Springfield, Taunton and Fall River. By increasing police enforcement patrols in these high fatality cities, EOPSS/OGR/HSD expects to see a decline in unrestrained fatalities in the coming years.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

The use of sustained enforcement to target key areas of high unrestrained fatalities in Massachusetts will help decrease the number of unrestrained fatalities in FFY 2019 and beyond.

Through planned activities under this countermeasure, two key at-risk groups for unrestrained fatalities within Massachusetts will be targeted: minority (Hispanic/Black), which have consistently have had the lowest seat belt usage rate in the annual statewide seat belt observation survey; as well as nighttime drivers (those driving between 6pm - 3am), which have accounted for nearly 50% of all unrestrained fatalities in the last decade (2007-2016).

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

This countermeasure was selected as it was the best option to describe the planned activities.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

| Planned activity unique identifier | Planned Activity Name | Primary Countermeasure |
|------------------------------------|---|------------------------|
| OP-19-05 | MSP Sustained Traffic Enforcement Program (STEP) | Sustained Enforcement |
| OP-19-04 | Local Police Sustained Traffic Enforcement Program (STEP) | Sustained Enforcement |

5.2.1.1 Planned Activity: MSP Sustained Traffic Enforcement Program (STEP)

Planned activity name MSP Sustained Traffic Enforcement Program (STEP)

Planned activity number OP-19-05

Primary countermeasure strategy Sustained Enforcement

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

In support of occupant protection laws, this task will provide funds to the Massachusetts State Police (MSP) to deploy sustained and selective "zero tolerance" traffic enforcement overtime patrols on the day/time/location identified in each respective Troop to augment local STEP departments' efforts within the same general location. MSP STEP enforcement patrols will provide maximum visibility for deterrent purposes and saturate target areas taking immediate and appropriate action on all motor vehicle violations, with particular focus on seat belt usage, child passenger safety infractions, and speed. Funds will also be provided to MSP for the purchase of Radar Units and Automatic License Plate Recognition (ALPR) software upgrades. Purchase of radar unit and ALPR software will enhance MSP enforcement efforts.

Based on FFY 2018 expenditures for ALPR, EOPSS/OGR/HSD estimated approximately 1% of MSP STEP funding will be set aside for ALPR software upgrades. The low proportion is also in recognition of a recent bill introduced by the Massachusetts Senate (S2299) that is intended to seriously curtail usage of ALPR by law enforcement. The bill also seeks to prevent the establishment of any permanent database for ALPR data, something the Federal government is looking to link its current ALPR database to.

Enter intended subrecipients.

Massachusetts State Police

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

2019 Sustained Enforcement

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

| Source Fiscal Year | Funding Source | Eligible Use of Funds | Estimated Funding Amount | Match Amount | Local Benefit |
|--------------------|--------------------|----------------------------|--------------------------|--------------|---------------|
| 2019 | FAST Act NHTSA 402 | Occupant Protection (FAST) | \$470,000.00 | \$300,000.00 | \$0.00 |

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

| Item | Quantity | Price Per Unit | Total Cost | NHTSA Share per unit | NHTSA Share Total Cost |
|-------------------|----------|----------------|------------|----------------------|------------------------|
| No records found. | | | | | |

5.2.1.2 Planned Activity: Local Police Sustained Traffic Enforcement Program (STEP)

Planned activity name Local Police Sustained Traffic Enforcement Program (STEP)

Planned activity number OP-19-04

Primary countermeasure strategy Sustained Enforcement

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Local sustained enforcement of occupant protection laws will be conducted in selected communities. These hot spot communities will be selected based upon crash and motor vehicle violation data. Previously awarded communities were Barnstable, Boston, Brockton, Cambridge, Chicopee, Fall River, Framingham, Holyoke, Lowell, Lynn, New Bedford, Quincy, Springfield, Taunton, Westfield and Worcester. The communities selected for FFY 2019 may be adjusted. Local police departments in the selected areas will receive overtime funding to crack down on occupant protection law violations and other traffic safety areas; a portion of the funding (approximately 15-16% of available funding) will be used for data entry and/or traffic data analysis.

Enter intended subrecipients.

Local police departments

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

2019 Sustained Enforcement

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

| Source | Fiscal Year | Funding Source | Eligible Use of Funds | Estimated Funding Amount | Match Amount | Local Benefit |
|--------|-------------|--------------------|----------------------------|--------------------------|--------------|---------------|
| | 2018 | FAST Act NHTSA 402 | Occupant Protection (FAST) | \$677,500.00 | \$600,000.00 | \$677,500.00 |

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

| Item | Quantity | Price Per Unit | Total Cost | NHTSA Share per unit | NHTSA Share Total Cost |
|-------------------|----------|----------------|------------|----------------------|------------------------|
| No records found. | | | | | |

5.2.2 Countermeasure Strategy: Short-term, High Visibility Seat Belt Law Enforcement

Program area Occupant Protection (Adult and Child Passenger Safety)

Countermeasure strategy Short-term, High Visibility Seat Belt Law Enforcement

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

The CIOT mobilization, conducted concurrently with the national campaign, is usually a two-week period of intense, highly publicized periods of seat belt law enforcement patrols, frequently using checkpoints. EOPSS/OGR/HSD will also provide communication support for the CIOT mobilizations in the form of press releases, online advertising, print and traditional media (radio, television, electronic billboards).

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

As a low belt usage state, Massachusetts has been mired in the mid-70% range for seat belt usage. EOPSS/OGR/HSD expects the combination of an extensive communications outreach program and targeted enforcement activity (Friday thru Saturday, 6pm - midnight, focus on Bristol, Worcester and Middlesex County) will help meet the state target for unrestrained fatalities by December 31, 2019.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

This countermeasure was selected as it best encompasses the objectives of the planned activities.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

| Planned activity unique identifier | Planned Activity Name | Primary Countermeasure |
|------------------------------------|--|---|
| OP-19-03 | MSP Occupant Protection CIOT Enforcement Campaign | Short-term, High Visibility Seat Belt Law Enforcement |
| OP-19-02 | Local Police Occupant Protection Enforcement Campaign | Short-term, High Visibility Seat Belt Law Enforcement |
| OP-19-11 | Occupant Safety and Impaired Driving Awareness Display Vehicle | Supporting Enforcement |

5.2.2.1 Planned Activity: MSP Occupant Protection CIOT Enforcement Campaign

Planned activity name MSP Occupant Protection CIOT Enforcement Campaign
Planned activity number OP-19-03
Primary countermeasure strategy Short-term, High Visibility Seat Belt Law Enforcement

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Provide funds for overtime for the Massachusetts State Police (MSP) to participate in two Click It or Ticket (CIOT) Mobilizations; one in October/November 2018 and one in May/June 2019. Enforcement efforts will focus on increasing compliance with occupant protection laws during the day and night and will take place at times and locations shown to have high incidences of motor vehicle crashes based on the most current state and local crash and citation data. Other violations such as speeding and texting may also be secondarily targeted during these mobilizations.

Enter intended subrecipients.

Massachusetts State Police

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

| Fiscal Year | Countermeasure Strategy Name |
|-------------|---|
| 2019 | Supporting Enforcement |
| 2019 | Short-term, High Visibility Seat Belt Law Enforcement |

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

| Source Fiscal Year | Funding Source | Eligible Use of Funds | Estimated Funding Amount | Match Amount | Local Benefit |
|--------------------|--------------------|----------------------------|--------------------------|--------------|---------------|
| 2018 | FAST Act NHTSA 402 | Occupant Protection (FAST) | \$500,000.00 | \$500,000.00 | \$0.00 |

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

| Item | Quantity | Price Per Unit | Total Cost | NHTSA Share per unit | NHTSA Share Total Cost |
|------|----------|----------------|------------|----------------------|------------------------|
|------|----------|----------------|------------|----------------------|------------------------|

No records found.

5.2.2.2 Planned Activity: Local Police Occupant Protection Enforcement Campaign

Planned activity name Local Police Occupant Protection Enforcement Campaign

Planned activity number OP-19-02

Primary countermeasure strategy Short-term, High Visibility Seat Belt Law Enforcement

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Provide funds for overtime enforcement to local police departments for occupant protection patrols, including the May 2019 Click It or Ticket mobilization, to increase seat belt use. Additional patrols can also be conducted during other high-risk times and locations based on the latest available state and local data. Eligibility will be based upon crash data, subtracting crashes the MSP responded to, and then normalized by state population. In FFY 2018, any community with a crash rate equal to or above 0.09 was deemed eligible for this program. This eligibility criteria may be adjusted for the FFY 2019 program. Under this project, participating departments may request funding for equipment that can be utilized for occupant protection-related traffic enforcement and associated public awareness efforts. Equipment will not be offered as incentives to participate, but rather as items that may assist in the apprehension and education of unsafe drivers. EOPSS/OGR/HSD estimates a third (30%) of available funding distributed to subrecipients will be used to purchase equipment.

At this time, it is unknown what equipment subrecipients will purchase with allotted funding, but allowable items are anything associated with traffic enforcement and/or safety. Allowable equipment includes items such as approved handheld Radar and Lidar units, signage, crash reconstruction tools, cruiser cameras, tint meters, and signboards.

Enter intended subrecipients.

Local police departments

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

| Fiscal Year | Countermeasure Strategy Name |
|-------------|---|
| 2019 | Supporting Enforcement |
| 2019 | Short-term, High Visibility Seat Belt Law Enforcement |
| 2019 | Short High-Visibility Child Restraint Law Enforcement |

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

| Source | Fiscal Year | Funding Source | Eligible Use of Funds | Estimated Funding Amount | Match Amount | Local Benefit |
|--------|-------------|----------------------|-----------------------|--------------------------|--------------|---------------|
| | 2019 | FAST Act 405b OP Low | 405b Low HVE (FAST) | \$625,000.00 | \$600,000.00 | |

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

| Item | Quantity | Price Per Unit | Total Cost | NHTSA Share per unit | NHTSA Share Total Cost |
|------|----------|----------------|------------|----------------------|------------------------|
|------|----------|----------------|------------|----------------------|------------------------|

No records found.

5.2.3 Countermeasure Strategy: Short High-Visibility Child Restraint Law Enforcement

Program area Occupant Protection (Adult and Child Passenger Safety)

Countermeasure strategy Short High-Visibility Child Restraint Law Enforcement

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

High visibility short-duration seat belt law enforcement programs, such as Click It or Ticket, have proven to be the most effective countermeasure to date for improving seat belt usage rate. For FFY 2019 as in previous years, EOPSS/OGR/HSD will be tracking the number of child seat violations that occur during the course of CIOT enforcement patrols along with a slew of other violations. In doing so, both the local and state police will be sending a message to parents and caregivers that even if you have a seat belt on, if your child is not properly secured, you will be served notice by law enforcement.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

During the high visibility enforcement campaigns for Click It or Ticket, EOPSS/OGR/HSD will promote an occupant protection communications program intended to raise awareness for using both seat belts (adults) and properly using a child restraint seat (children). The combination of a marketing campaign and statewide enforcement activity promoting seat belt usage will help EOPSS/OGR/HSD reach its stated goal for unrestrained fatalities by December 31, 2019.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

This countermeasure was selected because it was the best option encompassing the planned activity.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

| Planned activity unique identifier | Planned Activity Name | Primary Countermeasure |
|------------------------------------|---|---|
| OP-19-02 | Local Police Occupant Protection Enforcement Campaign | Short-term, High Visibility Seat Belt Law Enforcement |

5.2.4 Countermeasure Strategy: School Programs

| | |
|-------------------------|--|
| Program area | Occupant Protection (Adult and Child Passenger Safety) |
| Countermeasure strategy | School Programs |

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

Conducting information/education sessions at schools has been shown to increase seat belt use as well as overall understanding of the importance of restraints while driving or riding in a vehicle. For FFY 2019, funding is being provided to MSP to travel to various high schools across the state to conduct vehicle simulations to educate the public, or more specifically, young drivers (those under 20 years of age) on the necessity of wearing a seat belt anytime one is in a moving vehicle.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

While young drivers make up a small portion, 5-6%, of all unrestrained fatalities reported in Massachusetts, making a lasting impression on them will be critical to decreasing the rate of unrestrained fatalities among those over 21 years of age in later years. As today's teenagers move into their 20s, EOPSS/OGR/HSD sees their continue adherence to wearing seat belts as an important factor in lowering the five-year average of unrestrained fatalities by December 31, 2019.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

This countermeasure was selected as it best encompassed the objectives of this planned activity.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

| Planned activity unique identifier | Planned Activity Name | Primary Countermeasure |
|------------------------------------|-------------------------------------|------------------------|
| PT-19-06 | MSP Young Drivers Education Program | School Programs |

5.2.4.1 Planned Activity: MSP Young Drivers Education Program

| | |
|---------------------------------|-------------------------------------|
| Planned activity name | MSP Young Drivers Education Program |
| Planned activity number | PT-19-06 |
| Primary countermeasure strategy | School Programs |

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Funds will be provided to the MSP for educating young drivers, as well as the general public, on the importance of wearing a seat belt and the dangers of impaired driving. MSP will conduct demonstrations of the Rollover Simulator, SIDNE vehicle (Simulated Impaired Driving Experience) and a Marijuana Simulation Kit at high schools, on weekends and at highly populated events in Massachusetts. This task will also provide funds for the purchase of a new Rollover Simulator, replacing the present one that is over 10 years old, and the purchase of a SIDNE vehicle upgrade to conduct demonstrations that relate to advanced automobile technology. Additionally, this task will provide funds for the purchase of a Marijuana Simulation Kit to help educate the community about the potential dangers that can result from marijuana use. Before the purchase of any equipment greater than \$5,000, prior authorization will be received from NHTSA. The MSP will abide by all Buy America Act requirements.

Depending on staff availability, MSP will make every effort to target high schools and public safety events within the top four counties for unrestrained fatalities (Bristol, Essex, Worcester, Franklin) over the past 10 years as well as the top four counties for alcohol-involved fatal crashes (Worcester, Bristol, Middlesex, Plymouth) during the same time frame. At a minimum, MSP will conduct six demonstrations across the top counties for unrestrained fatalities and alcohol-involved fatal crashes.

At a minimum, six demonstrations will be conducted to cover the top counties for unrestrained fatalities and alcohol-involved fatal crashes.

Enter intended subrecipients.

Massachusetts State Police

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

2019 School Programs

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

| Source | Fiscal Year | Funding Source | Eligible Use of Funds | Estimated Funding Amount | Match Amount | Local Benefit |
|--------|-------------|--------------------|-----------------------|--------------------------|--------------|---------------|
| 2019 | | FAST Act NHTSA 402 | Youth Alcohol (FAST) | \$76,500.00 | \$0.00 | \$0.00 |

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item Quantity Price Per Unit Total Cost NHTSA Share per unit NHTSA Share Total Cost

No records found.

5.2.5 Countermeasure Strategy: Communication Campaign

Program area Occupant Protection (Adult and Child Passenger Safety)

Countermeasure strategy Communication Campaign

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

For FFY 2019, EOPSS/OGR/HSD will develop and implement, through a contract with a marketing and advertising agency, a statewide paid and earned media campaign to support occupant protection efforts during the Fall 2018 and May 2019 Click it or Ticket enforcement mobilizations. The target audience of the paid media campaign will be based on the lowest use populations identified in the annual seat belt observation study. Earned media funds will promote the paid campaign, while incorporating state laws and highlighting the work of state and local law enforcement agencies. Paid and earned media funds will also be used to direct messaging at teen drivers and their parents as part of the "100 Deadliest Days" from Memorial-Labor Day and to parents and guardians of young children for Child Passenger Safety Week.

As unrestrained fatalities continue to fluctuate from year-to-year (up 28% in 2016 from 2015 after dropping 22% in 2015 from 2014), an extensive media campaign in conjunction with CIOT mobilizations will hopefully improve occupant usage of car seats and child restraint seats during FFY 2019 and beyond.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

An online and offline motor vehicle occupant safety campaign will raise awareness for drivers and passengers regarding the importance of wearing a seat belt. Furthermore, supporting the two CIOT campaigns will further impress the dangers of making the decision not to wear a seat belt (It's uncomfortable; I was only going down the street; I forgot) to potential motor vehicle occupants across the Commonwealth. The combination of enforcement and education (media) will help EOPSS/OGR/HSD reach its state target for unrestrained fatalities by December 31, 2019.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

This countermeasure was selected as it was the best option to describe the planned activity.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

| Planned activity unique identifier | Planned Activity Name | Primary Countermeasure |
|------------------------------------|---|------------------------|
| OP-19-01 | Occupant Protection Media | Communication Campaign |
| OP-19-08 | Child Passenger Safety (CPS) Statewide Information Line | Communication Campaign |
| OP-19-09 | Statewide Seat Belt Observation Survey | Communication Campaign |
| OP-19-12 | "Buckle Up" Road Signage | Communication Campaign |
| OP-19-13 | Higher Education Occupant Protection Media Program | Communication Campaign |
| OP-19-14 | Community-Based Occupant Protection Grant Program | Communication Campaign |

5.2.5.1 Planned Activity: Occupant Protection Media

Planned activity name Occupant Protection Media
Planned activity number OP-19-01
Primary countermeasure strategy Communication Campaign

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Develop and implement statewide paid and earned media to support occupant protection efforts during the October/November and May 2019 Click it or Ticket enforcement mobilizations. The target audience of the paid media will be based on the lowest use populations identified in the annual seat belt observation study. Earned media funds will promote the paid media, while incorporating state laws and highlighting the work of state and local law enforcement agencies. Paid and earned media funds will also be used to direct messaging at teen drivers and their parents as part of the "100 Deadliest Days" from Memorial Day to Labor Day and to parents and guardians of young children for Child Passenger Safety Week. EOPSS/OGR/HSD will contract with a marketing and advertising agency to execute these paid and earned media campaigns while running social media in-house for sustained educational efforts.

Internal policies will be followed noting that all media and communications activities should be in support of data-driven objectives and in coordination with other activities and programs, in particular, enforcement. Crash and citation data will be used not only for planning enforcement activities but also to determine the target audiences and media channels used to reach that audience. NHTSA's guidelines will be followed for messaging, demographics, best practices and target groups for each media effort.

Enter intended subrecipients.

Media vendor yet to be determined through state procurement process.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

| Fiscal Year | Countermeasure Strategy Name |
|-------------|------------------------------|
| 2019 | Communication Campaign |

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

| Source | Fiscal Year | Funding Source | Eligible Use of Funds | Estimated Funding Amount | Match Amount | Local Benefit |
|--------|-------------|--------------------|-------------------------|--------------------------|--------------|---------------|
| 2019 | | FAST Act NHTSA 402 | Paid Advertising (FAST) | \$500,000.00 | \$0.00 | \$0.00 |

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

| Item | Quantity | Price Per Unit | Total Cost | NHTSA Share per unit | NHTSA Share Total Cost |
|-------------------|----------|----------------|------------|----------------------|------------------------|
| No records found. | | | | | |

5.2.5.2 Planned Activity: Child Passenger Safety (CPS) Statewide Information Line

Planned activity name Child Passenger Safety (CPS) Statewide Information Line

Planned activity number OP-19-08

Primary countermeasure strategy Communication Campaign

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Provide funding for landline telephone services so the designated CPS Administrator may respond to all calls made to the Statewide CPS Information Line. The Statewide CPS Administrator will keep a log of all calls which will be submitted to EOPSS/OGR/HSD on a monthly basis.

Enter intended subrecipients.

Verizon

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

| Fiscal Year | Countermeasure Strategy Name |
|-------------|------------------------------|
| 2019 | Communication Campaign |

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

| Source | Fiscal Year | Funding Source | Eligible Use of Funds | Estimated Funding Amount | Match Amount | Local Benefit |
|--------|-------------|--------------------|------------------------|--------------------------|--------------|---------------|
| | 2019 | FAST Act NHTSA 402 | Child Restraint (FAST) | \$1,000.00 | \$0.00 | \$0.00 |

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

| Item | Quantity | Price Per Unit | Total Cost | NHTSA Share per unit | NHTSA Share Total Cost |
|------|----------|----------------|------------|----------------------|------------------------|
|------|----------|----------------|------------|----------------------|------------------------|

No records found.

5.2.5.3 Planned Activity: Statewide Seat Belt Observation Survey

Planned activity name Statewide Seat Belt Observation Survey

Planned activity number OP-19-09

Primary countermeasure strategy Communication Campaign

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Provide funding for a selected vendor to conduct the statewide seat belt observation survey utilizing NHTSA methodology. This survey is required of all states by NHTSA and will take place following the May Click It or Ticket (CIOT) Mobilization. This survey will capture demographic data to assist measuring performance and targeting future occupant protection programs. A final report will be submitted to EOPSS/OGR/HSD for review and dissemination.

Enter intended subrecipients.

Vendor yet to be determined via state procurement process.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

2019 Communication Campaign

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

| Source Fiscal Year | Funding Source | Eligible Use of Funds | Estimated Funding Amount | Match Amount | Local Benefit |
|--------------------|----------------------|-----------------------|--------------------------|--------------|---------------|
| 2019 | FAST Act 405b OP Low | 405b OP Low (FAST) | \$140,000.00 | \$125,000.00 | |

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

| Item | Quantity | Price Per Unit | Total Cost | NHTSA Share per unit | NHTSA Share Total Cost |
|------|----------|----------------|------------|----------------------|------------------------|
|------|----------|----------------|------------|----------------------|------------------------|

No records found.

5.2.5.4 Planned Activity: "Buckle Up" Road Signage

Planned activity name "Buckle Up" Road Signage

Planned activity number OP-19-12

Primary countermeasure strategy Communication Campaign

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

This program was originally planned for FFY 2018. Due to the uncertainty and delays in receiving grant funding, along with the need to fund higher priorities, the program was not implemented.

This program will install permanent "Buckle Up" road signs. Although there have been small improvements, Massachusetts still ranks well below the national average for seat belt use. With over 500 unbelted fatalities from 2012-2016, it is clear that the state has much more work to do and needs to try new approaches. The FAST Act has allowed for projects that promote public awareness of highway safety matters or enforces highway safety laws. Between 150 and 500 signs, which will adhere to USDOT code and installed across the Commonwealth. The most recent seat belt usage data and other key research data will be used to determine locations. Based on data for seat belt use, the signs will likely be placed on non-interstate roadways with a focus on more urban population centers. Information regarding vehicle counts and data on driving populations/demographics, when available, will help further customize sign locations.

Enter intended subrecipients.

Funds will be provided to material suppliers and installers and not subawarded.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

| Fiscal Year | Countermeasure Strategy Name |
|-------------|------------------------------|
| 2019 | Communication Campaign |

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

| Source | Fiscal Year | Funding Source | Eligible Use of Funds | Estimated Funding Amount | Match Amount | Local Benefit |
|--------|-------------|--------------------|----------------------------|--------------------------|--------------|---------------|
| 2019 | | FAST Act NHTSA 402 | Occupant Protection (FAST) | \$250,000.00 | \$0.00 | \$0.00 |

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

| Item | Quantity | Price Per Unit | Total Cost | NHTSA Share per unit | NHTSA Share Total Cost |
|-------------------|----------|----------------|------------|----------------------|------------------------|
| No records found. | | | | | |

5.2.5.5 Planned Activity: Higher Education Occupant Protection Media Program

| | |
|---------------------------------|--|
| Planned activity name | Higher Education Occupant Protection Media Program |
| Planned activity number | OP-19-13 |
| Primary countermeasure strategy | Communication Campaign |

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Provide grant funds to a college or university to develop a seat belt media campaign that resonates with younger drivers. The grant will be given to an academic department such as journalism, marketing, or one related to video/advertising production. It will be required that a department faculty member oversees the project including paying for student stipends, supplies, production costs, and travel.

The intent is to generate messaging that is conceptualized, developed, produced, and disseminated by young people to their peers. The end product(s) may be disseminated via social or earned media. The student workers will be given day-to-day guidance from the faculty member and also be able to work with the EOPSS/OGR/HSD staff and media vendor for additional direction. It is hoped that the end product(s) will be accepted by the target audience as peer-to-peer messaging, as opposed to government messaging.

Enter intended subrecipients.

College or university yet to be determined through a competitive process.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

2019 Communication Campaign

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

| Source Fiscal Year | Funding Source | Eligible Use of Funds | Estimated Funding Amount | Match Amount | Local Benefit |
|--------------------|--------------------|----------------------------|--------------------------|--------------|---------------|
| 2019 | FAST Act NHTSA 402 | Occupant Protection (FAST) | \$10,000.00 | \$0.00 | \$0.00 |

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item Quantity Price Per Unit Total Cost NHTSA Share per unit NHTSA Share Total Cost

No records found.

5.2.5.6 Planned Activity: Community-Based Occupant Protection Grant Program

Planned activity name Community-Based Occupant Protection Grant Program

Planned activity number OP-19-14

Primary countermeasure strategy Communication Campaign

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Competitive and discretionary grant awards will be provided to one or more organizations such as Girl Scouts, Boy Scouts, Parent-Teacher Organizations, schools, faith-based organizations, advocacy groups, etc., that will implement community-based educational and awareness programs. The eligible applicants may include both non-profit 501(c)(3) or governmental organizations.

This planned activity will consist of one or more data-driven competitive grant programs that will be focused in geographical areas and/or high risks populations that have demonstrated needs in the area of occupant protection.

The programs will generally be focused on raising awareness of road safety, training, and changing social attitudes and behaviors in order to reduce vehicle crashes and their associated fatalities, serious injuries and economic losses on the state's roadways.

This will not be a traffic enforcement program, but EOPSS/OGR/HSD will encourage applicants to develop new or enhance existing partnerships with law enforcement agencies to achieve project goals.

Selected grant subrecipients will develop and implement traffic safety improvement educational, and awareness programs that address issues in their targeted communities. Programs that focus on high risk groups or behaviors will be prioritized. Organizations will be encouraged to build partnerships that incorporate a whole- community data-driven approach to identifying and addressing road safety problems. The formation of community-wide road safety coalitions that bring together a wide constituency to focus on aspects of road safety will also be encouraged.

Projects that will develop and implement educational curriculum that aim to instill a life-long road safety culture in the Commonwealth's citizenry will also be prioritized. Projects may also incorporate social and/or traditional media strategies to change risky behavior on the state's roadways.

Enter intended subrecipients.

Non-profit and/or governmental organizations to be determined.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

2019 Communication Campaign

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

| Source | Fiscal Year | Funding Source | Eligible Use of Funds | Estimated Funding Amount | Match Amount | Local Benefit |
|--------|-------------|--------------------|----------------------------|--------------------------|--------------|---------------|
| 2019 | | FAST Act NHTSA 402 | Occupant Protection (FAST) | \$25,000.00 | \$0.00 | \$0.00 |

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

| Item | Quantity | Price Per Unit | Total Cost | NHTSA Share per unit | NHTSA Share Total Cost |
|-------------------|----------|----------------|------------|----------------------|------------------------|
| No records found. | | | | | |

5.2.6 Countermeasure Strategy: Child Restraint System Inspection Station(s)

Program area Occupant Protection (Adult and Child Passenger Safety)

Countermeasure strategy Child Restraint System Inspection Station(s)

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

The misuse and/or incorrect installation of a child restraint seat has been a concern of EOPSS/OGR/HSD, medical professionals and law enforcement for many years. An incorrectly installed car seat or using an outdated child restraint could result in serious or fatal injuries to the child in a motor vehicle crash. Child passenger safety (CPS) inspection stations, also called 'fitting stations' are locations or events where parents and caregivers can receive instruction from certified CPS technicians on proper installation methods as well as have current car seats examined for usability and safety. In Massachusetts, CPS grantees are required to offer at least two 'fitting station' events along with regular hours (once a week at least) where parents and caregivers can come in for instruction, inspection and education on car seats.

Through these 'fitting stations' parents and caregivers increase their knowledge on how to better restrain their young passengers so a child's risk of injury in a crash is reduced greatly. Furthermore, parents and caregivers that visit 'fitting stations' are more likely to pass on this information to other parents, family and friends, which exponentially expands critical knowledge about car seats and will spur other parents and caregivers to go to a car seat event or 'fitting station.'

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

From 2007-2016, unrestrained fatalities accounted for a third of all motor vehicle-related fatalities. Passengers under 16 years of age were a mere 1% of all unrestrained fatalities but still 1% too many as youths are a) modeling their behavior after adults (not wearing seat belts); b) adults are installing car seats improperly or using defective/outdated car seats; and c) or adults are simply not using car seats at all. In FFY 2019, EOPSS/OGR/HSD plans to increase funding for the CPS Equipment Grant and MSP CPS Checkpoint program to allow grantees (State police, local law enforcement, hospitals - wherever certified CPS technicians are) to purchase more new car seats for distribution to families in need at car seat safety events and 'fitting stations.' The increased number of new car seats for distribution will ensure more children are properly fitted in NHTSA-approved car seats, which will result in a lower number of fatalities among those under 16 years of age. Plus, increased car seat checkpoints hosted by State Police will result in more knowledgeable parents and caregivers and, in turn, better protected children. Both planned activities will help EOPSS/OGR/HSD meet its stated target for unrestrained fatalities by December 31, 2019.

Planned activities will also help target at-risk groups within Massachusetts regarding seat belt usage: Tminority (Hispanic/Black), which have consistently have had the lowest seat belt usage rate in the annual statewide seat belt observation survey; as well as nighttime drivers (those driving between 6pm - 3am), which have accounted for nearly 50% of all unrestrained fatalities in the last decade (2007-2016).

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

This countermeasure was selected as it best encompassed the objectives of the planned activities.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

| Planned activity unique identifier | Planned Activity Name | Primary Countermeasure |
|------------------------------------|---|--|
| OP-19-10 | MSP Child Passenger Safety Car Seat Checkpoints | Child Restraint System Inspection Station(s) |
| OP-19-06 | Child Passenger Safety Equipment Grant Program | Child Restraint System Inspection Station(s) |

5.2.6.1 Planned Activity: MSP Child Passenger Safety Car Seat Checkpoints

Planned activity name MSP Child Passenger Safety Car Seat Checkpoints
Planned activity number OP-19-10
Primary countermeasure strategy Child Restraint System Inspection Station(s)

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

Yes

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Funds will be provided to the MSP for conducting approximately 6-8 child car seat safety checkpoints throughout Massachusetts. These checkpoints will provide the public with information on the Child Passenger Safety (CPS) laws, regulations, and standards for car seats as well as assisting the public with proper car seat installations, if necessary. Checkpoint locations and dates are yet to be determined. Low-income and car seat violation analysis will be used to assist MSP in selecting the location and duration for the checkpoints. Funding for this task is for MSP overtime pay only. No car seats will be purchased with this funding.

Through this planned activity will help focus on key at-risk groups within Massachusetts: minority (Hispanic/Black), which have consistently have had the lowest seat belt usage rate in the annual statewide seat belt observation survey; as well as nighttime drivers (those driving between 6pm - 3am), which have accounted for nearly 50% of all unrestrained fatalities in the last decade (2007-2016). Checkpoints will be conducted in regions of high unrestrained fatalities such as Worcester County, Middlesex County, and Bristol County, which an emphasis on being in areas that have highest minority demographics for the most impact.

Enter intended subrecipients.

Massachusetts State Police

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

| Fiscal Year | Countermeasure Strategy Name |
|-------------|------------------------------|
|-------------|------------------------------|

2019 Child Restraint System Inspection Station(s)

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

| Source Fiscal Year | Funding Source | Eligible Use of Funds | Estimated Funding Amount | Match Amount | Local Benefit |
|--------------------|--------------------|------------------------|--------------------------|--------------|---------------|
| 2019 | FAST Act NHTSA 402 | Child Restraint (FAST) | \$27,000.00 | \$0.00 | \$0.00 |

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

| Item | Quantity | Price Per Unit | Total Cost | NHTSA Share per unit | NHTSA Share Total Cost |
|-------------------|----------|----------------|------------|----------------------|------------------------|
| No records found. | | | | | |

5.2.6.2 Planned Activity: Child Passenger Safety Equipment Grant Program

Planned activity name Child Passenger Safety Equipment Grant Program

Planned activity number OP-19-06

Primary countermeasure strategy Child Restraint System Inspection Station(s)

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

Yes

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

EOPSS/OGR/HSD will provide grants to municipal departments, regional non-profits including hospitals, and higher-education public safety agencies for the purchase of car seats for distribution to those in need at their inspection stations. Despite Massachusetts having the lowest child mortality rate in the country, NHTSA estimates a 46% child seat misuse rate, and past subrecipients have observed up to a 90% misuse rate in their inspection stations, including expired seats, children in the wrong size seats, and seats installed incorrectly.

Grant subrecipients will be selected based on the quality of their current Child Passenger Safety (CPS) program, the identification of low-income populations in their coverage area, and methods for reaching out to those in financial need of a car seat. In addition to distributing seats to low income families, either through outreach or at inspection sites, law enforcement agencies may use seats in emergency situations, such as traffic stops where they find seat misuse or a lack of proper child restraint.

Through this planned activity we will focus on key at-risk groups within Massachusetts: minority (Hispanic/Black), which have consistently have had the lowest seat belt usage rate in the annual statewide seat belt observation survey; as well as nighttime drivers (those driving between 6pm - 3am), which have accounted for nearly 50% of all unrestrained fatalities in the last decade (2007-2016). The CPS program will seek to award funding to subrecipients in regions or municipalities with high unrestrained fatalities as well as high density of minority residences such as Springfield, Boston, Worcester, and Fall River. Through outreach by CPS Technicians at fitting stations and safety events, more drivers will learn about the importance of wearing seat belts.

Enter intended subrecipients.

Subrecipients have not yet been selected. The application process has not started as of this time.

CPS Equipment Grant Program applications will be available in mid-to-late June 2018.

Eligible applicants may include Massachusetts municipal departments, University and College Police Departments, not-for-profit hospitals, and regional non-profit organizations that can adhere to the grant's purpose of distributing federally approved car seats to residents in need.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

| Fiscal Year | Countermeasure Strategy Name |
|-------------|--|
| 2019 | Child Restraint System Inspection Station(s) |

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

| Source Fiscal Year | Funding Source | Eligible Use of Funds | Estimated Funding Amount | Match Amount | Local Benefit |
|--------------------|--------------------|------------------------|--------------------------|--------------|---------------|
| 2019 | FAST Act NHTSA 402 | Child Restraint (FAST) | \$225,000.00 | \$200,000.00 | \$225,000.00 |

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

| Item | Quantity | Price Per Unit | Total Cost | NHTSA Share per unit | NHTSA Share Total Cost |
|-------------------|----------|----------------|------------|----------------------|------------------------|
| No records found. | | | | | |

5.2.6.3 Planned Activity: Child Passenger Safety Administration and Training

| | |
|---------------------------------|--|
| Planned activity name | Child Passenger Safety Administration and Training |
| Planned activity number | OP-19-07 |
| Primary countermeasure strategy | Child Restraint System Inspection Station(s) |

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger

safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

Yes

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

EOPSS/OGR/HSD will provide funding to Baystate Medical Center to recruit, train, and maintain a sufficient number of certified Child Passenger Safety (CPS) technicians and instructors in Massachusetts. A minimum of 20 courses will be conducted statewide, including CPS Technician, CPS Technician Renewal, CPS Update, CPS Special Needs, and CPS Ambulance. Additionally, Baystate will coordinate staffing and sign-offs at check-up events, and respond to all calls made to the Statewide CPS Information Line.

Baystate will also continue to provide half day CPS trainings monthly at the Massachusetts Department of Children and Families (DCF) statewide training center. This program began as a collaborative pilot effort in January 2018 between EOPSS/OGR/HSD and DCF, with one optional training being offered monthly for 3-months to social workers. Social workers are frequently required to transport children in their personal vehicles, yet very few have any car seat knowledge or formal training. Based on the success of the pilot, in April 2018, DCF made it a mandatory training for all social worker technicians. The half day training is comprised of both classroom and hands-on in-vehicle training, with the goal being for attendees to know the basics of installation and who to contact if they need further assistance. EOPSS/OGR/HSD proposes to continue covering the cost of instructors for these much needed monthly trainings at the statewide training center. EOPSS/OGR/HSD also continues to explore opportunities to enhance this collaboration, by either providing CPS Technician Training to DCF supervisors, or by providing the half-day training at DCF's regional area offices around the state.

Through this planned activity will help law enforcement officers, through CPS training and education, focus on key at-risk groups within Massachusetts: minority (Hispanic/Black), which have consistently have had the lowest seat belt usage rate in the annual statewide seat belt observation survey; as well as nighttime drivers (those driving between 6pm - 3am), which have accounted for nearly 50% of all unrestrained fatalities in the last decade (2007-2016). The administrator of the CPS program will focus on offering CPS-related classes in regions with high unrestrained fatalities such as Bristol County, Middlesex County, and Worcester County.

Enter intended subrecipients.

Baystate Medical Center (Springfield, MA)

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

| Fiscal Year | Countermeasure Strategy Name |
|-------------|------------------------------|
| 2019 | Supporting Enforcement |

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

| Source | Fiscal Year | Funding Source | Eligible Use of Funds | Estimated Funding Amount | Match Amount | Local Benefit |
|--------|-------------|----------------------|--|--------------------------|--------------|---------------|
| 2019 | | FAST Act 405b OP Low | 405b Low Community CPS Services (FAST) | \$225,000.00 | \$0.00 | \$0.00 |

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

| Item | Quantity | Price Per Unit | Total Cost | NHTSA Share per unit | NHTSA Share Total Cost |
|-------------------|----------|----------------|------------|----------------------|------------------------|
| No records found. | | | | | |

5.3 Program Area: Motorcycle Safety

| | |
|-------------------|-------------------|
| Program area type | Motorcycle Safety |
|-------------------|-------------------|

Will countermeasure strategies and planned activities be described in this plan to address the program area?

Yes

Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?

No

Problem identification

Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.

Motorcycling continues to be a popular, yet dangerous, pastime in the U.S. as vehicle miles traveled (VMT) by motorcycles have doubled since 2004. In 2016, motorcycle fatalities occurred nearly 28 times more often, based on VMT, than passenger car fatalities (Traffic Safety Facts, February 2016, DOT HS 812 492). That same year, there were almost 168,000 motorcycles registered in Massachusetts with 42 motorcycle rider fatalities reported. That gave Massachusetts a motorcycle fatality rate of 25.03 per 100,000 registered motorcycles. The national rate, by comparison, was significantly higher at 60.90. Since 2007, motorcycle fatalities have fallen 32%.

NHTSA estimates that nationally, helmets saved the lives of 1,859 motorcyclists in 2016. If all motorcyclists had worn helmets, an additional 802 lives could have been saved. Helmets are estimated to be 37 percent effective in preventing fatal injuries to motorcycle riders, and 41 percent for passengers. In other words, for every 100 motorcycle riders killed in crashes while not wearing helmets, 37 of them could have been saved had they worn one. According to results from the 2016 National Occupant Protection Use Survey (NOPUS), the overall rate of DOT-compliant motorcycle helmet use in the United States was 65.3 percent. Helmet use was significantly higher in States that required all motorcyclists to be helmeted than states that did not (Traffic Safety Facts, March 2017, DOT HS 812 378). Massachusetts does require that motorcyclists be helmeted. Of the 42 reported motorcycle fatalities in 2016 in the Commonwealth, only two were determined to be not wearing a helmet at the time of crash.

In 2016, motorcycle fatalities accounted for 11% of all motor vehicle-related fatalities in Massachusetts, down from 16% in 2015. Males represented 86% (36 of 42) the motorcycle fatalities. Females accounted for 14% (6) of fatalities - the highest level in ten years. Since 2007, there have been over 500 motorcycle fatalities across the Commonwealth with 15% (74) occurring in Worcester County. The 21 reported motorcycle fatalities in Hampshire County accounted for nearly a quarter of all fatalities that happened in the county.

| Motorcycle Fatalities | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | Total | % All MC Fatalities (n =501) | County Fatalities 2007-2016 | % MC of All County Fata |
|-----------------------|------|------|------|------|------|------|------|------|------|------|-------|------------------------------|-----------------------------|-------------------------|
| Barnstable | 4 | 3 | 3 | 5 | 1 | 2 | 2 | 0 | 4 | 1 | 25 | 5% | 193 | 13% |
| Berkshire | 3 | 2 | 3 | 4 | 2 | 2 | 0 | 2 | 0 | 0 | 18 | 4% | 123 | 15% |
| Bristol | 4 | 5 | 3 | 9 | 5 | 7 | 5 | 8 | 4 | 7 | 57 | 11% | 458 | 12% |
| Essex | 2 | 3 | 6 | 7 | 4 | 4 | 5 | 2 | 3 | 3 | 39 | 8% | 342 | 11% |
| Franklin | 0 | 3 | 1 | 1 | 1 | 1 | 0 | 0 | 3 | 1 | 11 | 2% | 62 | 18% |

| | | | | | | | | | | | | | | |
|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|------------|-----|--------------|------------|
| Hampden | 7 | 4 | 8 | 4 | 2 | 8 | 6 | 5 | 2 | 7 | 53 | 11% | 337 | 16% |
| Hampshire | 1 | 2 | 1 | 4 | 3 | 1 | 2 | 3 | 3 | 1 | 21 | 4% | 86 | 24% |
| Middlesex | 5 | 5 | 9 | 9 | 3 | 4 | 3 | 3 | 8 | 8 | 57 | 11% | 528 | 11% |
| Norfolk | 7 | 1 | 3 | 3 | 1 | 9 | 3 | 3 | 5 | 4 | 39 | 8% | 344 | 11% |
| Plymouth | 11 | 5 | 5 | 2 | 7 | 1 | 6 | 9 | 7 | 4 | 57 | 11% | 382 | 15% |
| Suffolk | 9 | 5 | 4 | 3 | 3 | 9 | 5 | 1 | 10 | 1 | 50 | 10% | 280 | 18% |
| Worcester | 8 | 4 | 9 | 10 | 7 | 7 | 5 | 9 | 10 | 5 | 74 | 15% | 534 | 14% |
| | 61 | 42 | 55 | 61 | 39 | 55 | 42 | 45 | 59 | 42 | 501 | | 3,669 | 14% |

From 2007 to 2016, there were 463 fatal motorcycle crashes of which 230 involved another motor vehicle. The top three counties for this type of crash were Worcester, Bristol, and Hampden. Those three counties accounted for 39% of all motorcycle crashes with another motor vehicle. It is interesting that the three highest counties with the highest percentages for crashes without hitting another motor vehicle - Berkshire, Franklin, and Hampshire - are rural with many scenic roadways and low levels of interstate travel.

| Motorcycle Crashes Involving Another MV | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | Total | % All MC |
|--|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|--------------|-----------------|
| Barnstable | 3 | 0 | 3 | 3 | 1 | 1 | 1 | 0 | 1 | 1 | 14 | 6.1% |
| Berkshire | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 5 | 2.2% |
| Bristol | 3 | 3 | 1 | 5 | 3 | 3 | 3 | 3 | 1 | 5 | 30 | 13.0% |
| Essex | 1 | 1 | 3 | 3 | 1 | 2 | 2 | 1 | 2 | 2 | 18 | 7.8% |
| Franklin | 0 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 1 | 1 | 6 | 2.6% |
| Hampden | 3 | 2 | 4 | 1 | 0 | 7 | 3 | 4 | 1 | 2 | 27 | 11.7% |
| Hampshire | 0 | 0 | 1 | 0 | 2 | 1 | 1 | 1 | 0 | 1 | 7 | 3.0% |
| Middlesex | 2 | 1 | 6 | 3 | 2 | 3 | 0 | 0 | 2 | 3 | 22 | 9.6% |
| Norfolk | 4 | 1 | 2 | 2 | 0 | 4 | 1 | 2 | 3 | 4 | 23 | 10.0% |
| Plymouth | 7 | 1 | 3 | 1 | 3 | 0 | 2 | 4 | 3 | 1 | 25 | 10.9% |
| Suffolk | 0 | 3 | 3 | 1 | 1 | 4 | 2 | 0 | 5 | 1 | 20 | 8.7% |
| Worcester | 3 | 2 | 5 | 4 | 3 | 3 | 4 | 2 | 5 | 2 | 33 | 14.3% |
| | 26 | 16 | 33 | 26 | 17 | 28 | 19 | 18 | 24 | 23 | 230 | |

Not surprisingly, most motorcycle fatalities occur during the weekend (Saturday/Sunday). These two days accounted for 39% of all fatalities over the last ten years.

| Day of Week | Total Fatalities (2007-2016) | % of All MC Fatalities |
|--------------------|-------------------------------------|-------------------------------|
| Sunday | 97 | 19% |
| Monday | 57 | 11% |
| Tuesday | 65 | 13% |
| Wednesday | 53 | 11% |
| Thursday | 60 | 12% |
| Friday | 64 | 13% |
| Saturday | 102 | 20% |
| | | |

The summer months (June, July, August) account for 49% of all motorcycle fatalities. Add in spring (March, April, May) and the total for the two seasons is 74% of all motorcycle fatalities. EOPSS/OGR/HSD has to ensure any enforcement related to motorcycle safety is conducted during the weekends throughout spring and summer.

| Month of Year | Total Fatalities | % of All MC Fatalities |
|----------------------|-------------------------|-------------------------------|
| January | 4 | 0.8% |
| February | 2 | 0.4% |
| March | 18 | 4% |
| April | 47 | 9% |
| May | 59 | 12% |
| June | 69 | 14% |
| July | 86 | 17% |
| August | 90 | 18% |
| September | 56 | 11% |
| October | 38 | 8% |
| November | 25 | 5% |
| December | 4 | 0.8% |

| | | |
|--|--|--|
| | | |
|--|--|--|

In 2016, NHTSA reported that 33% of all motorcycle riders in a fatal crashes were speeding. For Massachusetts, the rate was lower at 23% with 14 of the 41 crashes involving speeding, either over the posted limit or too fast for conditions. Over the past seven years (2010-2016), speed involvement in motorcycle crashes has fluctuated, from a low of 22% to a high of 42%.

| | MC Crashes | MC Crash w/Speeding | % |
|------|------------|---------------------|------------|
| 2010 | 60 | 17 | 28% |
| 2011 | 40 | 20 | 33% |
| 2012 | 52 | 19 | 32% |
| 2013 | 42 | 17 | 28% |
| 2014 | 44 | 13 | 22% |
| 2015 | 55 | 25 | 42% |
| 2016 | 41 | 14 | 23% |
| | 334 | 125 | 37% |

Motorcycle fatalities in the past decade have occurred more frequently among riders between the ages of 21 and 35. This age group accounted for 44% of fatalities. In the past five years (2012-2016), this age group was the only segment to see an increase in fatalities compared to the prior five-year period (2007-2011).

| MC Fatalities by Age Group | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | Total | % of All MC Fatalities |
|----------------------------|----------------|------|------|------|------|------|------|------|------|------|-------|------------------------|
| | Under 16 years | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 2 |
| 16 - 20 | 5 | 3 | 3 | 6 | 4 | 3 | 2 | 1 | 4 | 2 | 33 | 6.6% |
| 21 - 25 | 13 | 5 | 10 | 14 | 6 | 9 | 12 | 14 | 15 | 10 | 108 | 21.6% |
| 26 - 35 | 16 | 7 | 11 | 11 | 8 | 12 | 5 | 13 | 17 | 12 | 112 | 22.4% |
| 36 - 45 | 12 | 6 | 11 | 12 | 7 | 10 | 6 | 7 | 9 | 3 | 83 | 16.6% |
| 46 - 55 | 7 | 16 | 10 | 9 | 8 | 11 | 8 | 7 | 4 | 7 | 87 | 17.4% |
| 56 - 65 | 7 | 4 | 9 | 7 | 3 | 8 | 9 | 2 | 4 | 5 | 58 | 11.6% |
| Over 65 | 2 | 1 | 1 | 2 | 3 | 1 | 0 | 2 | 2 | 3 | 17 | 3.4% |

Based on the data provided above, EOPSS/OGR/HSD will let law enforcement agencies involved in motorcycle safety enforcement focus activity on the weekend and during the warmer months (May - September). A key demographic will be motorcycle riders from age 21 to 35 in Bristol, Hampden and Worcester counties.

Performance measures

Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.

Performance Measures in Program Area

| Fiscal Year | Performance Measure Name | Target Period(Performance Target) | Target End Year | Target Value(Performance Target) |
|-------------|--|-----------------------------------|-----------------|----------------------------------|
| 2019 | C-7) Number of motorcyclist fatalities (FARS) | 5 Year | 2019 | 46.0 |
| 2019 | C-8) Number of unhelmeted motorcyclist fatalities (FARS) | 5 Year | 2019 | 3.0 |

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

Countermeasure Strategies in Program Area

| Fiscal Year | Countermeasure Strategy Name |
|-------------|--|
| 2019 | Motorcycle Rider Training |
| 2019 | Highway Safety Office Program Management |
| 2019 | Communication Campaign |

5.3.1 Countermeasure Strategy: Motorcycle Rider Training

| | |
|--------------------------------|---------------------------|
| Program area | Motorcycle Safety |
| Countermeasure strategy | Motorcycle Rider Training |

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

Yes

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

Yes

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

Data has shown that motorcycle rider training does help improve motorcycle safety and reduces the likelihood of fatal crashes among those who complete the training. In FFY 2019, EOPSS/OGR/HSD will work with the RMV to help fund improvements to its Motorcycle Rider Education Program (MREP) that will lead to enhancements in the delivery of motorcycle trainings to both urban and rural areas as well as increase the number of certified motorcycle training instructors. These improvements will greatly increase motorcyclist safety across Massachusetts.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

Motorcyclist fatalities are highest among riders between the ages of 21 and 35, accounting for nearly 45% of all motorcyclist fatalities. EOPSS/OGR/HSD will work with the RMV to promote motorcycle rider training to this age demographic. The more riders in this age group that attend training in FFY 2019, the better chance Massachusetts has to meet its stated motorcyclist fatality performance target by December 31, 2019.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

This countermeasure was selected because it was the best option to encompass the objectives of the planned activity.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

| Planned activity unique identifier | Planned Activity Name | Primary Countermeasure |
|------------------------------------|--|---------------------------|
| MC-19-02 | Motorcycle Safety Program Enhancements | Motorcycle Rider Training |

5.3.1.1 Planned Activity: Motorcycle Safety Program Enhancements

| | |
|---------------------------------|--|
| Planned activity name | Motorcycle Safety Program Enhancements |
| Planned activity number | MC-19-02 |
| Primary countermeasure strategy | Motorcycle Rider Training |

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Funds will be provided to the RMV to help fund the Motorcycle Rider Education Program (MREP), which will improve the delivery of motorcycle trainings to both urban and rural areas and increase the recruitment of motorcycle training instructors. The MREP will conduct at least one new RiderCoach training class, fund one Deaf Basic Rider Course, and will coordinate the delivery and staffing of its mobile training unit, the SMART Rider, at motorcycle events around the state. The MREP will also conduct site visits at motorcycle safety training schools in the state to ensure classes and ranges align with the newly adopted state curriculum: the Motorcycle Safety Foundation's updated Basic Rider Course.

Additionally, EOPSS/OGR/HSD will develop media in coordination with MREP to enhance driver awareness of motorcyclists and educate them on the need to share the road. The awareness campaign will run in late spring-summer, the time of year when motorcyclist fatalities spike. Any associated media buy(s) will skew towards Bristol, Hampden, Norfolk, Plymouth, and Worcester counties, which represent 60% of the motorcycle crashes involving another motor vehicle from 2007-2016. Strong internal policies will be followed noting that all media and communications activities should be in support of data-driven objectives and in coordination with other activities and programs, in particular, enforcement. Crash and citation data will be used not only for planning enforcement activities but also to determine the target audiences and media channels used to reach that audience. NHTSA's guidelines will be followed for messaging, demographics, best practices and target groups for each media effort.

Massachusetts has 12 motorcycle schools that conduct training courses at 26 different sites, encompassing 11/14 counties.

Site listing by town/city in county

Barnstable: West Dennis

Berkshire: Pittsfield

Bristol: Dartmouth, Raynham, Seekonk, South Easton

Dukes: None

Essex: Beverly, North Andover

Franklin: Ashfield, Greenfield

Hampden: Palmer, Westfield (2)

Hampshire: None

Middlesex: Ayer, Bedford, Framingham, Tyngsboro

Nantucket: None

Norfolk: Foxboro, Norwood

Plymouth: Brockton, Plympton, Wareham

Suffolk: Revere
Worcester: Auburn, Sturbridge, West Boylston

Registered motorcycles by county 2017-

- Barnstable- 6704
- Berkshire- 5099
- Bristol- 18349
- Dukes- 907
- Essex- 18865
- Franklin- 3212
- Hampden- 12144
- Hampshire- 4256
- Middlesex- 32037
- Nantucket- 568
- Norfolk- 12843
- Plymouth- 15562
- Suffolk- 6859
- Unknown- 94
- Worcester- 27649

Total- 165148

Site listing by town/city in county

- Barnstable: West Dennis
- Berkshire: Pittsfield
- Bristol: Dartmouth, Raynham, Seekonk, South Easton
- Dukes: None
- Essex: Beverly, North Andover
- Franklin: Ashfield, Greenfield
- Hampden: Palmer, Westfield (2)
- Hampshire: None
- Middlesex: Ayer, Bedford, Framingham, Tyngsboro
- Nantucket: None
- Norfolk: Foxboro, Norwood
- Plymouth: Brockton, Plympton, Wareham
- Suffolk: Revere
- Worcester: Auburn, Sturbridge, West Boylston

Enter intended subrecipients.

Massachusetts Registry of Motor Vehicles

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

| Fiscal Year | Countermeasure Strategy Name |
|-------------|------------------------------|
| 2019 | Motorcycle Rider Training |

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

| Source | Fiscal Year | Funding Source | Eligible Use of Funds | Estimated Funding Amount | Match Amount | Local Benefit |
|--------|-------------|----------------|-----------------------|--------------------------|--------------|---------------|
|--------|-------------|----------------|-----------------------|--------------------------|--------------|---------------|

Major purchases and dispositions

Click **Add New** to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

| Item | Quantity | Price Per Unit | Total Cost | NHTSA Share per unit | NHTSA Share Total Cost |
|------|----------|----------------|------------|----------------------|------------------------|
|------|----------|----------------|------------|----------------------|------------------------|

No records found.

5.3.2 Countermeasure Strategy: Highway Safety Office Program Management

Program area Motorcycle Safety

Countermeasure strategy Highway Safety Office Program Management

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

Funding for staffing to manage the stated planned activities for FFY 2019 under "Motorcycle Safety." Without funding, EOPSS/OGR/HSD staff cannot properly oversee the planned activities aimed at reducing motorcyclist fatalities on the roadways of Massachusetts.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

Without funding to support EOPSS/OGR/HSD staff, planned activities that will help improve motorcycle safety and reduce motorcyclist fatalities will not happen. If no programs take place, motorcyclist fatalities will likely increase in the coming years.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

Lack of funding to support a quality program management staff will lead poor programming execution and lead to many errors from little or no oversight. A well-funded program management staff will lead to improved motorcycle safety messaging and reduced motorcyclist fatalities.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

| Planned activity unique identifier | Planned Activity Name | Primary Countermeasure |
|------------------------------------|--|--|
| MC-19-03 | Program Management - Motorcycle Safety | Highway Safety Office Program Management |

5.3.2.1 Planned Activity: Program Management - Occupant Protection

| | |
|---------------------------------|--|
| Planned activity name | Program Management - Occupant Protection |
| Planned activity number | OP-19-15 |
| Primary countermeasure strategy | Highway Safety Office Program Management |

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a

majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Provide sufficient staff to manage programming described in the FFY 2019 HSP, and cover in- and out-of-state travel, professional development expenses, conference fees, postage and office supplies.

Enter intended subrecipients.

Funds will support SHSO program staff and will not be subawarded.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

| Fiscal Year | Countermeasure Strategy Name |
|-------------|--|
| 2019 | Highway Safety Office Program Management |

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

| Source | Fiscal Year | Funding Source | Eligible Use of Funds | Estimated Funding Amount | Match Amount | Local Benefit |
|--------|-------------|--------------------|----------------------------|--------------------------|--------------|---------------|
| 2019 | | FAST Act NHTSA 402 | Occupant Protection (FAST) | \$200,000.00 | \$0.00 | \$0.00 |

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

| Item | Quantity | Price Per Unit | Total Cost | NHTSA Share per unit | NHTSA Share Total Cost |
|-------------------|----------|----------------|------------|----------------------|------------------------|
| No records found. | | | | | |

5.3.3 Countermeasure Strategy: Communication Campaign

| | |
|--------------------------------|------------------------|
| Program area | Motorcycle Safety |
| Countermeasure strategy | Communication Campaign |

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network

of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

Yes

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

Yes

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

In 2016, motorcycle fatalities accounted for 11% of all motor vehicle-related fatalities in Massachusetts, down from 16% in 2015. To continue this positive trend in declining motorcycle fatalities, EOPSS/OGR/HSD will partner with RMV's Motorcycle Rider Education Program (MREP) to develop and promote an awareness campaign to increase motorcyclist safety. The media for the campaign - online, radio, television, and/or outdoor billboards/electronic signs, will take place during the warmer months (late spring - early fall) to take advantage of the peak riding season in Massachusetts when over 70% of motorcycle fatalities occur.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

Not only will the media campaign be in full force during warmer months when motorcyclist are more likely to be on the roads, any associated media buy(s) will skew towards Bristol, Hampden, Norfolk, Plymouth, and Worcester counties, which represent 60% of the motorcycle crashes involving another motor vehicle from 2007 to 2016. By targeting these counties, EOPSS/OGR/HSD hopes to meet its stated FFY 2019 HSP motorcycle performance target by December 31, 2019.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

This countermeasure was selected because its was the best option to describe the objectives of this planned activity.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

| Planned activity unique identifier | Planned Activity Name | Primary Countermeasure |
|------------------------------------|-------------------------|------------------------|
| MC-19-01 | Motorcycle Safety Media | Communication Campaign |

5.3.3.1 Planned Activity: Motorcycle Safety Media

| | |
|---------------------------------|-------------------------|
| Planned activity name | Motorcycle Safety Media |
| Planned activity number | MC-19-01 |
| Primary countermeasure strategy | Communication Campaign |

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Funds will be provided for the implementation of a media program to educate motorcyclists about the importance of rider safety and the dangers of impaired riding. A combination of earned and paid media will focus on the dangers of speeding and the enforcement of impaired riding laws through public services announcements, social media, and press outreach. Local and national data will be used to identify the timing and target audience of the campaign. EOPSS/OGR/HSD will contract with a media vendor to assist with development and targeted distribution of motorcycle safety information to key demographics and regions in Massachusetts.

Internal policies will be followed noting that all media and communications activities should be in support of data-driven objectives and in coordination with other activities and programs, in particular enforcement. Crash and citation data will be used not only for planning enforcement activities but also to determine the target audiences and media channels used to reach that audience. NHTSA's guidelines will be followed for messaging, demographics, best practices and target groups for each media effort.

Enter intended subrecipients.

Media vendor to be determined through the state procurement process.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

| Fiscal Year | Countermeasure Strategy Name |
|-------------|------------------------------|
| 2019 | Communication Campaign |

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

| Source Fiscal Year | Funding Source | Eligible Use of Funds | Estimated Funding Amount | Match Amount | Local Benefit |
|--------------------|--------------------|-------------------------|--------------------------|--------------|---------------|
| 2019 | FAST Act NHTSA 402 | Paid Advertising (FAST) | \$75,000.00 | \$37,500.00 | \$0.00 |

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

| Item | Quantity | Price Per Unit | Total Cost | NHTSA Share per unit | NHTSA Share Total Cost |
|-------------------|----------|----------------|------------|----------------------|------------------------|
| No records found. | | | | | |

5.4 Program Area: Non-motorized (Pedestrians and Bicyclist)

Program area type Non-motorized (Pedestrians and Bicyclist)

Will countermeasure strategies and planned activities be described in this plan to address the program area?

Yes

Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?

No

Problem identification

Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.

PEDESTRIAN SAFETY

From 2007 to 2016, pedestrian fatalities in the U.S. dropped 9%. Unfortunately, Massachusetts has not experienced this decline. Pedestrian fatalities have jumped 21% in the same period. Nationally in 2016, pedestrian fatalities accounted for 16% of all traffic deaths; in Massachusetts that number was 21%. Massachusetts had the same balance for male and female pedestrian fatalities as nationwide, 70% and 30%, respectively.

Middlesex led all counties in Massachusetts with 140 pedestrian fatalities from 2007 to 2016, accounting for 19% of all pedestrian deaths. Suffolk (105) and Worcester (84) round out the top three with 15% and 12% of all pedestrian fatalities, respectively. Together these three counties represent 46% of all pedestrian fatalities over the past ten years. Suffolk was far ahead of all other counties with 38% of its fatalities being pedestrians.

| Pedestrian Fatalities | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | Total | % All Ped | Fatalities 2007-2016 | % Ped Fatalities |
|-----------------------|------|------|------|------|------|------|------|------|------|------|-------|-----------|----------------------|------------------|
| Barnstable | 2 | 2 | 1 | 5 | 4 | 2 | 5 | 2 | 2 | 4 | 29 | 4% | 193 | 15% |

| | | | | | | | | | | | | | | |
|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|------------|-----|--------------|------------|
| Berkshire | 3 | 0 | 1 | 3 | 2 | 1 | 2 | 1 | 2 | 3 | 18 | 3% | 123 | 15% |
| Bristol | 5 | 9 | 4 | 9 | 7 | 12 | 2 | 8 | 7 | 2 | 65 | 9% | 458 | 14% |
| Essex | 6 | 8 | 8 | 6 | 9 | 11 | 11 | 5 | 7 | 5 | 76 | 11% | 342 | 22% |
| Franklin | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0% | 62 | 2% |
| Hampden | 6 | 5 | 4 | 4 | 8 | 6 | 8 | 6 | 9 | 4 | 60 | 8% | 337 | 18% |
| Hampshire | 1 | 2 | 0 | 2 | 0 | 2 | 0 | 1 | 1 | 4 | 13 | 2% | 86 | 15% |
| Middlesex | 16 | 20 | 10 | 10 | 12 | 16 | 15 | 11 | 11 | 19 | 140 | 19% | 528 | 27% |
| Norfolk | 5 | 4 | 6 | 10 | 6 | 12 | 6 | 6 | 9 | 8 | 72 | 10% | 344 | 21% |
| Plymouth | 5 | 5 | 3 | 2 | 5 | 4 | 8 | 11 | 7 | 5 | 55 | 8% | 382 | 14% |
| Suffolk | 10 | 13 | 4 | 13 | 9 | 7 | 10 | 12 | 9 | 18 | 105 | 15% | 280 | 38% |
| Worcester | 6 | 8 | 5 | 4 | 7 | 9 | 12 | 11 | 14 | 8 | 84 | 12% | 534 | 16% |
| | 66 | 76 | 46 | 68 | 69 | 82 | 79 | 74 | 78 | 80 | 718 | | 3,669 | 20% |

Boston, which is in Suffolk County, led all municipalities with 90 pedestrian fatalities from 2007 to 2016. As the chart of top cities shows (below), nearly 40% of people killed on the roads in Boston were pedestrians. Quincy which borders Boston to the south, in Norfolk County, surpassed Boston and lead the state with 45% of its traffic fatalities represented by pedestrians. Quincy has several MBTA subway and commuter rail stops to which many residents walk to each day, as well as several major arterial roads (Washington Street/3A, Newport Avenue) that serve as key access roads for I-93.

| Top Cities for Pedestrian Fatalities (2007-2016) | Total Pedestrian Fatalities | Total Fatalities | % Ped of Total Fatalities |
|--|-----------------------------|------------------|---------------------------|
| BOSTON | 90 | 233 | 39% |
| WORCESTER | 31 | 84 | 37% |
| SPRINGFIELD | 28 | 81 | 35% |
| NEW BEDFORD | 20 | 72 | 28% |
| QUINCY | 18 | 40 | 45% |
| BROCKTON | 16 | 57 | 28% |
| LYNN | 13 | 35 | 37% |
| REVERE | 10 | 26 | 38% |
| WEST SPRINGFIELD | 10 | 37 | 27% |

Pedestrian fatalities tend to occur more often during the latter part of the week (Weds - Sat). Thursdays had the highest total followed by Friday and Wednesday. These three days accounted for 47% of all pedestrian fatalities from 2007 to 2016.

| Day-of-Week | Pedestrian Fatalities (2007-2016) | % of All Ped Fatalities |
|--------------------|--|--------------------------------|
| Sunday | 84 | 12% |
| Monday | 91 | 13% |
| Tuesday | 99 | 14% |
| Wednesday | 111 | 15% |
| Thursday | 115 | 16% |
| Friday | 113 | 16% |
| Saturday | 107 | 15% |

By month, pedestrian fatalities were more prevalent during the four-month stretch from October to January. Those four months accounted for nearly half of all pedestrian fatalities from 2007 to 2016. Factors such as reduced daylight hours, poor visibility (sleet, snow, high snowbanks), and lack of clear walkways for pedestrian due to snow accumulation are possible reasons for the increase in pedestrian deaths during that time. There's also the increased pedestrian activity in shopping areas, whether in the cities or suburbs, as a result of the Thanksgiving to New Year's holiday period.

| Month | Pedestrian Fatalities (2007-2016) | % of All Ped Fatalities |
|--------------|--|--------------------------------|
| January | 68 | 9% |
| February | 45 | 6% |
| March | 48 | 7% |
| April | 43 | 6% |
| May | 42 | 6% |
| June | 43 | 6% |
| July | 54 | 8% |
| August | 57 | 8% |
| September | 46 | 6% |
| October | 72 | 10% |
| November | 90 | 13% |
| | | |

| | | |
|----------|-----|-----|
| December | 112 | 16% |
|----------|-----|-----|

From 2007 to 2016, the 65 and older age group had the highest percentage of all pedestrian fatalities, making up over a third of all pedestrian deaths in Massachusetts. In fact, the older demographics, those over 45 years, accounted for 65% of pedestrian fatalities in the past ten years. Pedestrian deaths were responsible for 38% of traffic fatalities among those under 16 years of age, the highest percentage for all the age groups. The 65 or older age group was second with 30% of its fatalities attributed to pedestrians. Combined, the youngest and oldest age subset account for nearly 70% of all traffic-related fatalities.

| Age Group | Pedestrian Fatalities (2007-2016) | % of All Ped Fatalities |
|----------------|-----------------------------------|-------------------------|
| Under 16 years | 30 | 4% |
| 16 - 20 | 40 | 6% |
| 21 - 25 | 41 | 6% |
| 26-35 | 72 | 10% |
| 36-45 | 74 | 10% |
| 46-55 | 119 | 17% |
| 56-65 | 108 | 15% |
| Over 65 | 236 | 33% |

Pedestrian fatalities occurred with more frequency during the afternoon and evening hours, especially the period from 3pm to midnight. This nine-hour period was responsible for nearly 60% of all pedestrian fatalities reported from 2007 to 2016. The morning rush hours (6am - 8:59am) had the only double-digit percentage during AM hours.

| Time of Day | Ped Fatalities (2007-2016) | % of All Ped Fatalities |
|------------------|----------------------------|-------------------------|
| 12:00am - 2:59am | 45 | 6% |
| 3:00am - 5:59am | 49 | 7% |
| 6:00am - 8:59am | 86 | 12% |
| 9:00am - 11:59am | 58 | 8% |
| | | |
| 12:00pm - 2:59pm | 58 | 8% |
| 3:00pm - 5:59pm | 126 | 18% |
| 6:00pm - 8:59pm | 175 | 25% |

| | | |
|------------------|-----|-----|
| 9:00pm - 11:59pm | 112 | 16% |
|------------------|-----|-----|

For FFY 2019, EOPSS/OGR/HSD plans to continue its programming aimed at pedestrian safety as the five-year average has steadily increased since 2010. The high pedestrian fatality counties of Suffolk and Middlesex will be given more focus to implement activities to decrease fatalities. Any enforcement activity should take place more often during the late afternoon and evening hours, from Thursday to Saturday and during late fall/early winter months. Due to the high percentage of older pedestrian fatalities, coordination with local municipalities to highlight areas of high older populations or places of high density of older populations could help lower fatalities among that age group.

BICYCLIST SAFETY

In 2016, there were 10 bicyclist fatalities reported in Massachusetts, down from 12 in 2015. Bicyclist fatalities accounted for 3% of all traffic fatalities in 2016, and have never been more than 4% over the past ten years. Yet, this is higher than the national rate, which has averaged approximately 2% in the last ten years. Suffolk County led Massachusetts with 20% of the states bicycle fatalities. It also had the highest proportion of its traffic fatalities related to bicyclists (6%). Given the popularity of bicycles for commuting and recreational purposes in Boston, it is no wonder that Suffolk County had a higher proportion of deaths attributed to bicyclists compared to the rest of the state.

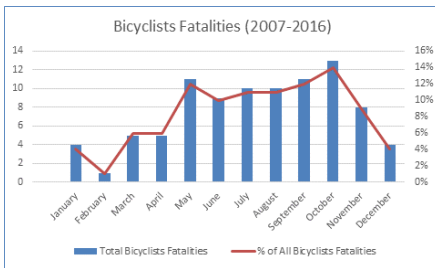
| Bicyclist Fatalities | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | Total | % All Bike Fatalities | Fatalities 2007-2016 | % Bike Fatalities |
|----------------------|------|------|------|------|------|------|------|------|------|------|-------|-----------------------|----------------------|-------------------|
| Barnstable | 1 | 1 | 0 | 0 | 0 | 1 | 1 | 1 | 2 | 0 | 7 | 8% | 193 | 4% |
| Berkshire | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 2% | 123 | 2% |
| Bristol | 2 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 1 | 7 | 8% | 458 | 2% |
| Essex | 0 | 4 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 6 | 7% | 342 | 2% |
| Franklin | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 2% | 62 | 3% |
| Hampden | 2 | 1 | 0 | 1 | 0 | 1 | 2 | 1 | 0 | 1 | 9 | 10% | 337 | 3% |
| Hampshire | 0 | 0 | 2 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 4 | 4% | 86 | 5% |
| Middlesex | 1 | 1 | 1 | 2 | 1 | 1 | 0 | 2 | 3 | 5 | 17 | 19% | 528 | 3% |
| Norfolk | 2 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 5 | 6% | 344 | 1% |
| Plymouth | 0 | 1 | 2 | 0 | 1 | 2 | 1 | 1 | 0 | 2 | 10 | 11% | 382 | 3% |
| Suffolk | 3 | 0 | 0 | 3 | 1 | 5 | 1 | 2 | 3 | 0 | 18 | 20% | 280 | 6% |
| Worcester | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 3 | 3% | 534 | 1% |
| | 11 | 10 | 6 | 6 | 5 | 16 | 6 | 8 | 12 | 10 | 90 | | 3,669 | 2% |

From 2007-2016, bicyclists fatalities occurred with more frequency on Wednesdays (19%) and Mondays (17%).

| Day of Week | Bicyclist Fatalities (2007-2016) | % of All Bicyclist Fatalities |
|-------------|----------------------------------|-------------------------------|
| Sunday | 10 | 11% |

| | | |
|-----------|----|-----|
| Monday | 15 | 17% |
| Tuesday | 12 | 13% |
| Wednesday | 17 | 19% |
| Thursday | 12 | 13% |
| Friday | 12 | 13% |
| Saturday | 13 | 14% |

Bicyclist fatalities occurred more often during warmer months (May - October). The three highest months for fatalities, October, May and September, respectively may be attributed, at least in part, to the increase in bike usage during the college school year. May is usually the final month of the college term in the Boston area as well as the first month of consistently warm weather. September and October are at the beginning of the school year and has weather conducive to riding bikes. October's position as the month with the most bicyclist fatalities may be due to the decrease in daylight hours, especially affecting the evening rush hour period. As the chart below related to time of day shows, the period from 3pm to 8:59pm reported the most bicyclist fatalities over the last decade.



| Time of Day | Bike Fatalities (2007-2016) | % of All Bike Fatalities |
|------------------|-----------------------------|--------------------------|
| 12:00am - 2:59am | 8 | 9% |
| 3:00am - 5:59am | 1 | 1% |
| 6:00am - 8:59am | 6 | 7% |
| 9:00am - 11:59am | 10 | 11% |
| 12:00pm - 2:59pm | 17 | 19% |
| 3:00pm - 5:59pm | 22 | 24% |
| 6:00pm - 8:59pm | 18 | 20% |
| 9:00pm - 11:59pm | 9 | 10% |

Bicyclist fatalities that took place in the PM (12pm - 11:59pm) accounted for 73% of all bicyclists deaths from 2007-2016. During this time, fatalities were most commonly male, and over 30 years of age. Since 2007, there have been 66 bicyclist fatalities between noon and midnight. Of those 66 deaths, 51 were male, 16 female and 63% were over 30 years of age. The number of over 30 year old bicyclist fatalities have increased in the last five years. From 2007-2011, there were 14 deaths over age 30 during the 12pm - 11:59pm period. Then from 2012-2016 the deaths doubled to 28. 60% of bicyclist deaths in the past decade have been over 35 years of age.

| Age Group | Total Bicyclist | % of All |
|-----------|-----------------|----------|
|-----------|-----------------|----------|

| | Fatalities | Bicyclist Fatalities |
|----------------|------------|-------------------------|
| Under 16 years | 10 | 11% |
| 16 - 20 | 5 | 6% |
| 21 - 25 | 14 | 16% |
| 26-35 | 7 | 8% |
| 36-45 | 9 | 10% |
| 46-55 | 17 | 19% |
| 56-65 | 19 | 21% |
| Over 65 | 9 | 10% |

For FFY 2019, EOPSS/OGR/HSD will look to target bicycle safety programming and outreach, particularly in Suffolk and Middlesex Counties, with a focus on bicyclists over 30 years in age. Law enforcement patrols that take place primarily between 3pm and 9pm on Mondays and Wednesdays will be encouraged.

Performance measures

Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.

Performance Measures in Program Area

| Fiscal Year | Performance Measure Name | Target Period(Performance Target) | Target End Year | Target Value(Performance Target) |
|-------------|--|-----------------------------------|-----------------|----------------------------------|
| 2019 | C-10) Number of pedestrian fatalities (FARS) | 5 Year | 2019 | 75.0 |
| 2019 | C-11) Number of bicyclists fatalities (FARS) | 5 Year | 2019 | 9.0 |

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

Countermeasure Strategies in Program Area

| Fiscal Year | Countermeasure Strategy Name |
|-------------|--|
| 2019 | Pedestrian Safety Zones |
| 2019 | Highway Safety Office Program Management |
| 2019 | Conspicuity Enhancement |
| 2019 | Communication Campaign |

5.4.1 Countermeasure Strategy: Pedestrian Safety Zones

| | |
|-------------------------|---|
| Program area | Non-motorized (Pedestrians and Bicyclist) |
| Countermeasure strategy | Pedestrian Safety Zones |

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

Pedestrian safety zones concept is aimed at more effectively targeting resources to problem areas by focusing enforcement, education, and interventions on key geographic areas of a community. For example, data analysis of crash locations involving pedestrians in a town might find a cluster within range of a public school. To counter the problem, the local police department would target the area by making presentations at the school, conducting enforcement patrols on the main streets near or by the school, and displaying public safety messaging (billboards, banners, electronic signs) in the same area. Studies have shown this approach leads to decreased fatalities, especially among pedestrians and bicycles.

The planned activity, local pedestrian and bicycle enforcement, will utilize this approach with subrecipients in order to target regions or areas of high incidences involving motor vehicles, pedestrians and/or bicyclists.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

Establishing pedestrian safety zones will help EOPSS/OGR/HSD in its quest to see pedestrian and bicyclist fatalities drop in the coming years.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

This countermeasure was selected because it best described the objectives of the planned activity.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

| Planned activity unique identifier | Planned Activity Name | Primary Countermeasure |
|------------------------------------|---|-------------------------|
| PS-19-02 | Local Police Pedestrian and Bicyclist Enforcement and Equipment Program | Pedestrian Safety Zones |

5.4.1.1 Planned Activity: Local Police Pedestrian and Bicyclist Enforcement and Equipment Program

| | |
|---------------------------------|---|
| Planned activity name | Local Police Pedestrian and Bicyclist Enforcement and Equipment Program |
| Planned activity number | PS-19-02 |
| Primary countermeasure strategy | Pedestrian Safety Zones |

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Award grants to municipal police departments to conduct enforcement activities aimed at reducing the incidence of pedestrian and bicyclist injuries and fatalities. Enforcement patrols will take place throughout the year, with departments utilizing crash data and trends to select timing and locations of enforcement activities. Purchase of equipment and educational materials by subrecipients will be allowed in order to enhance crosswalk visibility and pedestrian & bicyclist safety. The percent of awarded funding allowed for equipment and educational material purchases will be no more than 25% of the subrecipients' awards.

Enter intended subrecipients.

The subrecipients will be determined through a competitive grant process.

All municipal law enforcement agencies within the Commonwealth will be eligible to apply.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

| Fiscal Year | Countermeasure Strategy Name |
|-------------|------------------------------|
| 2019 | Pedestrian Safety Zones |
| 2019 | Conspicuity Enhancement |

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

| Source | Fiscal Year | Funding Source | Eligible Use of Funds | Estimated Funding Amount | Match Amount | Local Benefit |
|--------|-------------|-----------------------------------|-----------------------|--------------------------|--------------|---------------|
| | 2019 | FAST Act 405h Nonmotorized Safety | 405h Law Enforcement | \$600,000.00 | \$250,000.00 | |

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

| Item | Quantity | Price Per Unit | Total Cost | NHTSA Share per unit | NHTSA Share Total Cost |
|-------------------|----------|----------------|------------|----------------------|------------------------|
| No records found. | | | | | |

5.4.2 Countermeasure Strategy: Highway Safety Office Program Management

Program area Non-motorized (Pedestrians and Bicyclist)

Countermeasure strategy Highway Safety Office Program Management

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

Funding needed for proper program management of Non-motorized planned activities.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

Without proper funding, EOPSS/OGR/HSD staff cannot provide adequate oversight of all non-motorized planned activities, which could lead to higher pedestrian and bicyclist fatalities in Massachusetts.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

This countermeasure was selected as it best described the objectives of the associated planned activities.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

| Planned activity unique identifier | Planned Activity Name | Primary Countermeasure |
|------------------------------------|--|--|
| PS-19-04 | Program Management - Pedestrian & Bicyclist Safety | Highway Safety Office Program Management |

5.4.2.1 Planned Activity: Program Management - Distracted Driving

| | |
|---------------------------------|--|
| Planned activity name | Program Management - Distracted Driving |
| Planned activity number | DD-19-06 |
| Primary countermeasure strategy | Highway Safety Office Program Management |

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Provide sufficient staff to manage programming described in FFY 2019 HSP, and cover in- and out-of-state travel, professional development expenses, conference fees, postage, and office supplies.

Enter intended subrecipients.

Funds will support SHSO program staff and will not be subawarded.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

| Fiscal Year | Countermeasure Strategy Name |
|-------------|--|
| 2019 | Highway Safety Office Program Management |
| 2019 | Highway Safety Office Program Management |

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

| Source Fiscal Year | Funding Source | Eligible Use of Funds | Estimated Funding Amount | Match Amount | Local Benefit |
|--------------------|--------------------|---------------------------|--------------------------|--------------|---------------|
| 2019 | FAST Act NHTSA 402 | Distracted Driving (FAST) | \$30,000.00 | \$0.00 | \$0.00 |

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

| Item | Quantity | Price Per Unit | Total Cost | NHTSA Share per unit | NHTSA Share Total Cost |
|------|----------|----------------|------------|----------------------|------------------------|
|------|----------|----------------|------------|----------------------|------------------------|

No records found.

5.4.3 Countermeasure Strategy: Conspicuity Enhancement

Program area Non-motorized (Pedestrians and Bicyclist)

Countermeasure strategy Conspicuity Enhancement

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

The purpose of enhancing conspicuity (to be easily seen or noticed) for pedestrians is to increase the opportunity for drivers to see and avoid pedestrians, particularly when it is dark. According to NHTSA, 72% of pedestrian fatalities in 2015 occurred during nighttime. In Massachusetts, from 2007-2016 nearly half of pedestrian fatalities took place between 6pm and 3am (hours that typically have less or no daylight). The Pedestrian Enforcement and Equipment grant will allow subrecipients to spend a certain percentage (25%) of its grant money to purchase equipment that can increase the conspicuity of pedestrians. These purchases can include reflector tape, warning sign to place on the crosswalk, and banners to hang advising of high pedestrian traffic or to be aware of pedestrians. Along with the enforcement patrols, these purchase will help raise more awareness to drivers about paying attention to pedestrian when driving in high pedestrian traffic areas.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

Pedestrian fatalities remained unchanged from 2015 to 2016. EOPSS/OGR/HSD sees the Pedestrian Enforcement and Equipment Grant as a program that will help increase awareness among drivers and pedestrians about sharing the roadways. The funding amount will allow EOPSS/OGR/HSD to have at least 80 local police departments involved in the grant. The more towns involved, the more opportunities for law enforcement to educate drivers and pedestrians alike on using the roads safely. There will be emphasis on promoting pedestrian safety media in areas of high pedestrian fatalities such as Boston, Springfield and Worcester as well as to reach out to municipalities within the county those cities are in to, hopefully, attract more applicants to the Pedestrian Grant. The impact of the pedestrian enforcement and equipment grant activities and media outreach will raise awareness of pedestrian safety across the state and consequently lead to lower pedestrian fatalities in the coming years and will help EOPSS/OGR/HSD meet its stated target for pedestrian fatalities by December 31, 2019.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

This countermeasure was selected as it best encompassed the objectives of the planned activity.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

| Planned activity unique identifier | Planned Activity Name | Primary Countermeasure |
|------------------------------------|---|-------------------------|
| PS-19-02 | Local Police Pedestrian and Bicyclist Enforcement and Equipment Program | Pedestrian Safety Zones |
| PS-19-03 | Community-Based Pedestrian and Bicyclist Safety Grant Program | Conspicuity Enhancement |

5.4.3.1 Planned Activity: Community-Based Pedestrian and Bicyclist Safety Grant Program

| | |
|---------------------------------|---|
| Planned activity name | Community-Based Pedestrian and Bicyclist Safety Grant Program |
| Planned activity number | PS-19-03 |
| Primary countermeasure strategy | Conspicuity Enhancement |

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Competitive and discretionary grant awards will be provided to one or more organizations such as Girl Scouts, Boy Scouts, Parent-Teacher Organizations, schools, faith-based organizations, advocacy groups, etc., that will implement community-based programs. The eligible applicants may include both non-profit 501(c)(3) or governmental organizations.

This planned activity will consist of one or more data-driven competitive grant programs that will be focused in geographical areas and/or high risks populations that have demonstrated needs in the area of pedestrian and bicyclist safety.

The programs will generally be focused on raising awareness of road safety, training, and changing social attitudes and behaviors in order to reduce vehicle crashes and their associated fatalities, serious injuries and economic losses on the state's roadways.

This will not be a traffic enforcement program, but EOPSS/OGR/HSD will encourage applicants to develop new or enhance existing partnerships with law enforcement agencies to achieve project goals.

Selected grant subrecipients will develop and implement traffic safety improvement educational and awareness programs that address issues in their targeted communities. Programs that focus on high risk groups or behaviors will be prioritized. Organizations will be encouraged to build partnerships that incorporate a whole-community, data-driven approach to identifying and addressing road safety problems. The formation of community-wide road safety coalitions that bring together a wide constituency to focus on aspects of road safety will also be encouraged.

Projects that will develop and implement educational curriculum that aim to instill a life-long road safety culture in the Commonwealth's citizenry will also be prioritized. Projects may also incorporate social, and/or traditional media strategies to change risky behavior on the state's roadways.

The competitive grant solicitation may guide potential applicants to various informational resources such as:

- National Highway Traffic Safety Administration
- Centers for Disease Control and Prevention
- Governors Highway Safety Association
- Insurance Institute for Highway Safety
- National Safety Council
- American Automobile Association
- The Vision Zero Network
- Mothers Against Drunk Driving
- Students Against Destructive Decisions

Enter intended subrecipients.

Non-profit and/or governmental organizations to be determined through a competitive process.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

| Fiscal Year | Countermeasure Strategy Name |
|-------------|------------------------------|
| 2019 | Conspicuity Enhancement |

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

| Source Fiscal Year | Funding Source | Eligible Use of Funds | Estimated Funding Amount | Match Amount | Local Benefit |
|--------------------|--------------------|---|--------------------------|--------------|---------------|
| 2018 | FAST Act NHTSA 402 | Community Traffic Safety Project (FAST) | \$25,000.00 | | \$0.00 |

Major purchases and dispositions

Click **Add New** to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

| Item | Quantity | Price Per Unit | Total Cost | NHTSA Share per unit | NHTSA Share Total Cost |
|-------------------|----------|----------------|------------|----------------------|------------------------|
| No records found. | | | | | |

5.4.4 Countermeasure Strategy: Communication Campaign

Program area Non-motorized (Pedestrians and Bicyclist)

Countermeasure strategy Communication Campaign

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

In 2016, pedestrian fatalities in Massachusetts held steady at 80, same as in 2015. EOPSS/OGR/HSD plans to launch a paid and earned media campaign to raise awareness among drivers, bicyclists and pedestrians on sharing the roadways safely. The campaign will use both online and offline (radio, television, electronic signs) mediums to spread the message.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

While pedestrian fatalities have remained unchanged from 2015 to 2016, bicyclists fatalities have dropped slightly during the same period. The non-motorist media campaign will have a heavy focus on the Boston area, which has a high proportion of its traffic fatalities due to pedestrian and bicyclists. Worcester and Springfield will also receive attention as those two cities also have over a third of its fatalities attributed to non-motorists. Coupled with the enforcement patrols conducted by law enforcement departments receiving a Pedestrian Safety Enforcement & Equipment Grant, the combination of media and enforcement should help decrease pedestrian fatalities by 2019.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

This countermeasure was selected because it was the best option to describe the objectives of the planned activities.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

| Planned activity unique identifier | Planned Activity Name | Primary Countermeasure |
|------------------------------------|---------------------------------------|------------------------|
| PS-19-01 | Pedestrian and Bicyclist Safety Media | Communication Campaign |

5.4.4.1 Planned Activity: Pedestrian and Bicyclist Safety Media

| | |
|--|---------------------------------------|
| Planned activity name | Pedestrian and Bicyclist Safety Media |
| Planned activity number | PS-19-01 |
| Primary countermeasure strategy | Communication Campaign |

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Develop and implement a pedestrian and bicyclist safety paid and earned media campaign, in conjunction with the Massachusetts Department of Transportation's Traffic Safety Division, which will encourage all road users to safely share the road, educate the public on related traffic laws, and promote the enforcement efforts of local police departments. EOPSS/OGR/HSD will analyze local and national crash and fatality data to identify the timing and target audience. EOPSS/OGR/HSD will contract with a marketing and advertising agency to execute the media campaign. Social media will be used for sustained educational efforts.

Internal policies will be followed noting that all media and communications activities should be in support of data-driven objectives and in coordination with other activities and programs, in particular, enforcement. Crash and citation data will be used not only for planning enforcement activities but also to determine the target audiences and media channels used to reach that audience. NHTSA's guidelines will be followed for messaging, demographics, best practices and target groups for each media effort.

Enter intended subrecipients.

Media vendor yet to be determined through the state procurement process.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

| Fiscal Year | Countermeasure Strategy Name |
|-------------|------------------------------|
| 2019 | Communication Campaign |

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

| Source | Fiscal Year | Funding Source | Eligible Use of Funds | Estimated Funding Amount | Match Amount | Local Benefit |
|--------|-------------|--------------------|-------------------------|--------------------------|--------------|---------------|
| | 2019 | FAST Act NHTSA 402 | Paid Advertising (FAST) | \$150,000.00 | \$0.00 | \$0.00 |

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

| Item | Quantity | Price Per Unit | Total Cost | NHTSA Share per unit | NHTSA Share Total Cost |
|-------------------|----------|----------------|------------|----------------------|------------------------|
| No records found. | | | | | |

5.5 Program Area: Traffic Records

Program area type Traffic Records

Will countermeasure strategies and planned activities be described in this plan to address the program area?

Yes

Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?

No

Problem identification

Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.

Program Area: Traffic Records

Traffic records data are vital to the analysis necessary for successful highway safety planning and programming. Our agency, in coordination with our partners, collects and uses traffic records data to identify problem areas, develop and implement appropriate programs and evaluate the effectiveness of these programs.

Massachusetts operates a complete set of systems to receive, store and manage traffic records information. These systems are managed by the following agencies:

MassDOT/RMV manages the crash, driver history and vehicle registration systems.

The Merit Rating Board maintains operator driving history records consisting of at-fault crash claim records, comprehensive claim records, out-of-state incidents as well as civil and criminal traffic citation information.

The Administrative Office of the Trial Court manages adjudication information.

The MassDOT Office of Transportation Planning manages the road inventory file.

The Massachusetts Department of Public Health (DPH) and the Center for Health Information and Analysis manage injury surveillance related information systems.

As required by NHTSA's Section 405c grant program, Massachusetts has an active two-tiered Traffic Records Coordinating Committee (TRCC), which is supported by a Traffic Records Program Coordinator located within the Office of Grants and Research Highway Safety Division. The Executive-level Traffic Records Coordinating Committee (ETRCC), currently chaired by the Undersecretary of Forensic Science and Technology, was established through the coordinated efforts of its member organizations. The ETRCC is comprised of agency heads or senior personnel who set the vision and mission for a Working-level TRCC. The Working-level TRCC is the primary means by which communication is facilitated and perpetuated between the various users and collectors of data, and owners and custodians of the data systems that make up the Commonwealth's traffic records systems. These TRCCs foster understanding among stakeholders and promote the use of safety data in identifying problems and developing effective countermeasures to improve highway safety. Both committees seek to improve the accessibility, accuracy, completeness, uniformity, integration, and timeliness of the six traffic records systems in Massachusetts: citation/adjudication, crash, driver, injury surveillance, roadway, and vehicle. One way this is accomplished is by ensuring that all Section 405 C funds received by Massachusetts are used for eligible, prioritized projects that will enhance these systems.

The FFY 2019 Section 405 C application and 2019 Strategic Plan for Traffic Records Improvements contains details pertaining to the current capabilities and challenges of the Massachusetts traffic records systems. It also describes the progress made to date on projects. The 2019 Strategic Plan is expected to be submitted in June 2018.

Although Traffic Records' performance targets are not among the core performance measures required by NHTSA, these targets (shown below) allow the TRCC to monitor progress made as well as provide key statistics for inclusion in the yearly Strategic Plan.

Performance Target #1: To improve the integration of traffic records systems by increasing the number of linked Massachusetts EMS/crash reports from 0% to 75% from January 1 to December 31, 2018.

Performance Target #2: Develop a business plan for a new MassTRAC by December 31, 2018.

Performance Target #3: To improve the accuracy and completeness of the RMVs Crash Data System by decreasing the number of crash reports rejected for not meeting the minimum criteria from 1,487 between April 1, 2017 and March 31, 2018 to 1,425 or less between April 1, 2018 and March 31, 2019.

Performance Target #4: To improve completeness of MATRIS, increase the number of ambulance services submitting NEMSIS Version 3 reports to the system from 0 between April 1, 2017 to March 31, 2018 to 3 or more between April 1, 2018 to March 31, 2019.

Performance Target #5: To improve the completeness of the Massachusetts statewide road inventory database by increasing the number of intersections with Fundamental Data Elements (FDEs) from 0 as of June 30, 2017 to 5,400 as of December 31, 2018.

To determine the performance targets for FFY 2019, EOPSS/OGR/HSD reviewed FFY 2015, 2016, 2017 and 2018 Traffic Records project proposals, previous Strategic Plans for Traffic Records Improvement and data from DPH and the RMV.

Performance measures

Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.

Performance Measures in Program Area

| Fiscal Year | Performance Measure Name | Target Period(Performance Target) | Target End Year | Target Value(Performance Target) |
|-------------|--|-----------------------------------|-----------------|----------------------------------|
| 2019 | Number of linked Massachusetts EMS/crash reports | Annual | 2019 | 75.0 |
| 2019 | Accuracy and completeness of the Registry of Motor Vehicles' Crash Data System | Annual | 2019 | 1,425.0 |
| 2019 | Number of ambulance services submitting NEMSIS Version 3 reports | Annual | 2019 | 3.0 |

| | | | | |
|------|---|--------|------|---------|
| 2019 | Number of intersections with Fundamental Data Elements (FDEs) | Annual | 2019 | 5,400.0 |
| 2019 | Development of a new MassTRAC | Other | 2019 | 1.0 |

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

Countermeasure Strategies in Program Area

| Fiscal Year | Countermeasure Strategy Name |
|-------------|--|
| 2019 | Improves timeliness of a core highway safety database |
| 2019 | Improves integration between one or more core highway safety databases |
| 2019 | Improves completeness of a core highway safety database |
| 2019 | Improves accuracy of a core highway safety database |
| 2019 | Improves accessibility of a core highway safety database |
| 2019 | Highway Safety Office Program Management |

5.5.1 Countermeasure Strategy: Improves timeliness of a core highway safety database

Program area Traffic Records

Countermeasure strategy Improves timeliness of a core highway safety database

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the

State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

This is a traffic records countermeasure. It is not listed in NHTSA's Countermeasures That Work, Eighth Edition. All traffic records-related planned activities are aimed at making core highway safety data accessible, accurate, timely, integrated and complete. Improving quality of the data will help traffic safety agencies in Massachusetts make better decisions about allocating resources and where 'hot spots' that require attention are.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

Each planned activity for traffic records will help improve the timeliness of crash reports, citations, hospitalization and injury surveillance information into the core highway safety database system for all Massachusetts traffic safety stakeholders.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

This countermeasure is a required goal set forth by the traffic records coordinating committee (TRCC).

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

| Planned activity unique identifier | Planned Activity Name | Primary Countermeasure |
|------------------------------------|---|--|
| TR-19-03 | Motor Vehicle Automated Citation and Crash System (MACCS) | Improves integration between one or more core highway safety databases |
| TR-19-07 | Data Uniformity, Accuracy, Completeness and Timeliness | Improves accuracy of a core highway safety database |
| TR-19-08 | MATRIS and Trauma Registry National Standard Uniformity and Data Quality Project | Improves accuracy of a core highway safety database |
| TR-19-09 | Boston Cyclist, Pedestrian and Vehicular Incident Information System Enhancement | Improves accuracy of a core highway safety database |
| TR-19-10 | Test Template for Collecting Model Inventory Road Element (MIRE) Fundamental Data Elements (FDEs) for Intersections | Improves completeness of a core highway safety database |

5.5.2 Countermeasure Strategy: Improves integration between one or more core highway safety databases

Program area Traffic Records

Countermeasure strategy Improves integration between one or more core highway safety databases

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

This is a traffic records countermeasure. It is not listed in NHTSA's Countermeasures That Work, Eighth Edition. All traffic records-related planned activities are aimed at making core highway safety data accessible, accurate, timely, integrated and complete. Improving quality of the data will help traffic safety agencies in Massachusetts make better decisions about allocating resources and where 'hot spots' that require attention are.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

Each planned activity for traffic records will help improve the integration of the core highway safety database system for all Massachusetts traffic safety stakeholders.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

This countermeasure is a required goal set forth by the traffic records coordinating committee (TRCC).

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

| Planned activity unique identifier | Planned Activity Name | Primary Countermeasure |
|------------------------------------|---|--|
| TR-19-03 | Motor Vehicle Automated Citation and Crash System (MACCS) | Improves integration between one or more core highway safety databases |
| TR-19-04 | Investigation of Improved Linkage Strategy towards the Development of a Central and Uniform Crash Analysis Database | Improves integration between one or more core highway safety databases |
| TR-19-07 | Data Uniformity, Accuracy, Completeness and Timeliness | Improves accuracy of a core highway safety database |
| TR-19-08 | MATRIS and Trauma Registry National Standard Uniformity and Data Quality Project | Improves accuracy of a core highway safety database |
| TR-19-09 | Boston Cyclist, Pedestrian and Vehicular Incident Information System Enhancement | Improves accuracy of a core highway safety database |
| TR-19-10 | Test Template for Collecting Model Inventory Road Element (MIRE) Fundamental Data Elements (FDEs) for Intersections | Improves completeness of a core highway safety database |

5.5.2.1 Planned Activity: Motor Vehicle Automated Citation and Crash System (MACCS)

Planned activity name Motor Vehicle Automated Citation and Crash System (MACCS)

Planned activity number TR-19-03

Primary countermeasure strategy Improves integration between one or more core highway safety databases

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

Yes

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

Yes

Enter description of the planned activity.

MACCS is a browser-based application available statewide for the purpose of collecting, reconciling, and exchanging motor vehicle incident information including: electronic citation reporting, crash reporting, alcohol test refusal reporting, and traffic stop data collection. MACCS is the result of a partnership between EOPSS/OGR/HSD, local and state law enforcement, and the Massachusetts Department of Transportation, and has been approved for funding by the Massachusetts Traffic Records Coordinating Committee. The goals of the MACCS project are to ensure greater officer safety by making the reporting process more efficient at the roadside, improving data quality by implementing checks at the point of entry and upon submittal, and eliminating redundant data entry processes for agencies across Massachusetts. This project will ultimately increase the timeliness, completeness, uniformity and accuracy of electronic crash and citation data submissions as called for in the 2014 Traffic Records Assessment.

Expected uses of the funding in FFY 2019 include, but are not limited to: further training and deployment of MACCS with additional municipal agencies; continue working with the courts and Merit Rating Board (MRB) on outstanding issues related to the processing of criminal citations, including an electronic integration of MACCS with the Electronic Application for Criminal Complaint; and work with record management system vendors to implement a data exchange via the iCJIS Broker technology. At this time, the number of additional municipal agencies are unknown as the rate which agencies join are dependent on completion of necessary training and the successful deployment of the MACCS application.

If approved by EOPSS, Section 1906 funding will be used to further collect and maintain statistical information on the race, and as possible the ethnicity, of drivers that are stopped by law enforcement using MACCS. This funding could be used to expand the number of law enforcement agencies using MACCS, and possibly expand its features. Currently neither the system or the Massachusetts Uniform Citation Form are set-up to collect ethnicity data. MACCS does have a traffic stop module that collects race data, with a blank free-text field for additional race information. However, law enforcement will not be required to collect this information to use MACCS. This data will be collected by MSP, but local law enforcement will have the option of collecting data if they choose. Traffic stop data, including race, is currently available to the public through the state's public records request process. Such requests can be made to individual law enforcement agencies and/or MRB.

If Section 1906 funding is not awarded, there may be Carryover Funds from 2017 that could be used to support this planned activity. If Carryover is not available, then the planned activity funding amount will be reduced appropriately.

The number of additional municipal agencies that will come on line is unknown at this time. It's a matter of the speed in which the MACCS application can be successfully deployed.

Enter intended subrecipients.

EOPSS Office of Technology and Information Services

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

| Fiscal Year | Countermeasure Strategy Name |
|-------------|--|
| 2019 | Improves timeliness of a core highway safety database |
| 2019 | Improves integration between one or more core highway safety databases |
| 2019 | Improves completeness of a core highway safety database |
| 2019 | Improves accuracy of a core highway safety database |
| 2019 | Improves accessibility of a core highway safety database |

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

| Source Fiscal Year | Funding Source | Eligible Use of Funds | Estimated Funding Amount | Match Amount | Local Benefit |
|--------------------|---|--------------------------------------|--------------------------|--------------|---------------|
| 2019 | FAST Act 1906 Prohibit Racial Profiling | 1906 Collecting and Maintaining Data | \$375,000.00 | \$0.00 | |
| 2018 | FAST Act NHTSA 402 | Traffic Records (FAST) | \$500,000.00 | \$500,000.00 | \$0.00 |
| 2018 | FAST Act 405c Data Program | 405c Data Program (FAST) | \$250,000.00 | \$250,000.00 | |
| 2018 | FAST Act 1906 Prohibit Racial Profiling | 1906 Collecting and Maintaining Data | \$375,000.00 | \$200,000.00 | |

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

| Item | Quantity | Price Per Unit | Total Cost | NHTSA Share per unit | NHTSA Share Total Cost |
|------|----------|----------------|------------|----------------------|------------------------|
|------|----------|----------------|------------|----------------------|------------------------|

No records found.

5.5.2.2 Planned Activity: Investigation of Improved Linkage Strategy towards the Development of a Central and Uniform Crash Analysis Database

Planned activity name Investigation of Improved Linkage Strategy towards the Development of a Central and Uniform Crash Analysis Database

Planned activity number TR-19-04

Primary countermeasure strategy Improves integration between one or more core highway safety databases

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

Yes

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Funding unspent in FFY 2018 will be provided to the University of Massachusetts Traffic Safety Research Program (UMassSAFE) to continue to investigate improved data linkage processes and strategies for linking highway safety data sets, specifically crash and emergency medical services data. This funding, approved by the TRCC, will cover UMassSAFE personnel costs along with indirect and consultant costs. The project will help to better integrate data in the Massachusetts traffic records systems as recommended in the 2014 Traffic Records Assessment.

This task will support traffic records performance target 1.

Enter intended subrecipients.

University of Massachusetts - UMassSAFE

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

| Fiscal Year | Countermeasure Strategy Name |
|-------------|--|
| 2019 | Improves integration between one or more core highway safety databases |

Funding sources

Click **Add New** to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

| Source Fiscal Year | Funding Source | Eligible Use of Funds | Estimated Funding Amount | Match Amount | Local Benefit |
|--------------------|----------------------------|--------------------------|--------------------------|--------------|---------------|
| 2018 | FAST Act 405c Data Program | 405c Data Program (FAST) | \$129,534.00 | | \$0.00 |

Major purchases and dispositions

Click **Add New** to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

| Item | Quantity | Price Per Unit | Total Cost | NHTSA Share per unit | NHTSA Share Total Cost |
|------|----------|----------------|------------|----------------------|------------------------|
|------|----------|----------------|------------|----------------------|------------------------|

No records found.

5.5.3 Countermeasure Strategy: Improves completeness of a core highway safety database

| | |
|--------------------------------|---|
| Program area | Traffic Records |
| Countermeasure strategy | Improves completeness of a core highway safety database |

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

This is a traffic records countermeasure. It is not listed in NHTSA's Countermeasures That Work, Eighth Edition. All traffic records-related planned activities are aimed at making core highway safety data accessible, accurate, timely, integrated and complete. Improving quality of the data will help traffic safety agencies in Massachusetts make better decisions about allocating resources and where 'hot spots' that require attention are.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

Each planned activity for traffic records will help increase the completeness of the core highway safety database system for all Massachusetts traffic safety stakeholders.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

This countermeasure is a required goal set forth by the traffic records coordinating committee (TRCC).

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

| Planned activity unique identifier | Planned Activity Name | Primary Countermeasure |
|------------------------------------|---|--|
| TR-19-02 | Fatality Analysis Reporting System (FARS) | Improves completeness of a core highway safety database |
| TR-19-11 | Traffic Records Projects | Improves completeness of a core highway safety database |
| TR-19-03 | Motor Vehicle Automated Citation and Crash System (MACCS) | Improves integration between one or more core highway safety databases |
| TR-19-05 | Data Quality Review of Crash Reports Accepted with Warning and Technical Assistance to Police Departments to Improve Completeness and Reduce Errors | Improves accuracy of a core highway safety database |
| TR-19-07 | Data Uniformity, Accuracy, Completeness and Timeliness | Improves accuracy of a core highway safety database |
| TR-19-08 | MATRIS and Trauma Registry National Standard Uniformity and Data Quality Project | Improves accuracy of a core highway safety database |
| TR-19-09 | Boston Cyclist, Pedestrian and Vehicular Incident Information System Enhancement | Improves accuracy of a core highway safety database |
| TR-19-10 | Test Template for Collecting Model Inventory Road Element (MIRE) Fundamental Data Elements (FDEs) for Intersections | Improves completeness of a core highway safety database |

5.5.3.1 Planned Activity: Fatality Analysis Reporting System (FARS)

Planned activity name Fatality Analysis Reporting System (FARS)
Planned activity number TR-19-02
Primary countermeasure strategy Improves completeness of a core highway safety database

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

NHTSA will be provided, through a dedicated Massachusetts Registry of Motor Vehicles (RMV) position, with the fatal crash data for FARS and FastFARS required in the NHTSA-EOPSS/OGR/HSD 2017-2022 cooperative agreement. The FARS Analyst will collect and process data concerning motor vehicle-related fatalities, utilizing all available resources, in order to develop a database sufficient to meet federal requirements. One of the recommendations of the 2014 Traffic Records Assessment was to maximize the use of traffic records systems data by traffic safety stakeholders.

This task supports performance targets 1 and 3.

Enter intended subrecipients.

Massachusetts Registry of Motor Vehicles

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

| Fiscal Year | Countermeasure Strategy Name |
|-------------|---|
| 2019 | Improves completeness of a core highway safety database |
| 2019 | Improves accuracy of a core highway safety database |

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

| Source | Fiscal Year | Funding Source | Eligible Use of Funds | Estimated Funding Amount | Match Amount | Local Benefit |
|--------|-------------|----------------|-----------------------|--------------------------|--------------|---------------|
| | 2017 | Other | | \$82,000.00 | \$0.00 | |

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

| Item | Quantity | Price Per Unit | Total Cost | NHTSA Share per unit | NHTSA Share Total Cost |
|------|----------|----------------|------------|----------------------|------------------------|
|------|----------|----------------|------------|----------------------|------------------------|

No records found.

5.5.3.2 Planned Activity: Traffic Records Projects

| | |
|--|---|
| Planned activity name | Traffic Records Projects |
| Planned activity number | TR-19-11 |
| Primary countermeasure strategy | Improves completeness of a core highway safety database |

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

Yes

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Apologies for the generic sounding planned activity title, but it is the best description of the project. EOPSS/OGR/HSD is looking for applicants to an Availability of Grant Funding (AGF) for competitive Section 405(c) funding to conduct innovative approaches to improve the accessibility, accuracy, completeness, integration, timeliness, and/or uniformity (a performance attribute) of one or more of the following six core traffic records systems as listed below:

Crash, roadway inventory, vehicle registration, driver history, citation/adjudication, and EMS/injury surveillance. Improving these systems will in turn enhance the ability to identify priorities for local, state, and federal traffic safety programs. Permissible projects could also evaluate the effectiveness of efforts to improve these six core traffic records systems; link these systems with other appropriate state or federal data systems; and enhance the ability of highway safety stakeholders to observe and analyze local, state, and national trends in crash occurrences, rates, outcomes, and circumstances. Only units of state and local government or not-for-profit organizations with a public purpose would be eligible to apply for funding. All funded projects must help to meet at least one unmet recommendation(s) from the Commonwealth's latest Traffic Records Assessment. Preference will be given to projects that have a minimum of one benchmark and one performance measure that will demonstrate at least one quantitative improvement to a performance attribute of a minimum of one of the state's six core traffic records systems. This quantitative improvement must be demonstrated with supporting information covering a 12-month performance period, starting anytime between April 1 and July 1, 2018, and comparable to a prior, contiguous benchmark period of one year. AGF responses would be reviewed by the Massachusetts Traffic Records Coordinating Committees. Those approved by the committees would then be submitted to EOPSS and then NHTSA for review and approval.

Each resulting project will support one or more Traffic Records performance targets.

Enter intended subrecipients.

Subrecipients will be determined at the completion of the competitive grant process and recommendations from the ETRCC.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

| Fiscal Year | Countermeasure Strategy Name |
|-------------|---|
| 2019 | Improves completeness of a core highway safety database |

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

| Source | Fiscal Year | Funding Source | Eligible Use of Funds | Estimated Funding Amount | Match Amount | Local Benefit |
|--------|-------------|----------------------------|--------------------------|--------------------------|--------------|---------------|
| | 2019 | FAST Act 405c Data Program | 405c Data Program (FAST) | \$375,000.00 | | \$93,750.00 |

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

| Item | Quantity | Price Per Unit | Total Cost | NHTSA Share per unit | NHTSA Share Total Cost |
|-------------------|----------|----------------|------------|----------------------|------------------------|
| No records found. | | | | | |

5.5.3.3 Planned Activity: Test Template for Collecting Model Inventory Road Element (MIRE) Fundamental Data Elements (FDEs) for Intersections

| | |
|--|---|
| Planned activity name | Test Template for Collecting Model Inventory Road Element (MIRE) Fundamental Data Elements (FDEs) for Intersections |
| Planned activity number | TR-19-10 |
| Primary countermeasure strategy | Improves completeness of a core highway safety database |

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

Yes

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

The Federal Highway Administration (FHWA) considers the presence of a traffic control device at an intersection and the device's type, if one is present, as Fundamental Data Elements (FDE) of a Model Inventory Road Element (MIRE). The Massachusetts statewide road inventory currently does not contain the required FDEs for intersections. MassDOT has a contract with a vendor to develop and deploy a template to be used to collect these FDEs so that they can be added to the road inventory. Funding unspent in FFY 2018 will enable this project to continue to use this vendor template to collect FDEs for a subset of the intersections in the state. Also to refine the template as necessary before it is used to collect FDEs for intersections statewide. This funding, approved by the Massachusetts Traffic Records Coordinating Committees, will continue the project to improve the roadway data system as recommended in the 2014 Traffic Records Assessment.

This task will support traffic records performance target 6.

Enter intended subrecipients.

Massachusetts Department of Transportation

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

| Fiscal Year | Countermeasure Strategy Name |
|-------------|--|
| 2019 | Improves uniformity of a core highway safety database |
| 2019 | Improves timeliness of a core highway safety database |
| 2019 | Improves integration between one or more core highway safety databases |
| 2019 | Improves completeness of a core highway safety database |

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

| Source Fiscal Year | Funding Source | Eligible Use of Funds | Estimated Funding Amount | Match Amount | Local Benefit |
|--------------------|----------------------------|--------------------------|--------------------------|--------------|---------------|
| 2018 | FAST Act 405c Data Program | 405c Data Program (FAST) | \$91,775.00 | \$0.00 | \$0.00 |

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

| Item | Quantity | Price Per Unit | Total Cost | NHTSA Share per unit | NHTSA Share Total Cost |
|------|----------|----------------|------------|----------------------|------------------------|
|------|----------|----------------|------------|----------------------|------------------------|

No records found.

5.5.4 Countermeasure Strategy: Improves accuracy of a core highway safety database

Program area Traffic Records

Countermeasure strategy Improves accuracy of a core highway safety database

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

This is a traffic records countermeasure. It is not listed in NHTSA's Countermeasures That Work, Eighth Edition. All traffic records-related planned activities are aimed at making core highway safety data accessible, accurate, timely, integrated and complete. Improving quality of the data will help traffic safety agencies in Massachusetts make better decisions about allocating resources and where 'hot spots' that require attention are.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

Each planned activity for traffic records will help improve the accuracy of the core highway safety database system for all Massachusetts traffic safety stakeholders.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

This countermeasure is a required goal set forth by the traffic records coordinating committee (TRCC).

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

| Planned activity unique identifier | Planned Activity Name | Primary Countermeasure |
|------------------------------------|---|--|
| TR-19-02 | Fatality Analysis Reporting System (FARS) | Improves completeness of a core highway safety database |
| TR-19-03 | Motor Vehicle Automated Citation and Crash System (MACCS) | Improves integration between one or more core highway safety databases |
| TR-19-05 | Data Quality Review of Crash Reports Accepted with Warning and Technical Assistance to Police Departments to Improve Completeness and Reduce Errors | Improves accuracy of a core highway safety database |
| TR-19-06 | Tools for Improving Crash Report Reviews | Improves accuracy of a core highway safety database |
| TR-19-07 | Data Uniformity, Accuracy, Completeness and Timeliness | Improves accuracy of a core highway safety database |
| TR-19-08 | MATRIS and Trauma Registry National Standard Uniformity and Data Quality Project | Improves accuracy of a core highway safety database |

5.5.4.1 Planned Activity: Data Quality Review of Crash Reports Accepted with Warning and Technical Assistance to Police Departments to Improve Completeness and Reduce Errors

| | |
|---------------------------------|---|
| Planned activity name | Data Quality Review of Crash Reports Accepted with Warning and Technical Assistance to Police Departments to Improve Completeness and Reduce Errors |
| Planned activity number | TR-19-05 |
| Primary countermeasure strategy | Improves accuracy of a core highway safety database |

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

Yes

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Funding unspent in FFY 2018 will enable the Massachusetts Registry of Motor Vehicles (RMV) to continue its work with the University of Massachusetts Traffic Safety Research Program (UMassSAFE) to develop and implement processes for reviewing crash reports that have been "accepted with warning" by the RMV. Work will then be done with police departments to improve the accuracy and completeness of submitted crash reports. Further outreach by the RMV's Crash Data System Law Enforcement Liaison with police departments will improve crash reporting by expanding their understanding of common errors. This funding was approved by the TRCC and will improve the data quality control program of the crash data system as recommended in the 2014 Traffic Records Assessment.

This task will support traffic records performance target 3.

Enter intended subrecipients.

Massachusetts Registry of Motor Vehicles

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

| Fiscal Year | Countermeasure Strategy Name |
|-------------|---|
| 2019 | Improves completeness of a core highway safety database |
| 2019 | Improves accuracy of a core highway safety database |

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

| Source Fiscal Year | Funding Source | Eligible Use of Funds | Estimated Funding Amount | Match Amount | Local Benefit |
|--------------------|----------------------------|--------------------------|--------------------------|--------------|---------------|
| 2018 | FAST Act 405c Data Program | 405c Data Program (FAST) | \$196,803.00 | \$0.00 | \$0.00 |

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

| Item | Quantity | Price Per Unit | Total Cost | NHTSA Share per unit | NHTSA Share Total Cost |
|------|----------|----------------|------------|----------------------|------------------------|
|------|----------|----------------|------------|----------------------|------------------------|

No records found.

5.5.4.2 Planned Activity: Tools for Improving Crash Report Reviews

Planned activity name Tools for Improving Crash Report Reviews
Planned activity number TR-19-06
Primary countermeasure strategy Improves accuracy of a core highway safety database

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

Yes

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Funding unspent in FFY 2018 will enable the University of Massachusetts Traffic Safety Research Program (UMassSAFE) to continue to build on an earlier successful project, Crash Data Audit, as well as to identify and then implement improvements to the supervisory review of crash reports before submission to the Massachusetts Registry of Motor Vehicles (RMV). This funding, which has been approved by the Traffic Records Coordinating Committee (TRCC), will enhance accuracy, completeness, and uniformity of the crash data system. This project will improve the data quality control program for the crash data system as recommended in the 2014 Traffic Records Assessment.

This task will support traffic records performance target 3.

Enter intended subrecipients.

University of Massachusetts- UMassSAFE

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

| Fiscal Year | Countermeasure Strategy Name |
|-------------|------------------------------|
|-------------|------------------------------|

2019 Improves accuracy of a core highway safety database

Funding sources

Click **Add New** to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

| Source Fiscal Year | Funding Source | Eligible Use of Funds | Estimated Funding Amount | Match Amount | Local Benefit |
|--------------------|----------------------------|--------------------------|--------------------------|--------------|---------------|
| 2018 | FAST Act 405c Data Program | 405c Data Program (FAST) | \$172,093.00 | \$0.00 | |

Major purchases and dispositions

Click **Add New** to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

| Item | Quantity | Price Per Unit | Total Cost | NHTSA Share per unit | NHTSA Share Total Cost |
|-------------------|----------|----------------|------------|----------------------|------------------------|
| No records found. | | | | | |

5.5.4.3 Planned Activity: Data Uniformity, Accuracy, Completeness and Timeliness

| | |
|--|--|
| Planned activity name | Data Uniformity, Accuracy, Completeness and Timeliness |
| Planned activity number | TR-19-07 |
| Primary countermeasure strategy | Improves accuracy of a core highway safety database |

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

Yes

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Funding unspent in FFY 2018 would be provided to the Massachusetts Department of Public Health (DPH) to continue to make improvements to MATRIS and the Trauma Registry. MATRIS is currently based on the National EMS Information System (NEMESIS) version 2 (V2) data set standard developed in 2005. MATRIS must migrate to the new standard as NEMESIS will soon no longer collect V2 data. The electronic Patient Care Report (ePCR) vendor software used by ambulance services to collect and submit data to MATRIS will be migrated to the new version in the next year. DPH will need to upgrade the software platform and build out a new server. Funding will also be used to expand and improve upon a process highlighted by the South Shore Hospital using MATRIS as a central location to access trip records and perform quality assurance/quality improvement reviews for 10 ambulance services. The Trauma Registry (as well as all entities covered by the Health Insurance Portability and Accountability Act) must transition from the International Classification of Diseases version 9 to version 10. Funding will also be used for coordination and training with hospitals and vendors.

With any funding unspent in FFY 2018 the project will continue to enhance the accessibility, accuracy, completeness, integration, timeliness, and uniformity of both systems. This funding, approved by the TRCCs, will help meet related recommendations from the 2014 Traffic Records Assessment to continue to grow and promote MATRIS and the Trauma Registry.

This task will support traffic records performance targets 4 and 5.

Enter intended subrecipients.

Massachusetts Department of Public Health

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

| Fiscal Year | Countermeasure Strategy Name |
|-------------|--|
| 2019 | Improves uniformity of a core highway safety database |
| 2019 | Improves timeliness of a core highway safety database |
| 2019 | Improves integration between one or more core highway safety databases |
| 2019 | Improves completeness of a core highway safety database |
| 2019 | Improves accuracy of a core highway safety database |

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

| Source | Fiscal Year | Funding Source | Eligible Use of Funds | Estimated Funding Amount | Match Amount | Local Benefit |
|--------|-------------|----------------------------|--------------------------|--------------------------|--------------|---------------|
| | 2018 | FAST Act 405c Data Program | 405c Data Program (FAST) | \$180,000.00 | \$0.00 | \$0.00 |

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

| Item | Quantity | Price Per Unit | Total Cost | NHTSA Share per unit | NHTSA Share Total Cost |
|------|----------|----------------|------------|----------------------|------------------------|
|------|----------|----------------|------------|----------------------|------------------------|

No records found.

5.5.4.4 Planned Activity: MATRIS and Trauma Registry National Standard Uniformity and Data Quality Project

Planned activity name MATRIS and Trauma Registry National Standard Uniformity and Data Quality Project

Planned activity number TR-19-08

Primary countermeasure strategy Improves accuracy of a core highway safety database

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3)
 [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations

and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

Yes

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

MATRIS is currently based on the National EMS Information System (NEMSIS) version 2 (V2) data set standard developed in 2005. The NEMSIS Technical Assistance Center developed a major revision to NEMSIS version 3 (V3) released in 2011. The industry has adopted V3 and many states and ambulance services have already converted. MATRIS will migrate to this new standard to continue collecting NEMSIS compliant data from ambulance services as the software vendors are sun-setting their V2 products. This project is in progress but needs additional funding to complete the effort and migrate over 300 ambulance services.

For the MATRIS NEMSIS V3 upgrade, a revised data dictionary incorporating the new national and state requirements of NEMSIS V3, as well as additional data elements and values identified as important for better injury prevention and performance measurement analysis and linkage will be developed.

To implement NEMSIS V3, MATRIS is upgrading the software platform and has built out a new server environment at the Massachusetts Office of Information Technology (MassIT). Configuration of an interface for ambulance services to manually enter and view their data in MATRIS will be designed and tested internally and with pilot ambulance services.

For the Trauma Registry, hospitals are required to submit data in accordance with Hospital Licensure regulations (105 CMR 130.851 and 105 CMR 130.852) and Circular Letters (DHCQ 08-03-483). Hospitals designated as trauma centers are held to the standards set by the American College of Surgeons (ACS) National Trauma Data Standards (NTDS). The International Classification of Diseases, Tenth Edition (ICD-10 coding) was first implemented into the hospital coding on October 1, 2016. The ICD-10 coding has revisions to enhance and clarify the codes that are used by the trauma registrars and billing coders. In order to keep current with the industry standards from both the NTDS and ICD-10 codes, this project will enable the Trauma Registry system to implement the annual ACS/NTDS and ICD-10 changes.

An appropriate web-based trauma registry system with sufficient reporting capabilities will be set up to automatically send out timely quarterly reports to the submitting hospitals resulting in an increase in uniformity and quality of data reporting. The new system capabilities will free up resources to prioritize the annual maintenance of the state specification guidelines which will increase the accuracy and integration of the reporting data to meet the national standards and state requirements. As the data quality and accuracy improves over time, the data can be made accessible to internal and external customers as data requests, annual reports, research projects, data linkages, etc. The integration of the trauma registry data with other datasets will help researchers, programs, and policy makers develop informed conclusions thereby helping to keep the Massachusetts population safer with target based interventions.

CDC grant funding is also covering a portion of the MATRIS NEMSIS V3 migration project.

With any funding unspent in FFY 2018 the project will continue to enhance the accessibility, accuracy, completeness, integration, timeliness, and uniformity of both systems. This funding, approved by the TRCCs, will help to meet related recommendations from the 2014 Traffic Records Assessment to continue to grow and promote MATRIS and the Trauma Registry.

This task will support traffic records performance targets 4 and 5.

Enter intended subrecipients.

Massachusetts Department of Public Health

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

| Fiscal Year | Countermeasure Strategy Name |
|-------------|--|
| 2019 | Improves uniformity of a core highway safety database |
| 2019 | Improves timeliness of a core highway safety database |
| 2019 | Improves integration between one or more core highway safety databases |
| 2019 | Improves completeness of a core highway safety database |
| 2019 | Improves accuracy of a core highway safety database |

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

| Source Fiscal Year | Funding Source | Eligible Use of Funds | Estimated Funding Amount | Match Amount | Local Benefit |
|--------------------|----------------------------|--------------------------|--------------------------|--------------|---------------|
| 2018 | FAST Act 405c Data Program | 405c Data Program (FAST) | \$414,779.00 | \$0.00 | \$0.00 |

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

| Item | Quantity | Price Per Unit | Total Cost | NHTSA Share per unit | NHTSA Share Total Cost |
|------|----------|----------------|------------|----------------------|------------------------|
|------|----------|----------------|------------|----------------------|------------------------|

No records found.

5.5.4.5 Planned Activity: Boston Cyclist, Pedestrian and Vehicular Incident Information System Enhancement

Planned activity name Boston Cyclist, Pedestrian and Vehicular Incident Information System Enhancement

Planned activity number TR-19-09

Primary countermeasure strategy Improves accuracy of a core highway safety database

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

Yes

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Boston Emergency Medical Services (EMS) began this project in FFY 2013 to address information gaps, inconsistent data gathering and analysis, and the lack of usable real time data to guide decisions on traffic safety and transportation policy in Boston. Major project deliverables include: project management and coordination by a Boston EMS paramedic serving as project lead, specifically for validating the project's key data components; data vetting for every roadway incident to ensure the data sets have the most accurate data; data analysis to ensure timely reports to meet the unique needs of the intended audience through system development of a GIS dashboard tool; stakeholder engagement, and data review; project lead to provide training of EMS personnel to support system enhancements; training and professional development of project staff to optimize in-house capabilities for best addressing the project goal and deliverables. The city will cover the cost of ongoing public awareness efforts to enhance bicyclist and pedestrian safety. One of the recommendations of the 2014 Traffic Records Assessment was to maximize the use of traffic records systems data by traffic safety stakeholders.

This task will support traffic records performance targets 1 and 3.

Enter intended subrecipients.

City of Boston Emergency Medical Services

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

| Fiscal Year | Countermeasure Strategy Name |
|-------------|--|
| 2019 | Improves uniformity of a core highway safety database |
| 2019 | Improves timeliness of a core highway safety database |
| 2019 | Improves integration between one or more core highway safety databases |
| 2019 | Improves completeness of a core highway safety database |

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

| Source | Fiscal Year | Funding Source | Eligible Use of Funds | Estimated Funding Amount | Match Amount | Local Benefit |
|--------|-------------|----------------------------|--------------------------|--------------------------|--------------|---------------|
| | 2018 | FAST Act 405c Data Program | 405c Data Program (FAST) | \$118,453.00 | \$0.00 | \$0.00 |

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

| Item | Quantity | Price Per Unit | Total Cost | NHTSA Share per unit | NHTSA Share Total Cost |
|------|----------|----------------|------------|----------------------|------------------------|
|------|----------|----------------|------------|----------------------|------------------------|

No records found.

5.5.5 Countermeasure Strategy: Improves accessibility of a core highway safety database

Program area Traffic Records

Countermeasure strategy Improves accessibility of a core highway safety database

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

This is a traffic records countermeasure. It is not listed in NHTSA's Countermeasures That Work, Eighth Edition. All traffic records-related planned activities are aimed at making core highway safety data accessible, accurate, timely, integrated and complete. Improving quality of the data will help traffic safety agencies in Massachusetts make better decisions about allocating resources and where 'hot spots' that require attention are.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

Each planned activity for traffic records will help increase accessibility to the core highway safety database system for all Massachusetts traffic safety stakeholders.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

This countermeasure is a required goal set forth by the traffic records coordinating committee (TRCC).

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

| Planned activity unique identifier | Planned Activity Name | Primary Countermeasure |
|------------------------------------|---|--|
| TR-19-01 | MasSTRAC | Improves accessibility of a core highway safety database |
| TR-19-03 | Motor Vehicle Automated Citation and Crash System (MACCS) | Improves integration between one or more core highway safety databases |

5.5.5.1 Planned Activity: MasSTRAC

| | |
|---------------------------------|--|
| Planned activity name | MasSTRAC |
| Planned activity number | TR-19-01 |
| Primary countermeasure strategy | Improves accessibility of a core highway safety database |

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Funding will be used by EOPSS/OGR/HSD to secure a vendor(s) to develop and support a new MassTRAC system to reside within the open source environment of Mass.gov. Like its predecessor, the new MassTRAC will be a web-based solution for traffic records analysis, mapping, and reporting. In addition to the crash and citation data sets of its predecessor, the new tool would also include driver, EMS/injury/healthcare-related, roadway, and vehicle data sets. The new MassTRAC would help EOPSS/OGR/HSD meet federal reporting requirements and support safety planning processes across the Commonwealth. The new system would provide quick and easy user access to its raw data as well as basic and higher data analytical functions and data visualization/mapping tools. One of the recommendations of the 2014 Traffic Records Assessment was to maximize the use of traffic records systems data by traffic safety stakeholders. In May 2018 the Massachusetts Traffic Records Coordinating Committee (TRCC) voted to approve EOPSS/OGR/HSD's new MassTRAC project concept and to reserve up to \$375,000 of anticipated FFY 2019 Section 405c funding for the project. Use of any of this funding is subject to additional Executive-level TRCC approval following a review of a new MassTRAC business plan expected in late 2018.

This task will support traffic records performance target 2.

Enter intended subrecipients.

Vendor yet to be determined through the state procurement process

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

| Fiscal Year | Countermeasure Strategy Name |
|-------------|--|
| 2019 | Improves accessibility of a core highway safety database |

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

| Source Fiscal Year | Funding Source | Eligible Use of Funds | Estimated Funding Amount | Match Amount | Local Benefit |
|--------------------|----------------------------|--------------------------|--------------------------|--------------|---------------|
| 2019 | FAST Act 405c Data Program | 405c Data Program (FAST) | \$375,000.00 | \$93,750.00 | |
| 2018 | FAST Act NHTSA 402 | Traffic Records (FAST) | \$50,000.00 | \$0.00 | \$0.00 |

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

| Item | Quantity | Price Per Unit | Total Cost | NHTSA Share per unit | NHTSA Share Total Cost |
|-------------------|----------|----------------|------------|----------------------|------------------------|
| No records found. | | | | | |

5.5.6 Countermeasure Strategy: Highway Safety Office Program Management

| | |
|-------------------------|--|
| Program area | Traffic Records |
| Countermeasure strategy | Highway Safety Office Program Management |

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

Funding needed to support staff to handle the day-to-day operation of all traffic records-related projects.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

Having a fully funded staff to support all traffic records-related planned activities will help reduce fatalities on the roadway of Massachusetts.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

This countermeasure was selected as it best encompasses the planned activity.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

| Planned activity unique identifier | Planned Activity Name | Primary Countermeasure |
|------------------------------------|-------------------------------------|--|
| TR-19-12 | Program Management- Traffic Records | Highway Safety Office Program Management |

5.5.6.1 Planned Activity: Program Management- Traffic Records

Planned activity name Program Management- Traffic Records
Planned activity number TR-19-12
Primary countermeasure strategy Highway Safety Office Program Management

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3)
[Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4)
[Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) **[Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]**

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) **[Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]**

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) **[Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2)
[Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) **[Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

Enter description of the planned activity.

Provide sufficient staff to manage traffic records-related programming described in the FFY 2018 HSP and cover in- and out-of-state travel, professional development expenses, conference fees, postage, and office supplies.

Enter intended subrecipients.

Funds will support SHSO program staff and will not be subawarded.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

| Fiscal Year | Countermeasure Strategy Name |
|-------------|--|
| 2019 | Highway Safety Office Program Management |

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

| Source Fiscal Year | Funding Source | Eligible Use of Funds | Estimated Funding Amount | Match Amount | Local Benefit |
|--------------------|--------------------|------------------------|--------------------------|--------------|---------------|
| 2019 | FAST Act NHTSA 402 | Traffic Records (FAST) | \$120,000.00 | \$0.00 | \$0.00 |

Major purchases and dispositions

Click **Add New** to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

| Item | Quantity | Price Per Unit | Total Cost | NHTSA Share per unit | NHTSA Share Total Cost |
|------|----------|----------------|------------|----------------------|------------------------|
|------|----------|----------------|------------|----------------------|------------------------|

No records found.

5.5.6.2 Planned Activity: Americans with Disabilities Act (ADA) Compliance

Planned activity name Americans with Disabilities Act (ADA) Compliance

Planned activity number PA-19-02

Primary countermeasure strategy Highway Safety Office Program Management

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3)
[Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4)
[Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) **[Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]**

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) **[Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]**

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) **[Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2)
[Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) **[Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

Enter description of the planned activity.

Provide funds for interpretation, translation, and specialized printing services for those in need of accommodations. Also, make necessary programmatic, organizational and procedural improvements to alert the public about the availability of such accommodations.

Enter intended subrecipients.

Funds will be used for contractor provided services. The contractor will be determined via state procurement process.

Funds will not be subawarded.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

No records found.

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

| Source | Fiscal Year | Funding Source | Eligible Use of Funds | Estimated Funding Amount | Match Amount | Local Benefit |
|--------|-------------|--------------------|------------------------|--------------------------|--------------|---------------|
| 2019 | | FAST Act NHTSA 402 | Traffic Records (FAST) | \$5,000.00 | \$0.00 | \$0.00 |

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

| Item | Quantity | Price Per Unit | Total Cost | NHTSA Share per unit | NHTSA Share Total Cost |
|-------------------|----------|----------------|------------|----------------------|------------------------|
| No records found. | | | | | |

No records found.

5.6 Program Area: Distracted Driving

Program area type Distracted Driving

Will countermeasure strategies and planned activities be described in this plan to address the program area?

Yes

Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?

No

Problem identification

Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.

Distracted driving occurs when a driver fails to pay full attention to the task of driving. It occurs anytime a driver diverts his/her attention from the roadway. While this includes traditional distractions such as talking to passengers, eating, and adjusting radio controls, the use of hand held and built in electronic devices such as phones, tablets, infotainment systems, laptop computers, and GPS have quickly added major risks to the safety and health of all road users. Additionally, the exponential growth and use of available smart phone apps continues to compound the problem.

An additional issue related to distracted driving is that data may reflect an under reporting of the problem. Unless a driver, passenger, or witness to the crash confirms the distracted behavior, law enforcement must get cell phone records to confirm any usage at the point of impact or just before a crash occurred, and that may not always happen.

In 2016, nine percent of all fatal crashes in the U.S. were reported as 'distraction-affected' (*Traffic Safety Facts - Distracted Driving 2016*, DOT HS 812 517, April 2018) crashes involving one or more of the following distractions: an occupant; a moving object in the vehicle, talking on a cell phone; manipulating a cell phone; adjusting audio, climate or other controls in vehicle; reaching for a device or object; an outside person, object, or event; eating or drinking; smoking; daydreaming; and general distraction/carelessness.

Of the 3,210 drivers involved in a distraction-affected fatal crash in the United States in 2016, nine percent were 15 to 19 years old. In Massachusetts, there were 28 documented 'distraction-affected' fatal crashes in 2016 - eight percent of all fatal crashes. These crashes resulted in 28 fatalities or 7% of all fatalities. The percentage of 15 to 19 year old drivers involved in a distracted driving crash was lower than the 2016 national rate at 7%.

From 2012 to 2016, Massachusetts has had 2,356 drivers involved in a fatal crash. 151 of these crashes (6%) were documented as a 'distraction-affected'. Of the 151 drivers, 68% were male. Males accounted for 67% of those drivers using a cell phone. Below is a chart that details the highest percentage of distracted-related crashes by day and time. The highlighted squares are the highest time frames for that particular day. Monday, Wednesday and Friday have the 3pm - 5:59pm period with the most crashes. Distracted driving crashes happened more often in the PM hours (12pm-11:59pm), 59% compared to 41% in the AM hours (12am-11:59am).

| | Sunday | Monday | Tuesday | Wednesday | Thursday | Friday | Saturday |
|------------------|--------|--------|---------|-----------|----------|--------|----------|
| 12:00am - 2:59am | 17% | 10% | 0% | 9% | 5% | 4% | 22% |
| 3:00am - 5:59am | 13% | 5% | 0% | 0% | 11% | 4% | 0% |
| 6:00am - 8:59am | 4% | 15% | 21% | 23% | 11% | 4% | 11% |
| 9:00am - 11:59am | 9% | 20% | 16% | 9% | 11% | 19% | 22% |
| 12:00pm - 2:59pm | 22% | 10% | 16% | 18% | 26% | 15% | 6% |
| 3:00pm - 5:59pm | 17% | 20% | 5% | 32% | 16% | 26% | 17% |
| 6:00pm - 8:59pm | 4% | 20% | 37% | 5% | 21% | 19% | 11% |
| 9:00pm - 11:59pm | 13% | 0% | 5% | 5% | 0% | 11% | 11% |

In 2016, fatalities in distracted driving crashes were 7% of total traffic fatalities - down from 9% in 2015. Since 2012, there have been 150 fatalities reported in distraction-affected fatal crashes, approximately 8% of all traffic fatalities during the same period. With the exception of a few, most crashes involving a distraction had one fatality. Data from 2012 to 2016 finds that speeding was a factor in a crash only 16% of the time, which may be a factor in the low number of multiple fatalities in distraction-affected crashes. Another factor in the low number of multiple-fatality crashes is the roadway function, which can affect how fast drivers may travel. The chart below shows that nearly a third of distracted driving fatal crashes occurred on local roads and only 3% of those local crashes involved speeding. In fact, over 80% of the crashes took place on roadways that typically have speed limits under 50 miles per hour.

| Roadway Function | Speeding | No Speeding | Total |
|--------------------|----------|-------------|-------|
| Interstate | 3% | 9% | 11% |
| Freeway-Expressway | 1% | 6% | 7% |
| Principal Arterial | 4% | 22% | 26% |
| Minor Arterial | 4% | 16% | 20% |
| Major Collector | 1% | 5% | 6% |
| Local Road | 3% | 26% | 29% |

Not only do arterial, collector, and local roads have lower speed limits, they also tend to have more traffic control devices such as stop signs and/or signals. Going through a red (stop) or yellow (warning) light is more likely if a driver is inattentive. Forty percent of distraction-affected crashes were documented at some type of intersection (Four-way, T-shaped, Y-shaped, Five Point or more) from 2012 to 2016.

A closer look at non-intersection distraction-affected crashes reveal that the most frequent reason for a crash was a driver swerving to avoid a pedestrian or animal. According to NHTSA, driving at 55 miles per hour while sending or reading a text message takes your eyes off the road for approximately five seconds, which is roughly equivalent to driving the distance of a football field while blindfolded. Imagine looking down for five seconds along a road and then looking up to see a pedestrian or animal in the road, you swerve to avoid a collision and end up going off the road, crossing into another lane, or hitting a car in the lane next to you. Loss of control/driving off the road and swerving to avoid a person or animal made up 53% of all non-intersection distracted driving crashes.

| | 2012 | 2013 | 2014 | 2015 | 2016 | Total |
|---------------------------------|-----------|-----------|-----------|-----------|-----------|-----------|
| Non-Intersection Crashes | 14 | 26 | 14 | 20 | 15 | 89 |
| Drive off road/loss of control | 3 | 10 | 3 | 3 | 4 | 23 |
| Avoid pedestrian or animal | 4 | 8 | 2 | 5 | 5 | 24 |
| Total | 7 | 18 | 5 | 8 | 9 | 47 |
| Percent of all non-intersection | 50% | 69% | 36% | 40% | 60% | 53% |

Since 2012, distraction-affected crashes have occurred more often in Bristol and Worcester counties. These two counties accounted for 29% of all distraction-affected fatal crashes from 2012 to 2016. Through the planned distracted driving activities in FFY 2019, a focus will be on male drivers in the municipalities that have the most severe problems in these areas along arterial and local roads during the evening rush period (3pm - 9pm).

| | Distracted Driving Crashes (2012-2016) | Percent of All Distracted Driving Crashes |
|-------------------|--|---|
| Barnstable | 8 | 5% |
| Berkshire | 10 | 7% |
| Bristol | 22 | 15% |
| Essex | 6 | 4% |
| Franklin | 5 | 3% |
| Hampden | 13 | 9% |
| Hampshire | 10 | 7% |
| Middlesex | 16 | 11% |
| Norfolk | 15 | 10% |
| Plymouth | 18 | 12% |
| Suffolk | 4 | 3% |
| Worcester | 20 | 14% |
| Total | 147 | |

While distraction-affected fatal crashes have fluctuated from 2012 to 2016, with an average of 30 per year, the ability of a driver to maintain focus on the road is constantly being challenged each and every time they get behind the wheel. From cell phone notifications and alerts to other distractions, there is always something

pulling the driver's attention from the road ahead.

Performance measures

Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.

Performance Measures in Program Area

| Fiscal Year | Performance Measure Name | Target Period(Performance Target) | Target End Year | Target Value(Performance Target) |
|-------------|--|-----------------------------------|-----------------|----------------------------------|
| 2019 | Number of distraction-affected fatal crashes | 5 Year | 2019 | 27.0 |

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

Countermeasure Strategies in Program Area

| Fiscal Year | Countermeasure Strategy Name |
|-------------|--|
| 2019 | Highway Safety Office Program Management |
| 2019 | High Visibility Cellphone/Text Messaging Enforcement |
| 2019 | Communication Campaign |

5.6.1 Countermeasure Strategy: Highway Safety Office Program Management

Program area Distracted Driving

Countermeasure strategy Highway Safety Office Program Management

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

Funding needed for support staff to conduct day-to-day oversight of all distracted driving-related grants and planned activities.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

Without proper funding, distracted driving planned activities would not occur and law enforcement agencies would not receive the necessary funding to help lower distracted driving fatalities across the state.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

This countermeasure was selected as it best covered the objectives of the planned activity.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

| Planned activity unique identifier | Planned Activity Name | Primary Countermeasure |
|------------------------------------|---|--|
| DD-19-06 | Program Management - Distracted Driving | Highway Safety Office Program Management |

5.6.2 Countermeasure Strategy: High Visibility Cellphone/Text Messaging Enforcement

| | |
|--------------------------------|--|
| Program area | Distracted Driving |
| Countermeasure strategy | High Visibility Cellphone/Text Messaging Enforcement |

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network

of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

Similar to sobriety checkpoints, the objective of high visibility cellphone/text messaging enforcement is to deter cell phone use by increasing the perceived risk of a ticket. The high visibility approach combines law enforcement with paid and earned media supporting the enforcement activity. Enforcement officers will seek out drivers actively using or looking at their phones while driving, either through assigned patrols or a 'spotter' reporting usage to an officer at a location further up the road. During FFY 2019, both the State Police and local police departments (number of departments yet to be determined) will participate in a coordinated effort to make the general public aware of the dangers of distracted driving as well as upping the fear of receiving a ticket for violating the law regarding electronic device usages while driving.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

From 2012 to 2016, nine percent of all Massachusetts fatal crashes involved a distraction, with 46% of these 'distraction-affected' crashes occurring between Friday morning and Sunday evening. EOPSS/OGR/HSD will have State and local police departments involved in the high visibility enforcement to conduct a majority of their planned patrols during this time frame. EOPSS/OGR/HSD will also reach out to local police in the three highest distracted driving crash counties - Bristol, Plymouth and Worcester - to hopefully increase the number of applicants for funding from these counties.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

High visibility enforcement activities have been shown to be an effective countermeasure to increase awareness among drivers and passengers. EOPSS/OGR/HSD see the combination of enforcement and education through a targeted media campaign as the best use of funding to impact a high percentage of the driving population in Massachusetts.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

| Planned activity unique identifier | Planned Activity Name | Primary Countermeasure |
|------------------------------------|---|--|
| DD-19-02 | MSP Distracted Driving Enforcement | High Visibility Cellphone/Text Messaging Enforcement |
| DD-19-03 | Local Police Distracted Driving Enforcement | High Visibility Cellphone/Text Messaging Enforcement |

5.6.2.1 Planned Activity: MSP Distracted Driving Enforcement

| | |
|--|--|
| Planned activity name | MSP Distracted Driving Enforcement |
| Planned activity number | DD-19-02 |
| Primary countermeasure strategy | High Visibility Cellphone/Text Messaging Enforcement |

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3)
[Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4)
[Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

The Massachusetts State Police (MSP) will conduct distracted driving law enforcement, using internal RAMS data to determine the appropriate days, times, and locations. The preliminary timeline for this project will be based on data and guidance from NHTSA, as well as other distracted driving events. MSP will employ several trusted high-visibility strategies such as spotter techniques, roving marked and unmarked cruisers and SUVs, as well as stationary vehicles. Since distracted driving is associated with driving behaviors such as operating at inappropriate speeds, slow reaction time, and weaving among traffic, these behaviors will receive special attention during enforcement periods.

Enter intended subrecipients.

Massachusetts State Police

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

| Fiscal Year | Countermeasure Strategy Name |
|-------------|--|
| 2019 | High Visibility Cellphone/Text Messaging Enforcement |

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

| Source Fiscal Year | Funding Source | Eligible Use of Funds | Estimated Funding Amount | Match Amount | Local Benefit |
|--------------------|--------------------|---------------------------|--------------------------|--------------|---------------|
| 2019 | FAST Act NHTSA 402 | Distracted Driving (FAST) | \$300,000.00 | \$0.00 | \$0.00 |

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

| Item | Quantity | Price Per Unit | Total Cost | NHTSA Share per unit | NHTSA Share Total Cost |
|-------------------|----------|----------------|------------|----------------------|------------------------|
| No records found. | | | | | |

5.6.2.2 Planned Activity: Local Police Distracted Driving Enforcement

| | |
|---------------------------------|--|
| Planned activity name | Local Police Distracted Driving Enforcement |
| Planned activity number | DD-19-03 |
| Primary countermeasure strategy | High Visibility Cellphone/Text Messaging Enforcement |

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Provide overtime funds to municipal police departments to conduct enforcement of distracted driving laws. Not only will enforcement patrols seek out violators who use cellphones and other electronic devices while driving, but also those who exhibit associated distracted driving behaviors such as operating at inappropriate speed, slow reaction time, and weaving among traffic. Patrols will be conducted during high-risk times and locations based on the latest available state and local data. Eligibility will be based upon crash data, subtracting crashes the MSP responded to, and then normalized by population. For the FFY 2018 program, any community with a crash rate equal to or above 0.09 was deemed eligible for this program. This eligibility criteria may be adjusted for the FFY 2019 program. Under this project, participating departments may request funding for traffic enforcement equipment including, but not limited to, speed measurement devices, and traffic safety signage.

Enter intended subrecipients.

Local police departments

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

| Fiscal Year | Countermeasure Strategy Name |
|-------------|--|
| 2019 | High Visibility Cellphone/Text Messaging Enforcement |

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

| Source | Fiscal Year | Funding Source | Eligible Use of Funds | Estimated Funding Amount | Match Amount | Local Benefit |
|--------|-------------|--------------------|---------------------------|--------------------------|--------------|---------------|
| | 2018 | FAST Act NHTSA 402 | Distracted Driving (FAST) | \$625,000.00 | \$625,000.00 | \$625,000.00 |

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

| Item | Quantity | Price Per Unit | Total Cost | NHTSA Share per unit | NHTSA Share Total Cost |
|-------------------|----------|----------------|------------|----------------------|------------------------|
| No records found. | | | | | |

5.6.3 Countermeasure Strategy: Communication Campaign

| | |
|--------------------------------|------------------------|
| Program area | Distracted Driving |
| Countermeasure strategy | Communication Campaign |

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

Public outreach, whether by radio, television, outdoor displays or social media, is necessary to spread the message of paying attention to the road while behind the wheel. EOPSS/OGR/HSD sees media campaigns for distracted driving having a two-fold impact - 1) to support and enhance the importance of keeping one's eyes on the road when driving during the planned distracted driving enforcement mobilization in April 2019; and 2) to continue reminding Massachusetts drivers of the dangers involved in using cell phones while behind the wheel.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

Distracted driving media campaigns will help lower the number of distracted driving crashes by making drivers aware on a regular basis of the dangers of not paying attention to the road while driving.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

Media campaigns are the best way to impact a large audience with the limited funds available.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

| Planned activity unique identifier | Planned Activity Name | Primary Countermeasure |
|------------------------------------|---|------------------------|
| DD-19-01 | Distracted Driving Media | Communication Campaign |
| DD-19-04 | Higher Education Distracted Driving Media Program | Communication Campaign |
| DD-19-05 | Community-Based Distracted Driving Grant Program | Communication Campaign |

5.6.3.1 Planned Activity: Distracted Driving Media

| | |
|---------------------------------|--------------------------|
| Planned activity name | Distracted Driving Media |
| Planned activity number | DD-19-01 |
| Primary countermeasure strategy | Communication Campaign |

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

EOPSS/OGR/HSD will develop and implement a statewide paid and earned media campaign to support the April 2019 enforcement mobilization which will highlight the dangers of distractions, state laws, and the work of local and state police to deter distracted driving. EOPSS/OGR/HSD will analyze state and local crash and fatality data as well as research on mobile and app usage trends, to identify the target audience(s) and the mediums used to reach them.

EOPSS/OGR/HSD will continue to message to the parents of teen drivers age 15-19 as this age group represents the largest proportion of drivers distracted at the time of fatal crashes. Paid and earned media funds will highlight the dangers of distractions during the "100 Deadliest Days" from Memorial-Labor Day.

EOPSS/OGR/HSD will contract with a marketing and advertising vendor.

Internal policies will be followed noting that all media and communications activities should be in support of data-driven objectives and in coordination with other activities and programs, in particular, enforcement. Crash and citation data will be used not only for planning enforcement activities but also to determine the target audiences and media channels used to reach that audience. NHTSA's guidelines will be followed for messaging, demographics, best practices and target groups for each media effort.

Enter intended subrecipients.

Media vendor yet to be determined through state procurement process.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities**Fiscal Year Countermeasure Strategy Name**

2019 Communication Campaign

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

| Source | Fiscal Year | Funding Source | Eligible Use of Funds | Estimated Funding Amount | Match Amount | Local Benefit |
|--------|-------------|--------------------|-------------------------|--------------------------|--------------|---------------|
| 2019 | | FAST Act NHTSA 402 | Paid Advertising (FAST) | \$200,000.00 | \$200,000.00 | \$0.00 |

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

| Item | Quantity | Price Per Unit | Total Cost | NHTSA Share per unit | NHTSA Share Total Cost |
|-------------------|----------|----------------|------------|----------------------|------------------------|
| No records found. | | | | | |

5.6.3.2 Planned Activity: Higher Education Distracted Driving Media Program

Planned activity name Higher Education Distracted Driving Media Program

Planned activity number DD-19-04

Primary countermeasure strategy Communication Campaign

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Provide grant funds to a college or university to develop a distracted driving media campaign that resonates with younger drivers. The grant will be given to an academic department such as journalism, marketing, or one related to video/advertising production. It will be required that a department faculty member oversees the project including paying for student stipends, supplies, production costs, and travel.

The intent is to generate messaging that is conceptualized, developed, produced, and disseminated by young people to their peers. The end product(s) may be disseminated via social or earned media. The student workers will be given day-to-day guidance from the faculty member and also be able to work with the EOPSS/OGR/HSD staff and media vendor for additional direction. It is hoped that the end product(s) will be accepted by the target audience as peer-to-peer messaging, as opposed to government messaging.

Enter intended subrecipients.

An institute of higher education to be selected through a competitive process.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

2019 Communication Campaign

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

| Source | Fiscal Year | Funding Source | Eligible Use of Funds | Estimated Funding Amount | Match Amount | Local Benefit |
|--------|-------------|--------------------|---------------------------|--------------------------|--------------|---------------|
| 2019 | | FAST Act NHTSA 402 | Distracted Driving (FAST) | \$10,000.00 | \$0.00 | \$0.00 |

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

| Item | Quantity | Price Per Unit | Total Cost | NHTSA Share per unit | NHTSA Share Total Cost |
|-------------------|----------|----------------|------------|----------------------|------------------------|
| No records found. | | | | | |

5.6.3.3 Planned Activity: Community-Based Distracted Driving Grant Program

Planned activity name Community-Based Distracted Driving Grant Program

Planned activity number DD-19-05

Primary countermeasure strategy Communication Campaign

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Competitive and discretionary grant awards will be provided to one or more organizations such as Girl Scouts, Boy Scouts, Parent-Teacher Organizations, schools, faith-based organizations, advocacy groups, etc., that will implement community-based educational and awareness programs. The eligible applicants may include both non-profit 501(c)(3) or governmental organizations.

This planned activity will consist of one or more data-driven competitive grant programs that will be focused in geographical areas and/or high risks populations that have demonstrated needs in the area of distracted driving.

The programs will generally be focused on raising awareness of road safety, training, and changing social attitudes and behaviors in order to reduce vehicle crashes and their associated fatalities, serious injuries and economic losses on the state's roadways.

This will not be a traffic enforcement program, but EOPSS/OGR/HSD will encourage applicants to develop new or enhance existing partnerships with law enforcement agencies to achieve project goals.

Selected grant subrecipients will develop and implement traffic safety improvement educational and awareness programs that address issues in their targeted communities. Programs that focus on high risk groups or behaviors will be prioritized. Organizations will be encouraged to build partnerships that incorporate a whole-community data-driven approach to identifying and addressing road safety problems. The formation of community-wide road safety coalitions that bring together a wide constituency to focus on aspects of road safety will also be encouraged.

Projects that will develop and implement educational curriculum that aim to instill a life-long road safety culture in the Commonwealth's citizenry will also be prioritized. Projects may also incorporate social and/or traditional media strategies to change risky behavior on the state's roadways.

The competitive grant solicitation may guide potential applicants to various informational resources such as:

- National Highway Traffic Safety Administration
- Centers for Disease Control and Prevention
- Governors Highway Safety Association
- Insurance Institute for Highway Safety
- National Safety Council
- American Automobile Association
- The Vision Zero Network
- Mothers Against Drunk Driving
- Students Against Destructive Decisions

Enter intended subrecipients.

Non-profit and/or governmental organizations selected through a competitive process.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

| Fiscal Year | Countermeasure Strategy Name |
|-------------|------------------------------|
| 2019 | Communication Campaign |

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

| Source | Fiscal Year | Funding Source | Eligible Use of Funds | Estimated Funding Amount | Match Amount | Local Benefit |
|--------|-------------|--------------------|---------------------------|--------------------------|--------------|---------------|
| 2019 | | FAST Act NHTSA 402 | Distracted Driving (FAST) | \$25,000.00 | \$0.00 | \$0.00 |

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

| Item | Quantity | Price Per Unit | Total Cost | NHTSA Share per unit | NHTSA Share Total Cost |
|-------------------|----------|----------------|------------|----------------------|------------------------|
| No records found. | | | | | |

5.7 Program Area: Speed Management

Program area type Speed Management

Will countermeasure strategies and planned activities be described in this plan to address the program area?

Yes

Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?

No

Problem identification

Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.

Speeding, or aggressive driving, is an ever-present danger on the roadways. In 2016, 27% of traffic fatalities in the U.S. involved speeding and 18% of all drivers in fatal crashes were speeding at the time of crash, with 11% these drivers between the ages of 15 and 20. In Massachusetts, speeding was also determined to be involved in 27% of all traffic fatalities. However, 27% of all drivers (136 of 501) in fatal crashes were speeding at the time of crash - much higher than the national rate of 18%. Of these 136 speeding drivers (96 males, 40 females), 14% were under the age of 21. Speeding fatalities overall have been on the decline in recent years. Since 2012, the number of speeding fatalities nationally has declined 2%, while the number in Massachusetts has decreased 8%. While this is a positive development, much work is still needed to improve driver behaviors on the roadways.

From 2012 to 2016, there were 485 speed-related fatalities in Massachusetts. Worcester led all counties with 16%, followed by Hampden (13%) and Bristol (11%). These three counties account for 40% of all speeding fatalities in the Commonwealth. Franklin County had the highest percentage with 41% fatalities being speed related (14 of 34) with Hampden County second at 36% (62 of 174).

| County | Speeding Fatalities (2012-2016) | Percent of All Speeding Fatalities | Total Traffic Fatalities (2012-2016) | Percent Speed of All County Fatalities |
|-----------|---------------------------------|------------------------------------|--------------------------------------|--|
| Worcester | 14 | 36% | 34 | 41% |
| Hampden | 62 | 36% | 174 | 36% |
| Bristol | 11 | 11% | 100 | 11% |

| | | | | |
|------------|----|-----|-----|-----|
| Barnstable | 21 | 4% | 92 | 23% |
| Berkshire | 16 | 3% | 55 | 29% |
| Bristol | 55 | 11% | 220 | 25% |
| Essex | 41 | 8% | 162 | 25% |
| Franklin | 14 | 3% | 34 | 41% |
| Hampden | 62 | 13% | 174 | 36% |
| Hampshire | 13 | 3% | 43 | 30% |
| Middlesex | 50 | 10% | 245 | 20% |
| Norfolk | 50 | 10% | 183 | 27% |
| Plymouth | 49 | 10% | 203 | 24% |
| Suffolk | 34 | 7% | 141 | 24% |
| Worcester | 77 | 16% | 263 | 29% |

Saturdays and Sundays saw the most speed-related fatalities, with 20% each, from 2012 to 2016. The three day span of Friday, Saturday and Sunday accounts for 56% of all speed crashes.

| Day-of-week | Speeding Fatalities (2012-2016) | Percent of All Speeding Fatalities |
|------------------|---------------------------------|------------------------------------|
| Sunday | 95 | 20% |
| Monday | 54 | 11% |
| Tuesday | 54 | 11% |
| Wednesday | 57 | 12% |
| Thursday | 50 | 10% |
| Friday | 78 | 16% |
| Saturday | 97 | 20% |

From 2012 to 2016, speed related fatalities occurred most in July and November. Those two months accounted for nearly a quarter of all fatalities. Interestingly, the latter part of the year (July - December) had a significantly higher percentage of fatalities than the first six months (January - June). A margin of 58% to 42% in favor of the second half of the year.

| Month | Speeding Fatalities (2012-2016) | Percent of All Speeding Fatalities |
|-------|---------------------------------|------------------------------------|
|-------|---------------------------------|------------------------------------|

| | | |
|------------------|----|-----|
| January | 38 | 8% |
| February | 27 | 6% |
| March | 23 | 5% |
| April | 37 | 8% |
| May | 36 | 7% |
| June | 43 | 9% |
| July | 57 | 12% |
| August | 34 | 7% |
| September | 49 | 10% |
| October | 51 | 11% |
| November | 57 | 12% |
| December | 33 | 7% |

According to NHTSA, in 2016 half of all drivers in the U.S. in fatal crashes involving speeding were unrestrained. In Massachusetts, the rate was much lower in 2016 with 30 of 105 speed-related fatalities involving a driver that was unrestrained - a 29% rate. Drivers and passengers together accounted for 39% of all speed-related fatalities in 2016. Below is a chart showing the number of unrestrained drivers and passengers from 2012 to 2016.

| Unrestrained Fatalities in Speeding Crashes (2012-2016) | Drivers | Passengers | % All Unrestrained Drivers | % All Unrestrained Passengers | % All Unrestrained Speeding Fatalities |
|--|----------------|-------------------|-----------------------------------|--------------------------------------|---|
| Under 16 years | 0 | 4 | 0% | 6% | 2% |
| 16 - 20 | 22 | 15 | 16% | 23% | 18% |
| 21 - 25 | 30 | 22 | 22% | 34% | 26% |
| 26 - 35 | 35 | 14 | 26% | 22% | 24% |
| 36 - 45 | 22 | 3 | 16% | 5% | 12% |
| 46 - 55 | 16 | 3 | 12% | 5% | 9% |
| 56 - 65 | 5 | 4 | 4% | 6% | 4% |
| Over 65 | 7 | 0 | 5% | 0% | 3% |

Most unrestrained fatalities in a speed-related crashes occurred among drivers and passengers between the age of 16 and 35. This group accounts for 68% of all speed-related unrestrained fatalities. After age 35, the percentage drops substantially as older, more mature drivers are less prone to speeding.

It may seem logical to assume more speed-related crashes occur on interstates because of the higher speeds, but in Massachusetts only 21% take place on interstates or state highways. From 2012-2016, over a third of speed-related fatal crashes (142 of 444) occurred on local roads or streets, 41% on arterials (principal and minor), and 6% on collectors (major and minor).

The time of day when speed-related fatal crashes occur helps narrow down when speed-related enforcement or planned activities should be conducted. The chart below details when speeding crashes occur on specific road types. 25% of all speed-related fatal crashes on local roads took place between 12:00am - 2:59am. Midnight to 2:59 am is the time when crashes occur most often in four of the seven functional systems. Principal arterial speed-related crashes are highest during the evening rush hour, 6:00pm to 8:59pm, which makes sense as this time frame is when most people are driving home from work or driving to evening activities (town sports, bands, dance) which would involve lots of driving over principal and minor arterial roads.

| Speed-Related Fatal Crashes (2012-2016) | Interstate | Freeway or Highway | Principal Arterial | Minor Arterial | Major Collector | Minor Collector | Local Road |
|---|------------|--------------------|--------------------|----------------|-----------------|-----------------|------------|
| 12:00am - 2:59am | 19% | 27% | 20% | 27% | 23% | 20% | 25% |
| 3:00am - 5:59am | 19% | 13% | 10% | 9% | 14% | 0% | 8% |
| 6:00am - 8:59am | 9% | 10% | 7% | 7% | 5% | 0% | 6% |
| 9:00am - 11:59am | 3% | 3% | 2% | 5% | 9% | 20% | 4% |
| 12:00pm - 2:59pm | 14% | 10% | 3% | 7% | 5% | 20% | 6% |
| 3:00pm - 5:59pm | 13% | 7% | 10% | 13% | 5% | 40% | 14% |
| 6:00pm - 8:59pm | 6% | 20% | 26% | 14% | 27% | 0% | 14% |
| 9:00pm - 11:59pm | 17% | 10% | 21% | 18% | 14% | 0% | 22% |

For FFY 2019, EOPSS/OGR/HSD will focus its speeding and aggressive driving efforts on occupants aged 35 years or younger with emphasis on wearing seat belts. Any enforcement activity should take place primarily along arterials and local roads during the period from 3:00pm to 3:00am.

Performance measures

Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.

Performance Measures in Program Area

| Fiscal Year | Performance Measure Name | Target Period(Performance Target) | Target End Year | Target Value(Performance Target) |
|-------------|---|-----------------------------------|-----------------|----------------------------------|
| 2019 | C-6) Number of speeding-related fatalities (FARS) | 5 Year | 2019 | 94.0 |

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

Countermeasure Strategies in Program Area

| Fiscal Year | Countermeasure Strategy Name |
|-------------|--|
| 2019 | Sustained Enforcement |
| 2019 | Highway Safety Office Program Management |
| 2019 | Communication Campaign |

5.7.1 Countermeasure Strategy: Sustained Enforcement

| | |
|-------------------------|-----------------------|
| Program area | Speed Management |
| Countermeasure strategy | Sustained Enforcement |

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities

during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

Mass State Police will be conducting speed-related enforcement patrols on a regular basis throughout FFY 2019 across the Commonwealth with emphasis on the counties of Bristol and Worcester - the two top counties for speed-related fatalities since 2009. Enforcement will also take place with more frequency in the latter part of the calendar year (July - December) as speed-related fatalities occur more often during this period of time.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

By funding sustained enforcement throughout FFY 2019, EOPSS/OGR/HSD hopes to not only decrease the number of crashes involving speeding, but also distractions, alcohol, and drugs. This approach will help EOPSS/OGR/HSD meet its stated performance target for speed-related fatalities by December 31, 2019.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

This countermeasure was selected as it was the best option to describe the planned activity.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

| Planned activity unique identifier | Planned Activity Name | Primary Countermeasure |
|------------------------------------|-----------------------|------------------------|
| SC-19-02 | MSP Speed Enforcement | Sustained Enforcement |

5.7.1.1 Planned Activity: MSP Speed Enforcement

| | |
|---------------------------------|-----------------------|
| Planned activity name | MSP Speed Enforcement |
| Planned activity number | SC-19-02 |
| Primary countermeasure strategy | Sustained Enforcement |

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on

impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Funds will be provided to the Massachusetts State Police (MSP) to conduct speed-related enforcement activities aimed at decreasing the incidence of speeding violations and reducing the rate of speed-related motor vehicles crashes along the Commonwealth's major highways. MSP will use internal data to determine the timing of the mobilization. In previous years, speed mobilizations have taken place in October.

Enter intended subrecipients.

Massachusetts State Police

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

| Fiscal Year | Countermeasure Strategy Name |
|-------------|------------------------------|
| 2019 | Sustained Enforcement |

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

| Source | Fiscal Year | Funding Source | Eligible Use of Funds | Estimated Funding Amount | Match Amount | Local Benefit |
|--------|-------------|--------------------|--------------------------|--------------------------|--------------|---------------|
| | 2019 | FAST Act NHTSA 402 | Speed Enforcement (FAST) | \$300,000.00 | \$300,000.00 | \$0.00 |

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

| Item | Quantity | Price Per Unit | Total Cost | NHTSA Share per unit | NHTSA Share Total Cost |
|-------------------|----------|----------------|------------|----------------------|------------------------|
| No records found. | | | | | |

5.7.2 Countermeasure Strategy: Highway Safety Office Program Management

| | |
|--------------------------------|--|
| Program area | Speed Management |
| Countermeasure strategy | Highway Safety Office Program Management |

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

Funding needed to allow EOPSS/OGR/HSD program managers and program coordinators to properly oversee Speed Management-related planned activities.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

Without proper funding, speed management-related planned activities would either not take place or have very poor oversight due to lack of staff support. There could lead to increased speed-related fatalities on the roadways of Massachusetts.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

This countermeasure was selected because it best described the objectives of the associated planned activity.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

| Planned activity unique identifier | Planned Activity Name | Primary Countermeasure |
|------------------------------------|---|--|
| SC-19-03 | Program Management - Speed and Aggressive Driving | Highway Safety Office Program Management |

5.7.2.1 Planned Activity: Administration of Statewide Traffic Safety Program

| | |
|---------------------------------|--|
| Planned activity name | Administration of Statewide Traffic Safety Program |
| Planned activity number | PA-19-01 |
| Primary countermeasure strategy | Highway Safety Office Program Management |

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Funding to plan, implement, monitor, and evaluate programs and projects for the FFY 2019 Highway Safety Plan (HSP), produce the FFY 2019 Annual Report as well as prepare the FFY 2020 HSP. Provide required staff salaries, professional development, travel, office space, equipment, materials, and fiscal support.

Project Staff - Jeff Larason, Paul Garrity, Diane Perrier, Denise Veiga, Susan Burgess-Chin, Angela Davis, and Kevin Stanton

Enter intended subrecipients.

Funds will support SHSO staff and will not be subawarded.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

No records found.

Funding sources

Click **Add New** to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

| Source Fiscal Year | Funding Source | Eligible Use of Funds | Estimated Funding Amount | Match Amount | Local Benefit |
|--------------------|--------------------|------------------------------------|--------------------------|--------------|---------------|
| 2019 | FAST Act NHTSA 402 | Planning and Administration (FAST) | \$567,000.00 | \$567,000.00 | \$0.00 |

Major purchases and dispositions

Click **Add New** to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item Quantity Price Per Unit Total Cost NHTSA Share per unit NHTSA Share Total Cost

No records found.

5.7.3 Countermeasure Strategy: Communication Campaign

Program area Speed Management

Countermeasure strategy Communication Campaign

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

Speed safety media campaigns will support the traffic enforcement mobilizations conducted by both State and local police during FFY 2019. Stopping drivers who exceed the posted speed limit or driving too fast for current conditions is a part of the overall objectives for high visibility as well as sustained enforcement activities.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

Speeding-related fatalities have declined 8% since 2007. Despite this positive development, it has been found that nearly 45% of these speed-related fatalities were attributed to an unrestrained driver or passenger in the crash. The speed media campaign in FFY 2019 will not only focus on driving with care and consideration for others sharing the road but also on the need to buckle up anytime one steps into a motor vehicle. By tackling both issues via marketing, along with the numerous traffic enforcement mobilizations, sobriety checkpoints, and regular patrols by State and local police, EOPSS/OGR/HSD expects the five-year average of speed-related fatalities to meet the stated goal for December 31, 2019.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

This countermeasure was selected because it was the best option to describe the planned activity.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

| Planned activity unique identifier | Planned Activity Name | Primary Countermeasure |
|------------------------------------|-----------------------|------------------------|
| SC-19-01 | Speed Media | |

5.7.3.1 Planned Activity: Speed Media

| | |
|---------------------------------|-------------|
| Planned activity name | Speed Media |
| Planned activity number | SC-19-01 |
| Primary countermeasure strategy | |

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger

safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Provide funding for a paid and earned media campaign in support of speed-related outreach and enforcement activities throughout FFY 2019, including the Massachusetts State Police Speed Enforcement Mobilization EOPSS/OGR/HSD will contract with a marketing and advertising agency to execute this campaign while running social media in-house for sustained educational efforts.

Internal policies will be followed noting that all media and communications activities should be in support of data-driven objectives and in coordination with other activities and programs, in particular, enforcement. Crash and citation data will be used not only for planning enforcement activities but also to determine the target audiences and media channels used to reach that audience. NHTSA's guidelines will be followed for messaging, demographics, best practices and target groups for each media effort.

Enter intended subrecipients.

Media vendor to be determined through the state contracting process.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

2019 Communication Campaign

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

| Source | Fiscal Year | Funding Source | Eligible Use of Funds | Estimated Funding Amount | Match Amount | Local Benefit |
|--------|-------------|--------------------|-------------------------|--------------------------|--------------|---------------|
| | 2019 | FAST Act NHTSA 402 | Paid Advertising (FAST) | \$50,000.00 | \$50,000.00 | \$0.00 |

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item Quantity Price Per Unit Total Cost NHTSA Share per unit NHTSA Share Total Cost

No records found.

5.8 Program Area: Police Traffic Services

Program area type Police Traffic Services

Will countermeasure strategies and planned activities be described in this plan to address the program area?

Yes

Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?

No

Problem identification

Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.

This section is primarily for police and judiciary training services that do not fall under any of the other program areas. The overarching goal of each training service is to help reduce traffic fatalities across the state. Better educated law enforcement members and judiciary personnel will improve approaches to traffic safety as well as address legal issues surrounding such situations as pulling over suspected DUI alcohol or drug impaired drivers. The planned activities under PTS are, in brief:

- Police Training classes focused on enforcement of traffic safety laws through trainings on crash reconstruction, LiDAR, and speed management.
- Supporting a part-time Law Enforcement Liaison (LEL) who will continue to improve communications between EOPSS/OGR/HSD and local police departments.
- Updating the Massachusetts OUI Prosecutors manual, which will help prosecutors, judges, and law enforcement better understand the legal complexity of a successful OUI prosecution.
- Establishing a State Judicial Outreach Liaison (SJOL), most likely a retired judge, to provide expertise in handling OUI court cases.
- Providing funding to do outreach at local high schools on the dangers of speeding, impaired driving, and failing to wear a seat belt.
- Utilizing data analyst expertise to uncover key trends in the Massachusetts State Police Crash Data System (RAMS).

Through these planned activities, EOPSS/OGR/HSD aims to lower traffic fatalities across the Commonwealth by improving the knowledge base traffic safety stakeholders involved in each aspect of law enforcement, from enforcement on the roadways to prosecution in the courtrooms. The more informed law enforcement members are, the better they will be at detecting and removing unsafe drivers from the road.

Performance measures

Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.

Performance Measures in Program Area

| Fiscal Year | Performance Measure Name | Target Period(Performance Target) | Target End Year | Target Value(Performance Target) |
|-------------|--|-----------------------------------|-----------------|----------------------------------|
| 2019 | C-1) Number of traffic fatalities (FARS) | 5 Year | 2019 | 353.0 |

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

Countermeasure Strategies in Program Area

| Fiscal Year | Countermeasure Strategy Name |
|-------------|--|
| 2019 | Police Training Supporting Enforcement |
| 2019 | DWI Courts |
| 2019 | Court Monitoring |

5.8.1 Countermeasure Strategy: Police Training Supporting Enforcement

Program area Police Traffic Services

Countermeasure strategy Police Training Supporting Enforcement

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

Under the countermeasure of Police Training - Supporting Enforcement are three planned activities: MPTC Training, LEL, and MSP Data Analyst. Both projects will help law enforcement across the state. Funding for MPTC will allow the agency to offer numerous training classes for municipal police departments to attend related to speeding, pedestrian and bicyclist safety, and distracted driving. Topics include, but not limited to, Advanced Crash Investigation and Speed Measurement. Funding for the LEL position will help EOPSS/OGR/HSD better

communicate with local police departments and other traffic safety stakeholders. By improving communication channels, all agencies with traffic safety concerns will be on the same page regarding shared goals. Funding for the MSP Data Analyst will help State Police uncover and identify 'hot spots' for various types of traffic-related fatalities, which will allow State Police to more effectively and efficiently use its limited resources.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

Funding for these planned activities will help EOPSS/OGR/HSD in its quest to reduce traffic-related fatalities in Massachusetts.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

This countermeasure was created to encompass the objectives of these Police Training-related planned activities.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

| Planned activity unique identifier | Planned Activity Name | Primary Countermeasure |
|------------------------------------|-------------------------------|--|
| PT-19-01 | Municipal Police Training | Police Training Supporting Enforcement |
| PT-19-02 | Law Enforcement Liaison (LEL) | Police Training Supporting Enforcement |
| PT-19-07 | MSP Traffic Data Analyst | Police Training Supporting Enforcement |

5.8.1.1 Planned Activity: Municipal Police Training

| | |
|--|--|
| Planned activity name | Municipal Police Training |
| Planned activity number | PT-19-01 |
| Primary countermeasure strategy | Police Training Supporting Enforcement |

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Provide funding to the Municipal Police Training Committee (MPTC) to conduct training classes for municipal police departments to improve enforcement of traffic safety laws related to speeding, pedestrian and bicyclist safety, and distracted driving. Topics will include, but not be limited to, Advanced Traffic Crash Investigation, Traffic Crash Investigation, Speed Measurement, and LiDAR training.

Based on prior year activities, estimate at least 10 classes will take place, training approximately 150 law enforcement officers.

Enter intended subrecipients.

Municipal Police Training Committee

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

| Fiscal Year | Countermeasure Strategy Name |
|-------------|--|
| 2019 | Police Training Supporting Enforcement |

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

| Source Fiscal Year | Funding Source | Eligible Use of Funds | Estimated Funding Amount | Match Amount | Local Benefit |
|--------------------|--------------------|--------------------------------|--------------------------|--------------|---------------|
| 2019 | FAST Act NHTSA 402 | Police Traffic Services (FAST) | \$238,750.00 | \$0.00 | \$0.00 |

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

| Item | Quantity | Price Per Unit | Total Cost | NHTSA Share per unit | NHTSA Share Total Cost |
|-------------------|----------|----------------|------------|----------------------|------------------------|
| No records found. | | | | | |

5.8.1.2 Planned Activity: Law Enforcement Liaison (LEL)

| | |
|---------------------------------|--|
| Planned activity name | Law Enforcement Liaison (LEL) |
| Planned activity number | PT-19-02 |
| Primary countermeasure strategy | Police Training Supporting Enforcement |

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Continue to provide funding to support the current LEL salary and related expenses for travel to attend meetings, trainings, and conferences in support of major traffic safety issues including but not limited to impaired and distracted driving, and occupant protection. National conferences will include the International Association of Chiefs of Police Conference in the Fall, 2019 and the Lifesavers Conference in the Spring, 2020. Funding will also be used to cover the cost of local travel as needed to meet with local law enforcement and other traffic safety stakeholders.

Enter intended subrecipients.

The subrecipient will be the existing contracted LEL, Ed O'Leary.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

| Fiscal Year | Countermeasure Strategy Name |
|-------------|--|
| 2019 | Police Training Supporting Enforcement |

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

| Source | Fiscal Year | Funding Source | Eligible Use of Funds | Estimated Funding Amount | Match Amount | Local Benefit |
|--------|-------------|--------------------|--------------------------------|--------------------------|--------------|---------------|
| | 2019 | FAST Act NHTSA 402 | Police Traffic Services (FAST) | \$50,000.00 | \$0.00 | \$0.00 |

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

| Item | Quantity | Price Per Unit | Total Cost | NHTSA Share per unit | NHTSA Share Total Cost |
|------|----------|----------------|------------|----------------------|------------------------|
|------|----------|----------------|------------|----------------------|------------------------|

No records found.

5.8.1.3 Planned Activity: MSP Traffic Data Analyst

| | |
|---------------------------------|--|
| Planned activity name | MSP Traffic Data Analyst |
| Planned activity number | PT-19-07 |
| Primary countermeasure strategy | Police Training Supporting Enforcement |

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Funds will be used to support the salary of a Traffic Data Analyst trained to dissect, analyze and identify trends within the MSP RAMS system. The analyst will effectively maximize all available resources and provide analytics to Troop Commanders and Commanding Officers. Utilizing reports generated by the analyst, commanders will be better equipped to identify and target specific areas when scheduling patrols for sobriety checkpoints and national and state mobilizations addressing major traffic safety issues including, but not limited to, impaired and distracted driving, occupant protection and speeding.

Enter intended subrecipients.

Massachusetts State Police

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

| Fiscal Year | Countermeasure Strategy Name |
|-------------|--|
| 2019 | Police Training Supporting Enforcement |

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

| Source | Fiscal Year | Funding Source | Eligible Use of Funds | Estimated Funding Amount | Match Amount | Local Benefit |
|--------|-------------|--------------------|--------------------------------|--------------------------|--------------|---------------|
| | 2019 | FAST Act NHTSA 402 | Police Traffic Services (FAST) | \$75,000.00 | \$0.00 | \$0.00 |

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

| Item | Quantity | Price Per Unit | Total Cost | NHTSA Share per unit | NHTSA Share Total Cost |
|------|----------|----------------|------------|----------------------|------------------------|
|------|----------|----------------|------------|----------------------|------------------------|

No records found.

5.8.2 Countermeasure Strategy: DWI Courts

Program area Impaired Driving (Drug and Alcohol)

Countermeasure strategy DWI Courts

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

Based on the drug court model, DWI Courts are specialized courts dedicated to changing the behavior of DWI offenders through intensive supervision and treatment. A DWI's underlying goal is to change offenders' behavior by identifying and treating their alcohol problems and by holding offenders accountable for their actions. The two planned activities that fall under the DWI Courts countermeasure are aimed at improving the knowledge and expertise of the judges and prosecutors involved in the DWI Courts. By improving the knowledge base of those involved in the DWI court system, the correct course of action for offenders can be made with more confidence and ultimately lead to lower DWI offenders coming through the courts.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

To reduce impaired driving fatalities on the roadways of Massachusetts, a reduction in the number of drivers attempting to navigate the roads under the influence needs to happen. The planned activities under DWI Courts will help decrease the recidivism rate for DWI offenders as the proper treatment for each individual will be better determined with more knowledgeable judges and prosecutors. Thus, in theory, leading to less drivers willing to get behind a wheel while under the influence and consequently, lower number of impaired driving fatalities.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

DWI courts have been shown to be effective in reducing the recidivism rate of offenders and by funding these two planned activities, EOPSS/OGR/HSD hopes to lower the number of DWI offenders in the the coming years.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

| Planned activity unique identifier | Planned Activity Name | Primary Countermeasure |
|------------------------------------|--|------------------------|
| PT-19-03 | MDAA/TSRP | |
| AL-19-06 | Judicial Education Relating to Highway Safety Strategies | DWI Courts |
| PT-19-05 | State Judicial Outreach Liaison (SJOL) | DWI Courts |

5.8.2.1 Planned Activity: MDAA/TSRP

| | |
|---------------------------------|-----------|
| Planned activity name | MDAA/TSRP |
| Planned activity number | PT-19-03 |
| Primary countermeasure strategy | |

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Funds will be used to support the Traffic Safety Resource Prosecutor's (TSRP) salary to conduct trainings and conferences, provide technical assistance, and create and maintain vehicular crime resources for prosecutors and law enforcement.

The planned TSRP responsibilities dealing with impaired driving and motor vehicle-related issues includes:

- Train the Commonwealth's prosecutors and, subject to resources, other professionals in the criminal justice field including law enforcement officers and the judiciary
- Electronically alert prosecutors, law enforcement and other criminal justice professionals to changes in statutory and case law regarding motor vehicle crimes
- Maintain a database of vehicular crimes related expert witness transcripts
- Create and maintain the vehicular crimes pages and resources on MDAA's Mass.gov public website and its secure intranet site, MDAA net
- Continue to update the Massachusetts Prosecutors OUI Manual
- Monitor legislation in conjunction with MDAA's Special Counsel
- Provide technical assistance to prosecutors and, subject to resources, law enforcement officers, the judiciary, and other state and local agencies
- Act as liaison between prosecutors and other stakeholder entities including the Executive Office of Public Safety and Security, MADD, the Massachusetts Judicial Institute, the Municipal Police Training Council and the Administrative Office of the Trial Court

Enter intended subrecipients.

Massachusetts District Attorneys Association

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

| Fiscal Year | Countermeasure Strategy Name |
|-------------|------------------------------|
| 2019 | DWI Courts |

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

| Source Fiscal Year | Funding Source | Eligible Use of Funds | Estimated Funding Amount | Match Amount | Local Benefit |
|--------------------|------------------------------------|----------------------------------|--------------------------|--------------|---------------|
| 2019 | FAST Act 405d Impaired Driving Low | 405d Low Police Traffic Services | \$130,000.00 | \$0.00 | \$0.00 |
| 2019 | FAST Act NHTSA 402 | Police Traffic Services (FAST) | \$75,000.00 | \$0.00 | \$0.00 |

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

| Item | Quantity | Price Per Unit | Total Cost | NHTSA Share per unit | NHTSA Share Total Cost |
|-------------------|----------|----------------|------------|----------------------|------------------------|
| No records found. | | | | | |

5.8.2.2 Planned Activity: Judicial Education Relating to Highway Safety Strategies

Planned activity name Judicial Education Relating to Highway Safety Strategies

Planned activity number AL-19-06

Primary countermeasure strategy DWI Courts

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

This program will support judicial educational opportunities for Massachusetts judges such as attendance at the New England Association of Drug Court Professionals (NEADCP) conference and the Massachusetts Judicial Institute sessions at the annual conference, as well as appropriate out-of-state training and conferences.

MA Trial Court is hoping to send 10-15 to the NEADCP conference, depending on the registration fees. NEADCP will be having the National Judicial College (NJC) do the same (or similar) sessions as last year on impaired driving at the NEADCP conference.

The MA Trial Court sent 3 judges to the National Judicial College for a week long training on impaired driving and they all came back raving about that training. MA Trial Court also got calls from several others who would like to attend as well. MA Trail Court gets the sense that they are seeing these cases more and more and need training on DREs and the specific issues raised.

The MA Trial Court plans to send up to 5 judges to the NJC in Reno, NV for training in FFY 2019. The final number of attendees will be determined once registration fees and travel expenses can be more closely estimated.

The Department Chief will decide who will attend all trainings. MA Trial Court is hoping to send 10-15 to the New England Association of Drug Court Professionals (NEADCP) conference, depending on the registration fees. NEADCP will be having the National Judicial College (NJC) do the same (or similar) sessions as last year on impaired driving at the NEADCP conference.

The MA Trial Court sent 3 judges to the National Judicial College for a week long training on impaired driving and they all came back raving about that training. MA Trial Court also got calls from several others who would like to attend as well. MA Trail Court gets the sense that they are seeing these cases more and more and need training on DREs and the specific issues raised.

The MA Trial Court plans to send up to 5 judges to the NJC in Reno, NV for training in FFY 2019. The final number of attendees will be determined once registration fees and travel expenses can be more closely estimated.

The Department Chief will decide who will attend all trainings.

Enter intended subrecipients.

Massachusetts Trial Court.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

2019 DWI Courts

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

| Source Fiscal Year | Funding Source | Eligible Use of Funds | Estimated Funding Amount | Match Amount | Local Benefit |
|--------------------|------------------------------------|------------------------|--------------------------|--------------|---------------|
| 2019 | FAST Act 405d Impaired Driving Low | 405d Low Court Support | \$10,000.00 | \$0.00 | \$0.00 |

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

| Item | Quantity | Price Per Unit | Total Cost | NHTSA Share per unit | NHTSA Share Total Cost |
|-------------------|----------|----------------|------------|----------------------|------------------------|
| No records found. | | | | | |

5.8.2.3 Planned Activity: State Judicial Outreach Liaison (SJOL)

Planned activity name State Judicial Outreach Liaison (SJOL)

Planned activity number PT-19-05

Primary countermeasure strategy DWI Courts

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

EOPSS/OGR/HSD will hire a part-time (.5 FTE) SJOL as a pilot project. Ideally, the MA SJOL position will be filled by a retired Massachusetts judge, with extensive experience in handling impaired driving or other traffic-related cases. According to SJOL guidance provided by the National Highway Traffic Safety Administration (NHTSA), the theory underlying the creation of SJOLs is that local judges, whether sitting or retired, are in better positions to understand and respond to local highway safety concerns, as it relates to their position, and are more likely to have close working relationships with local leaders, than are the National Judicial Fellows or the Regional JOLs. In addition, SJOLs serve as direct resources to state and local judges and have access to, or knowledge of national resources that benefit them.

According to NHTSA’s Countermeasures that work document (CTW) related to Judicial Outreach Liaisons, DWI cases can be highly complex and difficult to prosecute, yet they are often assigned to the least experienced prosecutors. In one survey, about half of the prosecutors and judges said the training and education they received prior to assuming their position was inadequate for preparing them to prosecute and preside over DWI cases (Robertson & Simpson, 2002a).

The SJOL will also work closely with the Massachusetts Traffic Safety Resource Prosecutor (TSRP) who already provides training, education, and technical support to other prosecutors and law enforcement agencies within the State. This will ensure a comprehensive and consistent approach to training, education, and technical support at all appropriate levels of the court system.

In addition to alcohol-related cases, Massachusetts prosecutors and judges also must process drug-related ones. This is important to note given the state’s recent legalization of marijuana for both medical and recreational use. The SJOL will be instrumental in ensuring judges have updated information about the impacts drugs have on drivers, motorcyclists, bicyclists, and pedestrians.

The SJOL will also strive to provide education about the knowledge, skills, and abilities of the state’s Drug Recognition Experts (DREs) who can provide invaluable and credible testimony in impaired driving cases. Funds will also be provided for SJOL travel related expenses related to state and national conferences and trainings, and in-state travel.

Enter intended subrecipients.

Funds will be used to hire a contract employee.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

| Fiscal Year | Countermeasure Strategy Name |
|-------------|------------------------------|
| 2019 | DWI Courts |

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

| Source Fiscal Year | Funding Source | Eligible Use of Funds | Estimated Funding Amount | Match Amount | Local Benefit |
|--------------------|------------------------------------|------------------------|--------------------------|--------------|---------------|
| 2019 | FAST Act 405d Impaired Driving Low | 405d Low Court Support | \$100,000.00 | | |

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

| Item | Quantity | Price Per Unit | Total Cost | NHTSA Share per unit | NHTSA Share Total Cost |
|-------------------|----------|----------------|------------|----------------------|------------------------|
| No records found. | | | | | |

5.8.3 Countermeasure Strategy: Court Monitoring

Program area Police Traffic Services

Countermeasure strategy Court Monitoring

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

For FFY 2019, EOPSS/OGR/HSD will fund a Traffic Safety Resource Prosecutor (TSRP), a person designated by the Massachusetts District Attorneys Office, to conduct trainings, provide technical assistance, and create as well as maintain a vehicular crime database/resource for prosecutors and law enforcement to utilize in the court of law. Providing a database with vehicular crimes will help prosecutors in handling cases, especially those involving impaired driving.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

Funding the TSRP will help EOPSS/OGR/HSD reduce the number of impaired driving fatalities on the roadways of Massachusetts. The more prosecutors and law enforcement know about drivers involved in impaired driving crashes, the better they can adjudicated and mete out punishment for violators.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

This countermeasure was selected as it best encompassed the objectives of the planned activity.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

| Planned activity unique identifier | Planned Activity Name | Primary Countermeasure |
|------------------------------------|-----------------------|------------------------|
|------------------------------------|-----------------------|------------------------|

No records found.

5.9 Program Area: Planning & Administration

Program area type Planning & Administration

Will countermeasure strategies and planned activities be described in this plan to address the program area?

No

Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?

No

Problem identification

Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.

This section covers the Planning and Administrative programming required to faithfully execute the planned activities detailed in the FFY 2019 Highway Safety Plan. Funding is needed to support EOPSS/OGR/HSD staff for day-to-day operations and to comply with any and all Federal and State regulations.

Planned Activities in the Planning & Administration

| Planned activity unique identifier | Planned Activity Name | Primary Countermeasure |
|------------------------------------|--|--|
| PA-19-01 | Administration of Statewide Traffic Safety Program | Highway Safety Office Program Management |
| PA-19-02 | Americans with Disabilities Act (ADA) Compliance | Highway Safety Office Program Management |

5.9.1 Planned Activity: Administration of Statewide Traffic Safety Program

Planned activity name Administration of Statewide Traffic Safety Program

Planned activity number PA-19-01

Primary countermeasure strategy Highway Safety Office Program Management

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Funding to plan, implement, monitor, and evaluate programs and projects for the FFY 2019 Highway Safety Plan (HSP), produce the FFY 2019 Annual Report as well as prepare the FFY 2020 HSP. Provide required staff salaries, professional development, travel, office space, equipment, materials, and fiscal support.

Project Staff - Jeff Larason, Paul Garrity, Diane Perrier, Denise Veiga, Susan Burgess-Chin, Angela Davis, and Kevin Stanton

Enter intended subrecipients.

Funds will support SHSO staff and will not be subawarded.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

No records found.

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

| Source Fiscal Year | Funding Source | Eligible Use of Funds | Estimated Funding Amount | Match Amount | Local Benefit |
|--------------------|--------------------|------------------------------------|--------------------------|--------------|---------------|
| 2019 | FAST Act NHTSA 402 | Planning and Administration (FAST) | \$567,000.00 | \$567,000.00 | \$0.00 |

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item Quantity Price Per Unit Total Cost NHTSA Share per unit NHTSA Share Total Cost

No records found.

5.9.2 Planned Activity: Americans with Disabilities Act (ADA) Compliance

Planned activity name Americans with Disabilities Act (ADA) Compliance
Planned activity number PA-19-02
Primary countermeasure strategy Highway Safety Office Program Management

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Provide funds for interpretation, translation, and specialized printing services for those in need of accommodations. Also, make necessary programmatic, organizational and procedural improvements to alert the public about the availability of such accommodations.

Enter intended subrecipients.

Funds will be used for contractor provided services. The contractor will be determined via state procurement process.

Funds will not be subawarded.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

No records found.

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

| Source Fiscal Year | Funding Source | Eligible Use of Funds | Estimated Funding Amount | Match Amount | Local Benefit |
|--------------------|--------------------|------------------------|--------------------------|--------------|---------------|
| 2019 | FAST Act NHTSA 402 | Traffic Records (FAST) | \$5,000.00 | \$0.00 | \$0.00 |

Major purchases and dispositions

Click **Add New** to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

| Item | Quantity | Price Per Unit | Total Cost | NHTSA Share per unit | NHTSA Share Total Cost |
|-------------------|----------|----------------|------------|----------------------|------------------------|
| No records found. | | | | | |

6 Evidence-based Traffic Safety Enforcement Program (TSEP)

Evidence-based traffic safety enforcement program (TSEP) information

Identify the planned activities that collectively constitute an evidence-based traffic safety enforcement program (TSEP).

Planned activities in the TSEP:

| Planned activity unique identifier | Planned Activity Name | Primary Countermeasure |
|------------------------------------|---|---|
| PS-19-02 | Local Police Pedestrian and Bicyclist Enforcement and Equipment Program | Pedestrian Safety Zones |
| AL-19-03 | MSP Sobriety Checkpoint & Saturation Patrols | Publicized Sobriety Checkpoints |
| AL-19-05 | MSP Sustained Traffic Enforcement Program (STEP) | Integrated Enforcement |
| OP-19-03 | MSP Occupant Protection CIOT Enforcement Campaign | Short-term, High Visibility Seat Belt Law Enforcement |
| DD-19-02 | MSP Distracted Driving Enforcement | High Visibility Cellphone/Text Messaging Enforcement |
| AL-19-02 | Local Police Impaired Driving Enforcement | High Visibility Saturation Patrols |
| AL-19-04 | Local Sustained Traffic Enforcement Program (STEP) | Integrated Enforcement |
| DD-19-03 | Local Police Distracted Driving Enforcement | High Visibility Cellphone/Text Messaging Enforcement |
| OP-19-02 | Local Police Occupant Protection Enforcement Campaign | Short-term, High Visibility Seat Belt Law Enforcement |
| OP-19-04 | Local Police Sustained Traffic Enforcement Program (STEP) | Sustained Enforcement |

Analysis

Enter analysis of crashes, crash fatalities, and injuries in areas of highest risk.

The statewide problem identification process used in the development of the HSP was described earlier in this section. Extensive data analyses were used to identify not only which traffic safety programs to focus on, but also on locations, regions and population segments of the Commonwealth that have high levels of crashes and fatalities. Key results summarizing the problems identified are described in detail within the program areas of this HSP. Highlights from the data presented thus far:

In 2016, there were 395 fatalities in Massachusetts. This is the highest since 2007. This unfortunate development led to the five-year average increasing by 1.4% from 362 to 367. Rural fatalities saw a five-year average drop 15%, from 41 to 35 in 2016. The urban fatalities five-year average rose 3% from 320 to 329.

Since 2007, fatalities have declined 9% from 434 to 395. At the same time, vehicle miles traveled (VMT) increased 11%. Fatalities per VMT dropped 18% from 0.79 in 2007 to 0.65 in 2016. The fact that fatalities continued to decline even though more cars were using the roadways is a testament to the impact of Massachusetts' traffic safety outreach, emergency response, enforcement, and civil engineering.

The observed seat belt usage rate took a step backwards in 2017, dropping 4% from 78% in 2016 to under 74%. Concurrently, the five-year average of unrestrained passenger vehicle occupant fatalities dropped 3% to 102 in 2016. While the five-year average decline, the yearly number of unrestrained fatalities rose 20% to 113 from 106 in 2015. Because of these outcomes, occupant protection outreach, education and enforcement continues to be a key priority.

From 2012-2016, Worcester County led all counties with 14% of Massachusetts' fatal crashes followed by Middlesex (14%) and Bristol (12%). These three counties accounted for 41% of all fatal crashes from 2012 to 2016. In terms of cities, the top five for fatal crashes were: Boston, Springfield, Worcester, Brockton, New Bedford and Middleboro.

From 2012 to 2016, fatal crashes occurred most often on Saturday (18% of all fatal crashes), followed by Sunday (16%) and Friday (15%).

By month, July, October, and November each had 10% of all fatal crashes. 56% of fatal crashes took place during the second half of the year (July – December).

Drivers under 21 years of age made up only 8% of all drivers involved in a fatal crashes from 2012-2016. Drivers over 65 accounted for 15%.

By time of day, 33% of all fatal crashes occurred between 3:00 pm and 8:59 pm. Over 60% of fatal crashes took place between noon and midnight.

As with fatal crashes, the top five cities for traffic fatalities from 2012 to 2016 were Boston (124), Springfield (48), Worcester 944), Brockton (40), New Bedford (31) and Middleboro (31). These five cities accounted for 17% of all traffic fatalities.

From 2007-2016, drivers have accounted for 62% of all traffic fatalities; passengers, 16%; pedestrians, 20%, and bicyclists, 2%. In the past five years, 2012-2016, the percentages have changed slightly - drivers, 61%; passengers, 15%; pedestrians, 21%; and bicyclists, 3%. Non-motorized fatalities have been climbing higher in recent years.

Since 2007, Boston has been the location for 13% of all pedestrian fatalities (Worcester is second, 4%). Nearly 40% of traffic fatalities that took place in Boston from 2007 to 2016 were pedestrians.

All enforcement agencies receiving EOPSS/OGR/HSD grant funding must also use a data-driven approach to identify enforcement issues within their jurisdictions. Data are required in an enforcement agency's application for grant funding and must support the agency's request for funding. The data must further detail the key areas or demographics the agency plans to target with grant funding. While funding eligibility is based on crash data, most funding levels are based on population. This is because the population size generally corresponds with the number of crashes and associated data within a city or town. However, as part of the Pedestrian and Bicycle Safety Enforcement and Equipment Grant Program, applicants are able to request funding for any amount between \$1,000 and \$7,500.

Enter explanation of the deployment of resources based on the analysis performed.

When determining key areas to fund for FFY 2019, EOPSS/OGR/HSD utilizes data and stakeholder feedback not only to ascertain the size and severity of the problem but also where the greatest impact in terms of reducing crashes, injuries, and fatalities can be made. With numerous charts, graphs and tables in the FFY 2019 HSP, all planned tasks are supported by data and justify the need for funding to reduce traffic crashes, fatalities, injuries, and economic losses across the Commonwealth.

Subrecipients are mostly selected based on a competitive grant application that is data-driven and evidence-based. Each applicant is required to provide data on the level of crashes and fatalities within their respective community or region.

The Commonwealth of Massachusetts evidence-based traffic safety enforcement methodology will also include enforcement of traffic laws as pertaining to impaired driving, seat belt usage, and pedestrian safety, coupled with numerous sobriety checkpoints held throughout the state. The combined effort among local and state law enforcement agencies along with several non-profit organizations will help promote traffic safety and increase public awareness of pedestrians on the roads and of the risk involved with impaired driving and failure to wear a seat belt.

Based on the data contained in this section, EOPSS/OGR/HSD will make recommendations to local police departments and MSP so they can make more informed decisions about where to deploy resources. For instance, a recommendation to conduct seat belt enforcement during the workweek, afternoon and rush hour periods will be made.

Enter description of how the State plans to monitor the effectiveness of enforcement activities, make ongoing adjustments as warranted by data, and update the countermeasure strategies and projects in the Highway Safety Plan (HSP).

To ensure projects remain focused on their respective objectives – namely, decreasing traffic safety-related crashes, fatalities and injuries, a two-pronged approach to oversight will be employed. First, EOPSS/OGR/HSD will conduct both pre- and post-award assessments of each grant-funded agency. The assessments will determine the level of oversight likely required of the subrecipient to ensure all grant requirements as well as fund expenditures are properly accounted for.

EOPSS/OGR/HSD will make site visits to keep enforcement agencies from lagging in their efforts as well as to ensure subrecipients are making efforts to reach desired objectives of their grant-funded project. These visits will not only be to ensure subrecipients are adhering to the requirement of the grant, but also to target towns or cities with a disconcerting increase in motor vehicle-related crash fatalities in recent years to see what the subrecipient is (or is not doing) to fight the rising tide of deaths in their respective municipality.

During FFY 2019, program coordinators will be making over 50 site visits across the Commonwealth. All visits will be documented through a standard reporting form and copies of the completed reports placed in the current files for the visited subrecipient.

Furthermore, all grant-funded agencies will be required to submit monthly reports covering activity, hours of enforcement, and expenditures. Data collected from these monthly reports are aggregated by EOPSS/OGR/HSD in order to detect any trends, whether positive or negative. If necessary, changes to the program will be made.

EOPSS/OGR/HSD reserve the right, based upon the reporting data collected from grant funded agencies, to reduce or stop funding if a subrecipient has shown a failure to adhere to the requirements of the grant.

7 High Visibility Enforcement

High-visibility enforcement (HVE) strategies

Planned HVE strategies to support national mobilizations:

***Reminder: When associating a countermeasure strategy to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.**

Countermeasure Strategy Name

Supporting Enforcement

Short-term, High Visibility Seat Belt Law Enforcement

High Visibility Enforcement

HVE activities

Select specific HVE planned activities that demonstrate the State's support and participation in the National high-visibility law enforcement mobilizations to reduce alcohol-impaired or drug impaired operation of motor vehicles and increase use of seat belts by occupants of motor vehicles.

HVE Campaigns Selected

| Planned activity unique identifier | Planned Activity Name | Primary Countermeasure |
|------------------------------------|---|---|
| AL-19-03 | MSP Sobriety Checkpoint & Saturation Patrols | Publicized Sobriety Checkpoints |
| OP-19-03 | MSP Occupant Protection CIOT Enforcement Campaign | Short-term, High Visibility Seat Belt Law Enforcement |
| AL-19-02 | Local Police Impaired Driving Enforcement | High Visibility Saturation Patrols |
| OP-19-02 | Local Police Occupant Protection Enforcement Campaign | Short-term, High Visibility Seat Belt Law Enforcement |

8 405(b) Occupant Protection Grant**Occupant protection information**

405(b) qualification status: Lower seat belt use rate State

Occupant protection plan

Submit State occupant protection program area plan that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems.

Program Area

Occupant Protection (Adult and Child Passenger Safety)

Participation in Click-it-or-Ticket (CIOT) national mobilization

Select or click Add New to submit the planned participating agencies during the fiscal year of the grant, as required under § 1300.11(d)(6).

Agencies planning to participate in CIOT**Agency**

ABINGTON

ACTON

ACUSHNET

ADAMS

AGAWAM

AMESBURY

AMHERST

ANDOVER

ARLINGTON

ASHLAND

ATHOL

ATTLEBORO

AUBURN
AVON
BARNSTABLE
BEDFORD
BELCHERTOWN
BELLINGHAM
BELMONT
BERLIN
BEVERLY
BILLERICA
BOLTON
BOSTON
BOURNE
BOXFORD
BRAintree
BREWSTER
BRIDGEWATER
BROCKTON
BROOKLINE
BURLINGTON
CAMBRIDGE
CANTON
CARVER
CHARLTON
CHELMSFORD
CHELSEA
CHICOPEE
CONCORD
DANVERS
DARTMOUTH
DEDHAM
DEERFIELD
DENNIS
DOUGLAS
DRACUT
DUDLEY
DUXBURY
EAST BRIDGEWATER
EAST LONGMEADOW
EASTHAM
EASTHAMPTON
EASTON
EVERETT
FAIRHAVEN
FALL RIVER
FALMOUTH

FITCHBURG
FOXBOROUGH
FRAMINGHAM
FRANKLIN
FREETOWN
GARDNER
GEORGETOWN
GLOUCESTER
GRAFTON
GRANBY
GREAT BARRINGTON
GREENFIELD
GROTON
HADLEY
HANOVER
HARVARD
HARWICH
HAVERHILL
HINGHAM
HOLBROOK
HOLDEN
HOLLISTON
HOLYOKE
HOPKINTON
HUDSON
KINGSTON
LAKEVILLE
LANCASTER
LAWRENCE
LEE
LEICESTER
LENOX
LEOMINSTER
LEXINGTON
LITTLETON
LONGMEADOW
LOWELL
LUDLOW
LUNENBURG
LYNN
LYNNFIELD
MALDEN
MANSFIELD
MARION
MARLBOROUGH
MARSHFIELD

MASHPEE
MEDFORD
MEDWAY
MELROSE
MENDON
METHUEN
MIDDLEBOROUGH
MIDDLETON
MILFORD
MILLBURY
MILTON
NATICK
NEEDHAM
NEW BEDFORD
NEWBURYPORT
NEWTON
NORTH ADAMS
NORTH ANDOVER
NORTH ATTLEBOROUGH
NORTHAMPTON
NORTHBOROUGH
NORTHBRIDGE
NORTON
NORWELL
NORWOOD
ORLEANS
OXFORD
PALMER
PEABODY
PEMBROKE
PEPPERELL
PITTSFIELD
PLAINVILLE
PLYMOUTH
QUINCY
RANDOLPH
RAYNHAM
READING
REHOBOTH
REVERE
ROCKLAND
SALEM
SALISBURY
SANDWICH
SAUGUS
SCITUATE

SEEKONK
SHARON
SHERBORN
SHREWSBURY
SOMERSET
SOMERVILLE
SOUTH HADLEY
SOUTHBOROUGH
SOUTHBRIDGE
SOUTHWICK
SPENCER
SPRINGFIELD
STERLING
STONEHAM
STOUGHTON
STURBRIDGE
SUDBURY
SUTTON
SWAMPSCOTT
SWANSEA
TAUNTON
TEWKSBURY
TOWNSEND
TYNGSBOROUGH
WAKEFIELD
WALPOLE
WALTHAM
WARE
WAREHAM
WATERTOWN
WAYLAND
WEBSTER
WELLESLEY
WEST BOYLSTON
WEST BRIDGEWATER
WEST SPRINGFIELD
WESTBOROUGH
WESTFIELD
WESTFORD
WESTMINSTER
WESTON
WESTPORT
WESTWOOD
WEYMOUTH
WHITMAN
WILBRAHAM

WILMINGTON
 WINCHENDON
 WINCHESTER
 WOBURN
 WORCESTER
 WRENTHAM
 YARMOUTH

Enter description of the State's planned participation in the Click-it-or-Ticket national mobilization.

As its primary effort to increase seat belt and child safety seat usage across the state, during FFY 2019, EOPSS/OGR/HSD will, in coordination with State and local police departments, conduct a statewide CIOT mobilization. This will be based upon NHTSA's High-Visibility Enforcement model involving traffic enforcement, paid and earned media, and community education. CIOT and all mobilizations will include traffic enforcement and messaging that will promote seat belt and child safety seat use and compliance with the Commonwealth's related laws.

EOPSS/OGR/HSD expects to award \$625,000 to local police departments and \$500,000 to State police for CIOT mobilization enforcement activities in FFY 2019. Participating local police departments are yet to be determined as the application for funding will be available in mid-to-late June 2018. In FFY 2018, EOPSS/OGR/HSD provided funding to 203 local police and expects to award a similar number in FFY 2019. With the MSP involved as well, EOPSS/OGR/HSD will have well over 70% of Massachusetts' population impacted by the upcoming CIOT mobilizations in May 2019.

These enforcement patrols will focus on all traffic violations with a special emphasis on seat belt and CPS violations. State and local police will develop deployment plans based on crash data to ensure their enforcement is data-driven and performed on the optimal days, times, and location to reduce death, injury and economic losses.

Child restraint inspection stations

Submit countermeasure strategies, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification.

***Reminder: When associating a countermeasure strategy to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.**

Countermeasure Strategy Name

Supporting Enforcement

Child Restraint System Inspection Station(s)

Submit planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification.

***Reminder: When associating a planned activity to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.**

| Planned activity unique identifier | Planned Activity Name | Primary Countermeasure |
|------------------------------------|--|--|
| OP-19-10 | MSP Child Passenger Safety Car Seat Checkpoints | Child Restraint System Inspection Station(s) |
| OP-19-06 | Child Passenger Safety Equipment Grant Program | Child Restraint System Inspection Station(s) |
| OP-19-07 | Child Passenger Safety Administration and Training | Child Restraint System Inspection Station(s) |

Enter the total number of planned inspection stations and/or events in the State.

Planned inspection stations and/or events: 253

Enter the number of planned inspection stations and/or inspection events serving each of the following population categories: urban, rural, and at-risk.

Populations served - urban 200

Populations served - rural 53

Populations served - at risk 100

CERTIFICATION: The inspection stations/events are staffed with at least one current nationally Certified Child Passenger Safety Technician.

Child passenger safety technicians

Submit countermeasure strategies, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification.

***Reminder:** When associating a countermeasure strategy to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.

Countermeasure Strategy Name

Supporting Enforcement

Child Restraint System Inspection Station(s)

Submit planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification.

***Reminder:** When associating a planned activity to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.

| Planned activity unique identifier | Planned Activity Name | Primary Countermeasure |
|------------------------------------|--|--|
| OP-19-10 | MSP Child Passenger Safety Car Seat Checkpoints | Child Restraint System Inspection Station(s) |
| OP-19-06 | Child Passenger Safety Equipment Grant Program | Child Restraint System Inspection Station(s) |
| OP-19-07 | Child Passenger Safety Administration and Training | Child Restraint System Inspection Station(s) |

Enter an estimate of the total number of classes and the estimated total number of technicians to be trained in the upcoming fiscal year to ensure coverage of child passenger safety inspection stations and inspection events by nationally Certified Child Passenger Safety Technicians.

Estimated total number of classes 22

Estimated total number of technicians 290

Maintenance of effort

ASSURANCE: The lead State agency responsible for occupant protection programs shall maintain its aggregate expenditures for occupant protection programs at or above the level of such expenditures in fiscal year 2014 and 2015.

Qualification criteria for a lower seat belt use rate State

To qualify for an Occupant Protection Grant in a fiscal year, a lower seat belt use rate State (as determined by NHTSA) must submit, as part of its HSP, documentation demonstrating that it meets at least three of the following additional criteria. Select application criteria from the list below to display the associated requirements.

| | |
|---|-----|
| Primary enforcement seat belt use statute | No |
| Occupant protection statute | Yes |
| Seat belt enforcement | Yes |
| High risk population countermeasure program | Yes |
| Comprehensive occupant protection program | No |
| Occupant protection program assessment | No |

Occupant protection statute

Open each requirement below to provide legal citations to demonstrate that the State statute meets the requirement.

Requirement for occupants to be secured in a seat belt.

Chapter 90, Section 13A

Requirement for occupants to be secured in an age appropriate child restraint.

Chapter 90, Section 13A

Coverage of all passenger motor vehicles.

Chapter 90, Section 13A
 Minimum fine of at least \$25.
 Chapter 90, Section 13A

Click Add New to provide legal citations for exemption(s) to the State's seat belt and child restraint requirements.

Citation Amended Date

No records found.

Seat belt enforcement

Submit countermeasure strategies, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred.

***Reminder: When associating a countermeasure strategy to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.**

Countermeasure Strategy Name

Sustained Enforcement

Supporting Enforcement

Short-term, High Visibility Seat Belt Law Enforcement

Submit planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred.

***Reminder: When associating a planned activity to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.**

| Planned activity unique identifier | Planned Activity Name | Primary Countermeasure |
|------------------------------------|--|---|
| OP-19-10 | MSP Child Passenger Safety Car Seat Checkpoints | Child Restraint System Inspection Station(s) |
| OP-19-03 | MSP Occupant Protection CLOT Enforcement Campaign | Short-term, High Visibility Seat Belt Law Enforcement |
| OP-19-07 | Child Passenger Safety Administration and Training | Child Restraint System Inspection Station(s) |

High risk population countermeasure programs

Submit countermeasure strategies, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan.

***Reminder: When associating a countermeasure strategy to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.**

Countermeasure Strategy Name

Sustained Enforcement

Supporting Enforcement

Submit planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan.

***Reminder: When associating a planned activity to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.**

| Planned activity unique identifier | Planned Activity Name | Primary Countermeasure |
|------------------------------------|---|--|
| OP-19-10 | MSP Child Passenger Safety Car Seat Checkpoints | Child Restraint System Inspection Station(s) |

| | | |
|----------|--|--|
| OP-19-07 | Child Passenger Safety Administration and Training | Child Restraint System Inspection Station(s) |
|----------|--|--|

9 405(c) - State Traffic Safety Information System Improvement Grant

Traffic records coordinating committee (TRCC)

Submit at least three meeting dates of the TRCC during the 12 months immediately preceding the application due date.

| Meeting Date |
|--------------|
| 3/5/2018 |
| 5/18/2018 |
| 5/21/2018 |
| 12/5/2017 |

Enter the name and title of the State's Traffic Records Coordinator

| | |
|---|--------------------|
| Name of State's Traffic Records Coordinator: | Brook Chipman |
| Title of State's Traffic Records Coordinator: | Program Manager IV |

Enter a list of TRCC members by name, title, home organization and the core safety database represented, provided that at a minimum, at least one member represents each of the following core safety databases: (A) Crash; (B) Citation or adjudication; (C) Driver; (D) Emergency medical services or injury surveillance system; (E) Roadway; and (F) Vehicle.

| Working-level TRCC Member List | | | | |
|--------------------------------|------------|---|---|-----------------------------------|
| Last Name | First Name | Organization | Title | Core System/Role |
| Abbott | Mark | Central Transportation Planning Services | Traffic Analysis & Design Group Manager | Roadway |
| Backus | Bertina | Department of Public Health | Epidemiologist | Trauma Registry |
| Burman | Ed | Ashland Police Department | | Local Police |
| Canney | John | Brookline Police Department | Traffic Officer | Local Police |
| Cannon | Carlos | Boston Police Department | Analyst | Local Police |
| Cheever | Maria | Boston Police Department | | Local Police |
| Chipman | Brook | EOPSS/Highway Safety Division | Program Manager | State Traffic Records Coordinator |
| Doyle | Jeff | Department of Public Health | EMS for Children | EMS |
| Conard | Richard | MassDOT | Transportation Planner | Highway Planning |
| Daniska | Dan | Central MA Regional Planning Commission | Assistant Planner | Regional Planning |
| Donna | DaVeiga | MassDOT/RMV | Law Enforcement Liaison | Crash |
| Dion | Derryl | Department of Fire Services | Research Analyst | Research |
| Eddings | Marcus | Boston Police Department | | Local Police |
| Ficks | Ridgely | Department of Public Health | MATRIS Manager | EMS |
| Fitzgerald | Carol | Massachusetts State Police | Analyst | State Police |
| Fitzgerald | Thomas | Massachusetts State Police/Commercial Vehicle Enforcement | Lieutenant | State Police |
| Fitzpatrick | Cole | UMassSafe | UMassSafe Post Doc | University |
| Graxirena | Yahaira | Central Mass Regional Planning Commission | | Regional Planning |
| Guarino | Raymond | Old Colony Regional Planning Commission | Senior Transportation Planner | Regional Planning |
| Hathaway | Jeanne | Department of Public Health | Epidemiologist | Injury Surv. Data System |
| Hines | Kathy | Center for Health Information and Analysis | | Injury Surv. Data System |
| Hobbs | Sylvia | Center for Health Information and Analysis | Manager | Injury Surv. Data System |
| Hooley | James | Boston EMS | Chief of Department | EMS |
| Hume | Beth | Department of Public Health | Project Director | Injury Surv. Data System |
| Inzana | Jennifer | MassDOT | | Crash |
| Jacob | Kathy | Central Transportation Planning Services | Planner | Roadway |
| Knodler | Mike | UMassSafe | UMass Transportation Center Director, UMassSafe Director | University |

| | | | | |
|-------------------------|------------|--|----------------------------------|---------------------|
| Larason | Jeff | Highway Safety Division | Division Director | WRCC Chair |
| Lopes | Kevin | MassDOT/Planning | Manager of GIS Services | Roadway |
| Mailhot | Benjamin | Belmont Police Department | Sergeant | Local Police |
| McCarthy | Steven | Massachusetts State Police | | State Police |
| McCue | Philip | Office of Chief Medical Examiner | | Fatality Data |
| McGill | Michael | MassDOT/Planning | | Highway Planning |
| Meaney, Jr. | Robert | Medfield Police Department | Chief of Police | Local Police |
| Mohanakrishanan | Sujatha | Central Mass Regional Planning Commission | | Regional Planning |
| Murphy | Matthew | Massachusetts State Police | Lieutenant | State Police |
| Perduyn | Karen | MassDOT/RMV | Crash Data Manager | Crash |
| Peterson | Scott | Central Transportation Planning Staff | | Roadway |
| Philyaw | Jacqueline | MassDOT/RMV | FARS Supervisor | Crash |
| Polin | Bonnie | MassDOT/Highway Division | Highway Safety Programs Manager | Highway Planning |
| Quan | Caroline | MassDOT/Merit Rating Board | Criminal Citations Supervisor | Citation |
| Riessman | Robin | UMassSafe | Associate Director | University |
| Salvia | James | Boston EMS | Paramedic/ePCR Project Manager | EMS |
| Segal | Laura | Boston EMS | Chief of Staff | EMS |
| Simo | Jose | MassDOT/Planning | | Highway Planning |
| Smith | Steven | Newton Police | Bureau Commander | Local Police |
| Snow | George | Montachusett Regional Planning Commission (Fitchburg Area) | Principal Transportation Planner | Regional Planning |
| Steer | Sabrina | MassDOT/RMV | | Crash |
| Woodley | Casey | Executive Office of Public Safety/Program Management Office | | Administration |
| Zivkovich | Dan | EOPSS/Municipal Police Training Committee | Executive Director | Police Training |
| Zieger | Jeff | MassDOT/Merit Rating Board | | Citation |
| Federal Partners | | | | |
| Daniel DeMille and | | National Highway Transportation Safety Administration - Region | | |
| Barbara Rizzuti | Charlene | 1 | Regional Program Manager | Federal Stakeholder |
| Otaluka | Promise | Federal Highway Administration | Operations Engineer | Federal Stakeholder |
| Poirier | Matthew | Federal Motor Carrier Safety Administration | Highway Safety Specialist | Federal Stakeholder |
| Hernandez | Wilfred | Federal Highway Administration | Safety Engineer | Federal Stakeholder |

| Executive-level TRCC Member List | | As of 5/22/2018 | | |
|--|--|--|---|--|
| Organization | Name and Title | Email Addresses | Core System/Role | |
| EOPSS/Undersecretary for Forensic Science and Technology | Curtis Wood, Undersecretary | curtis.wood@state.ma.us | Chair | |
| EOPSS/Highway Safety Division | Jeff Larason, Division Director | jeff.larason@state.ma.us | Vice Chair | |
| EOPSS/Massachusetts State Police | Lt. Col. Robert Favuzza (or Lt. Thomas Fitzgerald) | robert.favuzza@state.ma.us thomas.fitzgerald@state.ma.us | State-level Law Enforcement Data Provid | |
| EOPSS/Municipal Police Training Committee | Daniel Zivkovich, Executive Director | daniel.zivkovich@state.ma.us | Police Training | |
| MassDOT/Merit Rating Board | Thomas Bonarrigo, Deputy Director (or Tom Bowes) | thomas.bonarrigo@dot.state.ma.us tom.bowes@state.ma.us | Citation Data System | |
| MassDOT/Highway Division | Neil Boudreau, State Traffic Engineer | Neil.Boudreau@state.ma.us | Major Data User | |
| MassDOT/Registry of Motor Vehicles | Mary-Jo Griffin, Director of Vehicle Safety and Compliance | MaryJo.Griffin@State.MA.US | Crash, Driver, Vehicle Data Systems | |
| MassDOT/Office of Planning | David Mohler, Executive Director (or Bob Frey) | david.mohler@state.ma.us bob.frey@state.ma.us | Roadway Data Systems | |
| Department of Public Health/Injury Surveillance Program | Rebekah Thomas, Director of Injury Prevention and Control | rebekah.thomas@state.ma.us | Injury Data System | |
| Department of Public Health/Emergency Medical Services | Mark Miller, Director | mark.j.miller@state.ma.us | EMS Data System | |
| Massachusetts Chiefs of Police Association | Chief Steven Wojnar (or Chief Robert Meaney) | swojnar@dudleypolice.com medchief@medfield.net | Local-level Law Enforcement Data Provid | |
| Massachusetts Association of Regional | Timothy Brennan, Executive Director | tbrennan@pypc.org | Regional Planning Data Providers | |

| | | | |
|--|---|--|--------------------------|
| Planning Agencies | | | |
| Administrative Office of the Trial Court | TBD | - | Adjudication Data System |
| Executive Office of Technology Services and Security | TBD | | State IT |
| Non Voting Members | | | |
| National Highway Traffic Safety Administration (NHTSA) | Barbara Rizzuti, Regional Program Manager | barbara.rizzuti2@dot.gov | Federal Stakeholder |
| Federal Highway Administration (FHWA) | Kenneth S. Miller, P.E., Assistant Division Administrator | kenneth.miller@dot.gov | Federal Stakeholders |
| Federal Motor Carrier Safety Administration (FMCSA) | Richard Bates, Division Administrator | richard.bates@dot.gov | Federal Stakeholder |

State traffic records strategic plan

Upload a Strategic Plan, approved by the TRCC, that— (i) Describes specific, quantifiable and measurable improvements, as described in paragraph (b)(3) of this section, that are anticipated in the State's core safety databases, including crash, citation or adjudication, driver, emergency medical services or injury surveillance system, roadway, and vehicle databases; (ii) Includes a list of all recommendations from its most recent highway safety data and traffic records system assessment; (iii) Identifies which recommendations identified under paragraph (b)(2)(ii) of this section the State intends to address in the fiscal year, the countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), that implement each recommendation, and the performance measures to be used to demonstrate quantifiable and measurable progress; and (iv) Identifies which recommendations identified under paragraph (b)(2)(ii) of this section the State does not intend to address in the fiscal year and explains the reason for not implementing the recommendations.

| |
|-------------------------------|
| Documents Uploaded |
| No documents uploaded to GMSS |

Enter a direct copy of the section of the State traffic records strategic plan that lists all recommendations from the State's most recent highway safety data and traffic records system assessment.

Traffic Records Assessment

In December 2013, the National Highway Traffic Safety Administration (NHTSA) conducted a Traffic Records Assessment for Massachusetts, that was released in April 2014. In order to encourage states to undertake such reviews regularly, Congress' Fixing America's Surface Transportation (FAST) Act legislation requires states to conduct or update an assessment of its highway safety data and traffic records system every 5 years in order to qualify for Section 405(c) grant funding.

This section includes the recommendations and considerations from the 2014 assessment. After each one there is information (bolded and underlined) about what Massachusetts is doing to address a recommendation (and consideration as possible) in FFY 2019. Each recommendation entry also highlights if the effort involves a project included in the Highway Safety Division's proposed FFY 2019 Highway Safety Plan and in Section 5 of this plan. The entry for a project in Section 5 provides the benchmark(s) and performance measure(s) to be used to demonstrate quantifiable and measurable progress towards meeting an associated recommendation (and often also a consideration). If the Commonwealth is unable to address a recommendation in FFY 2019, this is explained (bolded and underlined) below in this section.

The EOPSS/Highway Safety Division will conduct an Availability of Grant Funding (AGF) process that is described in the FFY 2019 Highway Safety Plan and Section 5 of this plan under TR-19-11. It is anticipated that this AGF will identify several projects that will address several of the recommendations and the considerations from the 2014 assessment.

The Commonwealth expects to have a new traffic records assessment done by NHTSA in fall 2018.

3.1 Traffic Records Coordinating Committee Management

The 2014 Traffic Records Assessment did not have any related recommendations but included the following considerations:

- Develop core system performance measures and monitor their progress for the remaining core system components of the traffic records system. For FFY 2018 the Massachusetts Ambulance Trip Record Information System (MATRIS) project had a quantitative performance measure for a performance attribute – completeness - of a core system – EMS/injury -- accepted by NHTSA. The Registry of Motor Vehicle had one accepted for the timeliness of its Crash Data System.

With the FFY 2019 Section 405c application we are proposing two core system performance measures to show quantitative progress of the associated

systems. These are provided to NHTSA separately in Interim Progress Reports. One will show improvement in accuracy and completeness in the RMV's Crash Data System. The other will show improvement in completeness in the MDPH's MATRIS. Developing these measures for other core systems of the Commonwealth will be a focus for our TRCCs in FFY 2019.

Ensure the Executive-level TRCC (ETRCC) meets at least once every year. **Since the submission of the last Section 405c application, the ETRCC met twice, 12/5/17 and 5/21/18. This consideration will be addressed in FFY 2019.**

Expand the Working-level TRCC (WTRCC) agenda to regularly include the discussion of any technical issues or technical assistance necessary as well as the need for any core system training needs for local users/agencies. Advance key issues to the attention of the Executive-level TRCC. **Since the submission of the last Section 405c application, the WTRCC met twice, 3/5/18 and 5/18/2018. This consideration will be addressed in FFY 2019.**

2.

Strategic Planning

The 2014 Traffic Records Assessment did not have any related recommendations, but included the following considerations:

The WTRCC has a process in place to address any impediments to coordination with key Federal stakeholders and traffic records systems. The process calls for the membership to bring these impediments to the Chair of the WTRCC, who will then raise the impediment to the ETRCC if appropriate. It is recommended the TRCC formalize this process in the strategic plan or in their By-Laws or Charter. **This will be addressed in FFY 2019.**

Deficiencies and recommendations resulting from an evaluation conducted in the Crash Data Improvement Program (CDIP) was incorporated into the 2015 Strategic Plan for Traffic Records Improvements. The state should be commended for taking this approach of using the traffic records assessment recommendations in developing and implementing their strategic plan. Additionally, the state should also be commended for including recommendations from the CDIP in future plan updates. **This was continued in the FFY 2019 plan.**

Training and technical assistance needs can be presented to the TRCCs for development and implementation. There appears to be no formal process for identifying and addressing technical assistance and training needs documented in the strategic plan. It is recommend the state be proactive and document a formal process to assess technical assistance and training needs instead of being reactive and having them identified in the assessment process or when they are presented to the TRCCs. **This will be addressed in FFY 2019.**

The strategic plan adequately documents the needs of all stakeholders. The strategic plan addresses coordination with key federal traffic records systems including FARS, NEMIS and MCMIS. There was no evidence provided for coordination with the National Driver Register's Problem Pointer System (PDPS) and the Commercial Driver License Information System (CDLIS). It is recommended these two entities are incorporated into the state's coordination efforts. **This will be addressed in FFY 2019.**

3. Crash System

The 2014 Traffic Records Assessment identified the following recommendations:

1. Improve the data dictionary for the crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory. **This recommendation and the following considerations about the data dictionary are in the process of being reviewed. This will be further addressed with a new crash system in 2020.**
2. Improve the procedures/process flows for the crash data system that reflect best practices identified in the Traffic Records Program Assessment Advisory. **Projects to address in part this recommendation are listed in the FFY 2019 Highway Safety Plan and Section 5 of this plan as TR-19-02, TR-19-03, TR-19-04, TR-19-05, and TR-19-06. The RMV Crash Records Department created process flows for submission, processing, entering, and updating crash data which includes the time for each step.**
3. Improve the data quality control program for the crash data system that reflect best practices identified in the Traffic Records Program Assessment Advisory. **The RMV Crash Records Department established a new Crash Data Reporting website on May 4, 2016. This website allows authorized users to view three data quality reports (Timeliness, Completeness and Reject/Resubmit). The Timeliness Report identifies the time frame crash reports are submitted to the RMV for retention, as required by law. This report calculates the time between a crash occurrence and when that information is submitted (electronically) or entered (data entry) into the Crash Data System. The Completeness Report measures if there is a pattern to the required data elements that are missing from the crash report submitted by investigating officers as well as whether law enforcement agencies are investigating and reporting on all crashes that should be reported. The Reject/Resubmit Report displays the number of crash reports that did not meet the minimum criteria for acceptance to the Crash Data System. The report also displays the resubmission date and the number of days to resubmit, if applicable. The final column indicates whether the resubmitted report was accepted and processed into the Crash Data System or rejected again for incomplete data. In addition, monthly reports of these three categories will be automatically created and emailed to the designated contact at each police department for review and corrective action, if necessary. The RMV has created two additional reports to identify elements that are missing or are incorrect. The Accept With Warning detail report displays all crash reports that are submitted with warning and the reason for the warning. Projects to address in part this recommendation are listed in the FFY 2019 Highway Safety Plan and Section 5 of this plan as TR-19-02, TR-19-03, TR-19-04, TR-19-05, and TR-19-06.**

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Identify and implement edits necessary to achieve data consistency among all crash data systems. If necessary, as is likely the case, do this in incremental steps—taking several of the most significant areas of data errors first and establish a campaign to get information corrected on those items. **Projects to address in part this recommendation are listed in the FFY 2019 Highway Safety Plan and Section 5 of this plan as TR-19-02, TR-19-03, TR-**

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Develop a crash manual and training materials for officers and supervisors to enable their optimum use of the crash reporting procedures and to correct the deficiencies known now and those that become known when changes occur in the future. **Projects to address in part this recommendation are listed in the FFY 2019 Highway Safety Plan and Section 5 of this plan as TR-19-02, TR-19-03, TR-19-04, TR-19-05, and TR-19-06.. The RMV LEL is working with MPTC to update the training material of the crash section for officers in-service training.**

Develop an annotated process flow diagram showing the duration of each step in the crash data submission process, especially for paper reports, so that bottlenecks in the process can be identified and remedied. **Projects to address in part this recommendation are listed in the FFY 2019 Highway Safety Plan and Section 5 of this plan as TR-19-02, TR-19-03, TR-19-04, TR-19-05, and TR-19-06. The RMV has developed a process flow diagram showing the duration of each step of the process including the truck/bus and fatal crash reports.**

Scheduled discussions of data quality in TRCC meetings and include presentations of summary reports of data quality measurements. **This will be done in FFY 2019.**

Performance measures should be created and designed to quantify the level of accuracy, completeness, uniformity, timeliness, data integration, and data accessibility that have been achieved. Performance measures for timeliness, completeness, and accuracy should also be produced at an agency level and shared with the TRCC and law enforcement agencies. **This will be a focus of the TRCCs in FFY 2019.**

Conduct regular reviews of a sample of crash reports. This can be performed on an agency basis and reports should be selected at random with a certain percentage represented from fatal, serious, moderate, and complaint injury levels. The results of the review should be shared with the TRCC and law enforcement agency. These results should be used to develop trainings and be compared over time to determine effectiveness. **Projects to address in part this recommendation are listed in the FFY 2019 Highway Safety Plan and Section 5 of this plan as TR-19-02, TR-19-03, TR-19-04, TR-19-05, and TR-19-06. UMassSafe reviewed a sample of crash reports and shared the results with TRCC and law enforcement as part of the Crash Data Audit in 2018.**

Continue to develop FileNet to store electronic images of crash reports for extended time periods and allow safety professionals and engineers to have access to the images. **This was done in 2014 and an improved FileNet system is being worked on. The upgraded FileNet system was implemented in September of 2017. The RMV is now able to scan to scan and store fatal crash reports.**

Increase the use of electronic reporting to help increase the timeliness of the crash data. **Compared to the period April 1, 2016 – March 31, 2017 to that of April 1, 2017 – March 31, 2018, the timeliness of the RMV's Crash Data System (CDS) was not improved. There was an increase of 42.49 days on average for the inclusion of all types of crash report submissions from state and local police into the CDS. The increase was from an average of 44.05 days to 86.54 days on average. It is expected the further roll-out of the MACCS project will help address this consideration. Projects to address in part this recommendation are listed in the FFY 2019 Highway Safety Plan and Section 5 of this plan as TR-19-02, TR-19-03, TR-19-04, TR-19-05, and TR-19-06.**

4. Roadway

The 2014 Traffic Records Assessment identified the following recommendations:

1. Improve the applicable guidelines for the roadway data system that reflect best practices identified in the Traffic Records Program Assessment Advisory. **The FHWA Model Inventory of Roadway Elements (MIRE) standards require statewide road inventories to include a specified set of Fundamental Data Elements (FDEs) for all intersections. These FDEs for intersections currently are not included in the Massachusetts roadway inventory. MassDOT established a contract with Vanasse Hangen Brustlin, Inc. (VHB) to develop a template for collecting these FDEs. The Central Transportation Planning Staff's project, TR 19-10, described in the FFY 2019 Highway Safety Plan and Section 5 of this plan will use VHB's data-collection template to collect FDEs for a set of approximately 5,500 intersections in Massachusetts. This will accomplish two goals towards improving the Massachusetts road inventory: (1) test VHB's data-collection template before it is used to collect data across the Commonwealth, thereby providing an opportunity to modify the template if necessary, (2) collect FDEs for a subset of the intersections in the Commonwealth.**
2. Improve the data dictionary for the roadway data system that reflect best practices identified in the Traffic Records Program Assessment Advisory. **This recommendation and the following considerations are in the process of being reviewed.**
3. Improve the interfaces with the roadway data system that reflect best practices identified in the Traffic Records Program Assessment Advisory. **This recommendation and the following considerations are in the process of being reviewed.**
4. Improve the data quality control program for the roadway data system that reflect best practices identified in the Traffic Records Program Assessment. **This recommendation and the following considerations are in the process of being reviewed.**

The 2014 Traffic Records Assessment identified the following considerations:

Ideally states are encouraged to collect the Fundamental Data Elements (FDEs) of The Model Inventory of Data Elements (MIRE) for all public roads. These fundamental data elements are the basic roadway data elements recommended to be collected that a state can combine with crash data for analysis to identify safety problems and to make more effective safety countermeasure decisions for the Highway Safety Improvement Program (HSIP). It was unclear in the responses to this assessment as to the FDEs MassDOT collects and maintains in their Roadway Inventory. With respect to the Non-

Fundamental MIRE data elements, no state DOT collects all, or nearly all MIRE elements for the Roadway Inventory file. It was difficult during this assessment process to determine the level to which Mass DOT collects the non-fundamental MIRE elements. It would be beneficial to conduct an assessment of the MIRE elements collected by MassDOT to the both the recommended MIRE FDEs and Non-Fundamental MIRE data elements. To assist with this effort, MassDOT may consider requesting a Roadway Data Improvement Program (RDIP) through the FHWA Division Office. Another option would be to request a Go-Team through NHTSA. The TRCC can assist with this. Either route will provide MassDOT with technical assistance to enhance their data collection capabilities and more efficiently collect uniform roadway data.

Local agencies such as Metropolitan Planning Organizations (MPOs) often collect and maintain a wealth of roadway information. It was identified that different location methodologies are used by locals to collect data requiring MassDOT to customize the data to work with the various systems. It is critical to use compatible location methodologies to support the Roadway Inventory File and minimize the effort required to import local data in the state's enterprise roadway system.

The overall quality of information in the roadway system is dependent upon the GIS Services Validation report in addition to validation reports from FHWA's HPMS software for error/edit checking as data is entered into the statewide system. There was no schedule provided for the release of the validation report or process used to provide feedback to the data collectors. It was also unclear as to whether priority is placed on critical data elements. Ideally, a formal process should be developed and errors identified through the validation process are shared with the data collectors and/or office providing the data. **MassDOT has implemented ESRI's Data Reviewer Checks application to address data quality errors or issues. MassDOT is currently working on a formal validation process with ESRI.** This could be accomplished through training sessions. The RDIP process or TRCCs could be instrumental in assisting with this effort.

Performance measures can provide the state a tool for helping assess data quality and establishing goals for data improvement. Ideally, performance measures for timeliness, accuracy, completeness, uniformity, integration, and accessibility should be established for the roadway system. Model performance measures for the six core data systems including Roadway can assist the state in developing performance measures and can be found at: <http://www-nrd.nhtsa.dot.gov/Pubs/811441.pdf>. As a follow-up to this publication, FHWA has also published guidance titled, Performance Measures for Roadway Inventory Data. MassDOT did not identify any formal or established performance measures for timeliness, accuracy, completeness, uniformity, integration and accessibility. MassDOT indicates that the Highway Performance Monitoring System (HPMS) requirements are met. With the wealth of data available through the MassDOT's roadway information and crash portals, it is possible to enhance the existing process to develop some of the performance measures. Formal metrics should be established to measure the performance. The state can use the documents mentioned above to assist in developing performance measures for Roadway Inventory Data or use the RDIP or Go-Team process. The TRCC can also assist in this effort.

3.5 Driver

The 2014 Traffic Records Assessment identified the following recommendations:

1. Improve the applicable guidelines for the driver data system that reflect best practices identified in the Traffic Records Program Assessment Advisory. **This recommendation and the following considerations are in the process of being reviewed.**
2. Improve the data quality control program for the driver data system that reflect best practices identified in the Traffic Records Program Assessment Advisory. **This recommendation and the following considerations are in the process of being reviewed.**

The 2014 Traffic Records Assessment identified the following considerations:

Emphasis should be placed upon improving the data quality management of the driver system. The framework exists within the informal management system to develop and implement an effective comprehensive data quality management program.

Efforts to continue to expand electronic submission of data should be explored and encouraged.

Timeliness, accuracy, completeness, uniformity, integration, and accessibility performance measures along with the numeric goals (performance metrics) for each measure are the basis of quality determinations for driver data.

6. *Vehicle*

The 2014 Traffic Records Assessment identified the following recommendations:

1. Improve the data quality control program for the Vehicle data system that reflect best practices identified in the Traffic Records Program Assessment Advisory. **This recommendation and the following considerations are in the process of being reviewed.**

The 2014 Traffic Records Assessment identified the following considerations:

The main area for the improvement of the Massachusetts vehicle data system is within data quality control programs. To have greater ability to fully comprehend "how good" their vehicle data system is, the state may start working on a concept for a formal quality control program for the vehicle data

system, which will include a formation of the timeliness, accuracy, completeness, uniformity, integration, and accessibility performance measures. Once established, such a data quality control program will be a great tool for data managers and data users to quickly and easily recognize logical further steps toward improvements. Similarly, the State should perform periodic independent sample-based audits to examine vehicle reports, use high frequency errors to create new training materials, and conduct periodic comparative and trend analyses to identify unexplained differences in data across years and jurisdictions. Finally, data quality feedback from key users should be regularly communicated to data collectors and managers and data quality reports should be created and provided to the state's TRCC committee for regular review.

7. *Citation/Adjudication*

The 2014 Traffic Records Assessment identified the following recommendations:

1. Improve the interfaces with the citation and adjudication systems that reflect best practices identified in the Traffic Records Program Assessment Advisory. **This recommendation is being addressed in FFY 2019. See the overview of the Citation/Adjudication Data System in Section 2.5 and the summary of the MACCS Project in Section 5 and the FFY 2019 HSP under TR-19-03.**
2. Improve the data quality control program for the citation and Adjudication systems that reflect best practices identified in the Traffic Records Program Assessment Advisory. **This recommendation is being addressed in FFY 2019. See the overview of the Citation/Adjudication Data System in Section 5 and the summary of the Motor Vehicle Automated Citation and Crash System (MACCS) in Section 5 and the FFY 2019 Highway Safety Plan under TR-19-03.**

The 2014 Traffic Records Assessment identified the following considerations:

There is an opportunity for the state to develop and/or promote an electronic citation system. Such a system will increase the efficiency of the business processes associated with administering citations, and will result in more timely and accurate capture of the data.

Some opportunities exist for improving linkages among various system components – such as adjudications with both the vehicle and crash files, which could improve the efficiency of vehicle-based administrative suspensions and revocations, as well as to increase the ability of the data in the system to support research.

Those observations are opportunities to enhance the very positive strengths observed in the MA Citation/Adjudication system:

An outstanding integrated case management system for the courts that has received widespread acceptance and use.

Excellent use of electronic disposition reporting from the courts to the DMV, resulting in timely reporting of most dispositions.

Good use of edit checks and validation rules to ensure data quality.

Excellent use of traffic/criminal history and background information at the car, potentially improving data quality and efficiency of enforcement.

8. *EMS/Injury Surveillance*

The 2014 Traffic Records Assessment identified the following recommendations:

1. Improve the interfaces with the injury surveillance systems that reflect best practices identified in the Traffic Records Program Assessment Advisory. **Updates are included below next to the considerations from the 2014 Traffic Records Assessment. Additional performance measures are currently being reviewed.**
2. Improve the data quality control program for the Injury Surveillance systems that reflect best practices identified in the Traffic Records Program Assessment Advisory. **Updates are included below next to the considerations from the 2014 Traffic Records Assessment. Additional performance measures are have been identified and included.**

The 2014 Traffic Records Assessment identified the following considerations:

Improve the utility of the death certificates database by improving the electronic reporting system to produce timelier data. **The implementation of the new electronic death system, Vital Information Partnership (VIP), in September 2014, led to improvement in the timeliness of entering death certificates, as the previous paper-based system could take 4-6 months for data entry and now deaths are registered by the occurrence municipality within 7 days.**

Use the validation score assigned by MATRIS to begin rejecting records with an unacceptable number of errors. **With the migration to NEMSIS V3 there is a new tool called Schematron that allows records and/or entire files to be rejected based on critical data errors. This tool will be leveraged with guidance from stakeholders and input from Injury Surveillance personnel. NEMSIS V3 has much more rigorous compliance standards for**

ePCR vendors than in Version 2. OEMS is requiring the use of NEMSIS V3 compliant software to submit data to MATRIS which will contribute to more complete and uniform data. This project is listed in the FFY 2019 Highway Safety Plan and Section 5 of this plan under TR-19-07 and TR-19-08.

Increase the accuracy of the data in the trauma registry by creating an interface with MATRIS. There are a number of methods to improve accuracy of the data in both Trauma Registry and MATRIS planned for the next fiscal year and described in the FFY 2018 Highway Safety Plan and Section 5 of this plan under TR-19-07 and TR-19-08. Creating an interface between the two systems alone will not necessarily result in better data quality but is desired and is a consideration for future strategic upgrades as the health care industry moves toward HL7 and interoperability. MATRIS plans to begin analysis for developing HIE interfaces with hospitals after the NEMSIS V3 migration is complete.

Develop an interface between the hospital databases and the vital records system. At this point in time, FARS has been used as the source of death data for MassDOT, as it is believed to include more reliable and more comprehensive data on fatal crashes in Massachusetts than vital records. It is therefore unclear what the added value would be of linking hospital and vital records data. DPH's Injury Surveillance Project is currently working with MassDOT to link hospital and Crash data through a FHWA-funded project.

Share data quality reports from all injury surveillance data systems with the TRCCs. There is a data quality reporting tool in MATRIS and other state NEMSIS data collection systems that use the same vendor (ImageTrend) that was proposed and paid for by the New England states. There is a data quality report available in MATRIS designed to help ambulance services review summary data in MATRIS and address discrepancies when compared to the data in their service ePCR software. OEMS leverages this tool to educate the ambulance services and monitor changes in quality. This could be run across all ambulance services for a year and shared after the information is aggregated/de-identified in accordance with DPH data privacy rules and approved for distribution. The Injury Surveillance Program conducts routine assessments of Hospital Case-mix data quality annually, which could be shared with the TRCC. Development of annual reports from other injury surveillance data systems may be considered for feasibility and usefulness. This project is listed in the FFY 2019 Highway Safety Plan and Section 5 of this plan under TR-19-07 and TR-19-08.

9. *Data Use and Integration*

The 2014 Traffic Records Assessment identified the following recommendations:

1. Improve the traffic records systems capacity to integrate data that reflect best practices identified in the Traffic Records Program Assessment Advisory. This recommendation is currently being address in the UMassSAFE project entitled "Investigation of Improved Linkage Strategy towards the Development of a Central and Uniformed Crash Analysis Database." Additional information about this project can be found in the FFY 2019 Highway Safety Plan and Section 5 under TR-19-04.

UMassSAFE is utilizing Massachusetts Ambulance Trip Record Information Systems (MATRIS) data for a project in 2018 to study the medical outcomes of different types of motor vehicle crashes by linking crash data from the Crash Data System (CDS) of the MassDOT Registry of Motor Vehicles (RMV) with data from the MATRIS) and analyzing the relationships between types of crashes and types of injuries including the study of symptoms, conditions, various procedures and medications as well as safety belt and alcohol use.

MassDOT and the DPH Injury Surveillance Program conducted a pilot project to link 2012 Crash and Hospital Case-mix data using deterministic linkage methods. The project successfully developed algorithms to link Crash and all three Case-mix data sets using six matching criteria. Based on the number of MV traffic-related injury cases in each Case-mix data set, the percentage of linked records was 48.3% in hospital discharge data, 42.2% in ED discharge data and 43.9% in outpatient observation stay data. Plans are currently underway to extend this project by adding 2013 to 2015 data and conducting additional validity checks and analyses.

The 2014 Traffic Records Assessment identified the following considerations:

With support from the TRCCs, the expertise and infrastructure is available in Massachusetts to take advantage of a number of opportunities related to data integration.

Coordinate efforts of MassTRAC and UMassSafe to maximize the use of data from the traffic records system components, both individually and collectively. EOPSS/OGR/HSD and MassDOI/Highway Safety Division/Traffic Safety programs are discussing ways to coordinate their needs for an online, publically accessible traffic records portal and analysis tool. This effort is reflected in the FFY 2019 Highway Safety Plan and Section 5 of this plan under TR-19-01.

Pursue the inclusion of driver and vehicle information in the MassTRAC or UMassSafe projects.

Complete the update of the Data Resource Guide to include information about the traffic records data systems and integration methodology.

All of the above considerations will be explored further in FFY 2019.

Enter a direct copy of the section of the State traffic records strategic plan that identifies which recommendations the State intends to address in the fiscal year, the countermeasure strategies and planned activities, at the level of detail required under 23 C.F.R. 1300.11(d), that implement each recommendation, and the performance measures to be used to demonstrate quantifiable and measurable progress.

Traffic Records Assessment

In December 2013, the National Highway Traffic Safety Administration (NHTSA) conducted a Traffic Records Assessment for Massachusetts, that was released in April 2014. In order to encourage states to undertake such reviews regularly, Congress' Fixing America's Surface Transportation (FAST) Act legislation requires states to conduct or update an assessment of its highway safety data and traffic records system every 5 years in order to qualify for Section 405(c) grant funding.

This section includes the recommendations and considerations from the 2014 assessment. After each one there is information (bolded and underlined) about what Massachusetts is doing to address a recommendation (and consideration as possible) in FFY 2019. Each recommendation entry also highlights if the effort involves a project included in the Highway Safety Division's proposed FFY 2019 Highway Safety Plan and in Section 5 of this plan. The entry for a project in Section 5 provides the benchmark(s) and performance measure(s) to be used to demonstrate quantifiable and measurable progress towards meeting an associated recommendation (and often also a consideration). If the Commonwealth is unable to address a recommendation in FFY 2019, this is explained (bolded and underlined) below in this section.

The EOPSS/Highway Safety Division will conduct an Availability of Grant Funding (AGF) process that is described in the FFY 2019 Highway Safety Plan and Section 5 of this plan under TR-19-11. It is anticipated that this AGF will identify several projects that will address several of the recommendations and the considerations from the 2014 assessment.

The Commonwealth expects to have a new traffic records assessment done by NHTSA in fall 2018.

3.1 Traffic Records Coordinating Committee Management

The 2014 Traffic Records Assessment did not have any related recommendations but included the following considerations:

Develop core system performance measures and monitor their progress for the remaining core system components of the traffic records system. For FFY 2018 the Massachusetts Ambulance Trip Record Information System (MATRIS) project had a quantitative performance measure for a performance attribute – completeness – of a core system – EMS/injury -- accepted by NHTSA. The Registry of Motor Vehicle had one accepted for the timeliness of its Crash Data System.

With the FFY 2019 Section 405c application we are proposing two core system performance measures to show quantitative progress of the associated systems. These are provided to NHTSA separately in Interim Progress Reports. One will show improvement in accuracy and completeness in the RMV's Crash Data System. The other will show improvement in completeness in the MDPH's MATRIS. Developing these measures for other core systems of the Commonwealth will be a focus for our TRCCs in FFY 2019.

Ensure the Executive-level TRCC (ETRCC) meets at least once every year. **Since the submission of the last Section 405c application, the ETRCC met twice, 12/5/17 and 5/21/18. This consideration will be addressed in FFY 2019.**

Expand the Working-level TRCC (WTRCC) agenda to regularly include the discussion of any technical issues or technical assistance necessary as well as the need for any core system training needs for local users/agencies. Advance key issues to the attention of the Executive-level TRCC. **Since the submission of the last Section 405c application, the WTRCC met twice, 3/5/18 and 5/18/2018. This consideration will be addressed in FFY 2019.**

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Strategic Planning

The 2014 Traffic Records Assessment did not have any related recommendations, but included the following considerations:

The WTRCC has a process in place to address any impediments to coordination with key Federal stakeholders and traffic records systems. The process calls for the membership to bring these impediments to the Chair of the WTRCC, who will then raise the impediment to the ETRCC if appropriate. It is recommended the TRCC formalize this process in the strategic plan or in their By-Laws or Charter. **This will be addressed in FFY 2019.**

Deficiencies and recommendations resulting from an evaluation conducted in the Crash Data Improvement Program (CDIP) was incorporated into the 2015 Strategic Plan for Traffic Records Improvements. The state should be commended for taking this approach of using the traffic records assessment recommendations in developing and implementing their strategic plan. Additionally, the state should also be commended for including recommendations from the CDIP in future plan updates. **This was continued in the FFY 2019 plan.**

Training and technical assistance needs can be presented to the TRCCs for development and implementation. There appears to be no formal process for identifying and addressing technical assistance and training needs documented in the strategic plan. It is recommend the state be proactive and document a formal process to assess technical assistance and training needs instead of being reactive and having them identified in the assessment process or when they are presented to the TRCCs. **This will be addressed in FFY 2019.**

The strategic plan adequately documents the needs of all stakeholders. The strategic plan addresses coordination with key federal traffic records systems including FARS, NEMIS and MCMIS. There was no evidence provided for coordination with the National Driver Register's Problem Pointer System (PDPS) and the Commercial Driver License Information System (CDLIS). It is recommended these two entities are incorporated into the state's coordination efforts. **This will be addressed in FFY 2019.**

Crash System

The 2014 Traffic Records Assessment identified the following recommendations:

1. Improve the data dictionary for the crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory. **This recommendation and the following considerations about the data dictionary are in the process of being reviewed. This will be further addressed with a new crash system in 2020.**
2. Improve the procedures/process flows for the crash data system that reflect best practices identified in the Traffic Records Program Assessment Advisory. **Projects to address in part this recommendation are listed in the FFY 2019 Highway Safety Plan and Section 5 of this plan as TR-19-02, TR-19-03, TR-19-04, TR-19-05, and TR-19-06. The RMV Crash Records Department created process flows for submission, processing, entering, and updating crash data which includes the time for each step.**
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The 2014 Traffic Records Assessment identified the following considerations:

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Develop an annotated process flow diagram showing the duration of each step in the crash data submission process, especially for paper reports, so that bottlenecks in the process can be identified and remedied. **Projects to address in part this recommendation are listed in the FFY 2019 Highway Safety Plan and Section 5 of this plan as TR-19-02, TR-19-03, TR-19-04, TR-19-05, and TR-19-06.** The RMV has developed a process flow diagram showing the duration of each step of the process including the truck/bus and fatal crash reports.

Scheduled discussions of data quality in TRCC meetings and include presentations of summary reports of data quality measurements. **This will be done in FFY 2019.**

Performance measures should be created and designed to quantify the level of accuracy, completeness, uniformity, timeliness, data integration, and data accessibility that have been achieved. Performance measures for timeliness, completeness, and accuracy should also be produced at an agency level and shared with the TRCC and law enforcement agencies. **This will be a focus of the TRCCs in FFY 2019.**

Conduct regular reviews of a sample of crash reports. This can be performed on an agency basis and reports should be selected at random with a certain percentage represented from fatal, serious, moderate, and complaint injury levels. The results of the review should be shared with the TRCC and law enforcement agency. These results should be used to develop trainings and be compared over time to determine effectiveness. **Projects to address in part this recommendation are listed in the FFY 2019 Highway Safety Plan and Section 5 of this plan as TR-19-02, TR-19-03, TR-19-04, TR-19-05, and TR-19-06.** UMassSafe reviewed a sample of crash reports and shared the results with TRCC and law enforcement as part of the Crash Data Audit in 2018.

Continue to develop Filenet to store electronic images of crash reports for extended time periods and allow safety professional and engineers to have access to the images. This was done in 2014 and an improved Filenet system is being worked on. The upgraded Filenet system was implemented in September of 2017. The RMV is now able to scan to scan and store fatal crash reports.

Increase the use of electronic reporting to help increase the timeliness of the crash data. **Compared to the period April 1, 2016 – March 31, 2017 to that of April 1, 2017 – March 31, 2018, the timeliness of the RMV's Crash Data System (CDS) was not improved. There was an increase of 42.49 days on average for the inclusion of all types of crash report submissions from state and local police into the CDS. The increase was from an average of 44.05 days to 86.54 days on average. It is expected the further roll-out of the MACCS project will help address this consideration. Projects to address in part this recommendation are listed in the FFY 2019 Highway Safety Plan and Section 5 of this plan as TR-19-02, TR-19-03, TR-19-04, TR-19-05, and TR-19-06.**

Roadway

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1. Improve the applicable guidelines for the roadway data system that reflect best practices identified in the Traffic Records Program Assessment Advisory. **The FHWA Model Inventory of Roadway Elements (MIRE) standards require statewide road inventories to include a specified set of Fundamental Data Elements (FDEs) for all intersections. These FDEs for intersections currently are not included in the Massachusetts roadway inventory. MassDOT established a contract with Vanasse Hangen Brustlin, Inc. (VHB) to develop a template for collecting these FDEs. The Central Transportation Planning Staff's project, TR 19-10, described in the FFY 2019 Highway Safety Plan and Section 5 of this plan will use VHB's data-collection template to collect FDEs for a set of approximately 5,500 intersections in Massachusetts. This will accomplish two goals towards improving the Massachusetts road inventory: (1) test VHB's data-collection template before it is used to collect data across the Commonwealth, thereby providing an opportunity to modify the template if necessary, (2) collect FDEs for a subset of the intersections in the Commonwealth.**
2. Improve the data dictionary for the roadway data system that reflect best practices identified in the Traffic Records Program Assessment Advisory. **This recommendation and the following considerations are in the process of being reviewed.**
3. Improve the interfaces with the roadway data system that reflect best practices identified in the Traffic Records Program Assessment Advisory. **This recommendation and the following considerations are in the process of being reviewed.**
4. Improve the data quality control program for the roadway data system that reflect best practices identified in the Traffic Records Program Assessment. **This recommendation and the following considerations are in the process of being reviewed.**

The 2014 Traffic Records Assessment identified the following considerations:

Ideally states are encouraged to collect the Fundamental Data Elements (FDEs) of The Model Inventory of Data Elements (MIRE) for all public roads. These fundamental data elements are the basic roadway data elements recommended to be collected that a state can combine with crash data for analysis to identify safety problems and to make more effective safety countermeasure decisions for the Highway Safety Improvement Program (HSIP). It was unclear in the responses to this assessment as to the FDEs MassDOT collects and maintains in their Roadway Inventory. With respect to the Non-Fundamental MIRE data elements, no state DOT collects all, or nearly all MIRE elements for the Roadway Inventory file. It was difficult during this assessment process to determine the level to which Mass DOT collects the non-fundamental MIRE elements. It would be beneficial to conduct an assessment of the MIRE elements collected by MassDOT to the both the recommended MIRE FDEs and Non-Fundamental MIRE data elements. To assist with this effort, MassDOT may consider requesting a Roadway Data Improvement Program (RDIP) through the FHWA Division Office. Another option would be to request a Go-Team through NHTSA. The TRCC can assist with this. Either route will provide MassDOT with technical assistance to enhance their data collection capabilities and more efficiently collect uniform roadway data.

Local agencies such as Metropolitan Planning Organizations (MPOs) often collect and maintain a wealth of roadway information. It was identified that different location methodologies are used by locals to collect data requiring MassDOT to customize the data to work with the various systems. It is critical to use compatible location methodologies to support the Roadway Inventory File and minimize the effort required to import local data in the state's enterprise roadway system.

The overall quality of information in the roadway system is dependent upon the GIS Services Validation report in addition to validation reports from FHWA's HPMS software for error/edit checking as data is entered into the statewide system. There was no schedule provided for the release of the validation report or process used to provide feedback to the data collectors. It was also unclear as to whether priority is placed on critical data elements. Ideally, a formal process should be developed and errors identified through the validation process are shared with the data collectors and/or office providing the data. **MassDOT has implemented ESRI's Data Reviewer Checks application to address data quality errors or issues. MassDOT is currently working on a formal validation process with ESRI.** This could be accomplished through training sessions. The RDIP process or TRCCs could be instrumental in assisting with this effort.

Performance measures can provide the state a tool for helping assess data quality and establishing goals for data improvement. Ideally, performance measures for timeliness, accuracy, completeness, uniformity, integration, and accessibility should be established for the roadway system. Model performance measures for the six core data systems including Roadway can assist the state in developing performance measures and can be found at: <http://www-nrd.nhtsa.dot.gov/Pubs/811441.pdf>. As a follow-up to this publication, FHWA has also published guidance titled, Performance Measures for Roadway Inventory Data. MassDOT did not identify any formal or established performance measures for timeliness, accuracy, completeness, uniformity, integration and accessibility. MassDOT indicates that the Highway Performance Monitoring System (HPMS) requirements are met. With the wealth of data available through the MassDOT's roadway information and crash portals, it is possible to enhance the existing process to develop some of the performance measures. Formal metrics should be established to measure the performance. The state can use the documents mentioned above to assist in developing performance measures for Roadway Inventory Data or use the RDIP or Go-Team process. The TRCC can also assist in this effort.

Driver

The 2014 Traffic Records Assessment identified the following recommendations:

1. Improve the applicable guidelines for the driver data system that reflect best practices identified in the Traffic Records Program Assessment Advisory. **This recommendation and the following considerations are in the process of being reviewed.**
2. Improve the data quality control program for the driver data system that reflect best practices identified in the Traffic Records Program Assessment Advisory. **This recommendation and the following considerations are in the process of being reviewed.**

The 2014 Traffic Records Assessment identified the following considerations:

Emphasis should be placed upon improving the data quality management of the driver system. The framework exists within the informal management system to develop and implement an effective comprehensive data quality management program.

Efforts to continue to expand electronic submission of data should be explored and encouraged.

Timeliness, accuracy, completeness, uniformity, integration, and accessibility performance measures along with the numeric goals (performance metrics) for each measure are the basis of quality determinations for driver data.

Vehicle

The 2014 Traffic Records Assessment identified the following recommendations:

1. Improve the data quality control program for the Vehicle data system that reflect best practices identified in the Traffic Records Program Assessment Advisory. **This recommendation and the following considerations are in the process of being reviewed.**

The 2014 Traffic Records Assessment identified the following considerations:

The main area for the improvement of the Massachusetts vehicle data system is within data quality control programs. To have greater ability to fully comprehend "how good" their vehicle data system is, the state may start working on a concept for a formal quality control program for the vehicle data system, which will include a formation of the timeliness, accuracy, completeness, uniformity, integration, and accessibility performance measures. Once established, such a data quality control program will be a great tool for data managers and data users to quickly and easily recognize logical further steps toward improvements. Similarly, the State should perform periodic independent sample-based audits to examine vehicle reports, use high frequency errors to create new training materials, and conduct periodic comparative and trend analyses to identify unexplained differences in data across years and jurisdictions. Finally, data quality feedback from key users should be regularly communicated to data collectors and managers and data quality reports should be created and provided to the state's TRCC committee for regular review.

Citation / Adjudication

The 2014 Traffic Records Assessment identified the following recommendations:

1. Improve the interfaces with the citation and adjudication systems that reflect best practices identified in the Traffic Records Program Assessment Advisory. **This recommendation is being addressed in FFY 2019. See the overview of the Citation/Adjudication Data System in Section 2.5 and the summary of the MACCS**

Project in Section 5 and the FFY 2019 HSP under TR-19-03.

2. Improve the data quality control program for the citation and Adjudication systems that reflect best practices identified in the Traffic Records Program Assessment Advisory. **This recommendation is being addressed in FFY 2019. See the overview of the Citation/Adjudication Data System in Section 5 and the summary of the Motor Vehicle Automated Citation and Crash System (MACCS) in Section 5 and the FFY 2019 Highway Safety Plan under TR-19-03.**

The 2014 Traffic Records Assessment identified the following considerations:

There is an opportunity for the state to develop and/or promote an electronic citation system. Such a system will increase the efficiency of the business processes associated with administering citations, and will result in more timely and accurate capture of the data.

Some opportunities exist for improving linkages among various system components – such as adjudications with both the vehicle and crash files, which could improve the efficiency of vehicle-based administrative suspensions and revocations, as well as to increase the ability of the data in the system to support research.

Those observations are opportunities to enhance the very positive strengths observed in the MA Citation/Adjudication system:

An outstanding integrated case management system for the courts that has received widespread acceptance and use.

Excellent use of electronic disposition reporting from the courts to the DMV, resulting in timely reporting of most dispositions.

Good use of edit checks and validation rules to ensure data quality.

Excellent use of traffic/criminal history and background information at the car, potentially improving data quality and efficiency of enforcement.

EMS / Injury Surveillance

The 2014 Traffic Records Assessment identified the following recommendations:

1. Improve the interfaces with the injury surveillance systems that reflect best practices identified in the Traffic Records Program Assessment Advisory. **Updates are included below next to the considerations from the 2014 Traffic Records Assessment. Additional performance measures are currently being reviewed.**
2. Improve the data quality control program for the Injury Surveillance systems that reflect best practices identified in the Traffic Records Program Assessment Advisory. **Updates are included below next to the considerations from the 2014 Traffic Records Assessment. Additional performance measures are have been identified and included.**

The 2014 Traffic Records Assessment identified the following considerations:

Improve the utility of the death certificates database by improving the electronic reporting system to produce timelier data. **The implementation of the new electronic death system, Vital Information Partnership (VIP), in September 2014, led to improvement in the timeliness of entering death certificates, as the previous paper-based system could take 4-6 months for data entry and now deaths are registered by the occurrence municipality within 7 days.**

Use the validation score assigned by MATRIS to begin rejecting records with an unacceptable number of errors. **With the migration to NEMSIS V3 there is a new tool called Schematron that allows records and/or entire files to be rejected based on critical data errors. This tool will be leveraged with guidance from stakeholders and input from Injury Surveillance personnel. NEMSIS V3 has much more rigorous compliance standards for ePCR vendors than in Version 2. OEMS is requiring the use of NEMSIS V3 compliant software to submit data to MATRIS which will contribute to more complete and uniform data. This project is listed in the FFY 2019 Highway Safety Plan and Section 5 of this plan under TR-19-07 and TR-19-08.**

Increase the accuracy of the data in the trauma registry by creating an interface with MATRIS. **There are a number of methods to improve accuracy of the data in both Trauma Registry and MATRIS planned for the next fiscal year and described in the FFY 2018 Highway Safety Plan and Section 5 of this plan under TR-19-07 and TR-19-08. Creating an interface between the two systems alone will not necessarily result in better data quality but is desired and is a consideration for future strategic upgrades as the health care industry moves toward HL7 and interoperability. MATRIS plans to begin analysis for developing HIE interfaces with hospitals after the NEMSIS V3 migration is complete.**

Develop an interface between the hospital databases and the vital records system. **At this point in time, FARS has been used as the source of death data for MassDOT, as it is believed to include more reliable and more comprehensive data on fatal crashes in Massachusetts than vital records. It is therefore unclear what the added value would be of linking hospital and vital records data. DPH's Injury Surveillance Project is currently working with MassDOT to link hospital and Crash data through a FHWA-funded project.**

Share data quality reports from all injury surveillance data systems with the TRCCs. There is a data quality reporting tool in MATRIS and other state NEMSIS data collection systems that use the same vendor (ImageTrend) that was proposed and paid for by the New England states. **There is a data quality report available in MATRIS designed to help ambulance services review summary data in MATRIS and address discrepancies when compared to the data in their service ePCR software. OEMS leverages this tool to educate the ambulance services and monitor changes in quality. This could be run across all ambulance services for a year and shared after the information is aggregated/de-identified in accordance with DPH data privacy rules and approved for distribution. The Injury Surveillance Program conducts routine assessments of Hospital Case-mix data quality annually, which could be shared with the TRCC. Development of annual reports from other injury surveillance data systems may be considered for feasibility and usefulness. This project is listed in the FFY 2019 Highway Safety Plan and Section 5 of this plan under TR-19-07 and TR-19-08.**

Data Use and Integration

The 2014 Traffic Records Assessment identified the following recommendations:

1. Improve the traffic records systems capacity to integrate data that reflect best practices identified in the Traffic Records Program Assessment Advisory. **This recommendation is currently being address in the UMassSAFE project entitled "Investigation of Improved Linkage Strategy towards the Development of a Central and Uniformed Crash Analysis Database."** Additional information about this project can be found in the FFY 2019 Highway Safety Plan and Section 5 under TR-19-04.

UMassSAFE is utilizing Massachusetts Ambulance Trip Record Information Systems (MATRIS) data for a project in 2018 to study the medical outcomes of different types of motor vehicle crashes by linking crash data from the Crash Data System (CDS) of the MassDOT Registry of Motor Vehicles (RMV) with data from the MATRIS) and analyzing the relationships between types of crashes and types of injuries including the study of symptoms, conditions, various procedures and medications as well as safety belt and alcohol use.

MassDOT and the DPH Injury Surveillance Program conducted a pilot project to link 2012 Crash and Hospital Case-mix data using deterministic linkage methods. The project successfully developed algorithms to link Crash and all three Case-mix data sets using six matching criteria. Based on the number of MV traffic-related injury cases in each Case-mix data set, the percentage of linked records was 48.3% in hospital discharge data, 42.2% in ED discharge data and 43.9% in outpatient observation stay data. **Plans are currently underway to extend this project by adding 2013 to 2015 data and conducting additional validity checks and analyses.**

The 2014 Traffic Records Assessment identified the following considerations:

With support from the TRCCs, the expertise and infrastructure is available in Massachusetts to take advantage of a number of opportunities related to data integration.

Coordinate efforts of MassTRAC and UMassSafe to maximize the use of data from the traffic records system components, both individually and collectively. **EOPSS/Highway Safety Division and MassDOT/Highway Safety Division/Traffic Safety programs are discussing ways to coordinate their needs for an online, publically accessible traffic records portal and analysis tool. This effort is reflected in the FFY 2019 Highway Safety Plan and Section 5 of this plan under TR-19-01.**

Pursue the inclusion of driver and vehicle information in the MassTRAC or UMassSafe projects.

Complete the update of the Data Resource Guide to include information about the traffic records data systems and integration methodology.

All of the above considerations will be explored further in FFY 2019.

Submit the planned activities, at the level of detail required under § 1300.11(d), that implement recommendations.

***Reminder: When associating a planned activity to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.**

| Planned activity unique identifier | Planned Activity Name | Primary Countermeasure Strategy |
|------------------------------------|---|--|
| TR-19-11 | Traffic Records Projects | Improves completeness of a core highway safety database |
| TR-19-03 | Motor Vehicle Automated Citation and Crash System (MACCS) | Improves integration between one or more core highway safety databases |
| TR-19-04 | Investigation of Improved Linkage Strategy towards the Development of a Central and Uniform Crash Analysis Database | Improves integration between one or more core highway safety databases |
| TR-19-05 | Data Quality Review of Crash Reports Accepted with Warning and Technical Assistance to Police Departments to Improve Completeness and Reduce Errors | Improves accuracy of a core highway safety database |
| TR-19-06 | Tools for Improving Crash Report Reviews | Improves accuracy of a core highway safety database |
| TR-19-07 | Data Uniformity, Accuracy, Completeness and Timeliness | Improves accuracy of a core highway safety database |
| TR-19-08 | MATRIS and Trauma Registry National Standard Uniformity and Data Quality Project | Improves accuracy of a core highway safety database |
| TR-19-09 | Boston Cyclist, Pedestrian and Vehicular Incident Information System Enhancement | Improves accuracy of a core highway safety database |
| TR-19-10 | Test Template for Collecting Model Inventory Road Element (MIRE) Fundamental Data Elements (FDEs) for Intersections | Improves completeness of a core highway safety database |

Enter a direct copy of the section of the State traffic records strategic plan that identifies which recommendations the State does not intend to address in the fiscal year and explains the reason for not implementing the recommendations.

The recommendations **not** being addressed at this time are ones without any bold and underlined sentence(s) after the recommendation. Here's the list of those recommendations:

Establish a stakeholder group, preferably through the TRCC, to ensure that the MACCS product meets the needs of data collectors, managers, and users. This group must include active IT support.

Reason for not being addressed: Organizational priorities and lack of time to create another TRCC-linked group. All stakeholders involved in the TRCC are already pressed for time to be part of the TRCC and establishing another stakeholder group is not a high priority for many at this time.

Update the MassDOT reference map and establish a location reference maintenance process.

Reason for not being addressed: Lack of funding for the update due to organizational priorities.

Develop a single smart mapping locator tool that could be called from any of the eCrash software products used by law enforcement agencies.

Reason for not being addressed: Lack of funding for developing the tool due to organizational priorities

Establish routine measures of overall crash data timeliness.

Reason for not being addressed: TRCC has not been able to discuss and approve routine measures to date but hopes to do so at some point during FFY 2020.

Implement error logging in MACCS. This would require tracking of which edit checks were failed and what corrections were made to any database field in each crash report.

Reason for not being addressed: Lack of funding due to organizational priorities. This aspect of MACCS has not been tackled yet but will likely be addressed in FFY 2020.

Establish a geolocation success rate as a measure of crash location data accuracy.

Reason for not being addressed: TRCC has not been able to discuss and approve geolocation success rate to date but hope to do so during FFY 2020.

Invest in a CODES-like probabilistic linkage between crash and injury surveillance data (in particular EMS and trauma registry data) under the leadership of the Department of Public Health (DPH).

Reason for not being addressed: Lack of funding due to organizational priorities.

Develop routine measures of crash data accessibility based on the MassDOT request-tracking database and use of the public Crash Portal.

Reason for not being addressed: TRCC has not been able to discuss and approve geolocation success rate to date but hope to do so during FFY 2020.

Quantitative improvement

Enter a direct copy of the section of the State traffic records strategic plan that describes specific, quantifiable and measurable improvements, as described in 23 C.F.R. 1300.22(b)(3), that are anticipated in the State's core safety databases, including crash, citation or adjudication, driver, emergency medical services or injury surveillance system, roadway, and vehicle databases. Specifically, the State must demonstrate quantitative improvement in the data attribute of accuracy, completeness, timeliness, uniformity, accessibility or integration of a core database by providing a written description of the performance measures that clearly identifies which performance attribute for which core database the State is relying on to demonstrate progress using the methodology set forth in the "Model Performance Measures for State Traffic Records Systems" (DOT HS 814 441), as updated.

In the FFY 2018 Strategic Plan, there were six traffic records performance targets that were to be used to measure any improvements to the State's core safety databases. The six targets and evaluation of progress made is provided below:

Performance Target #1 - *To improve the integration of traffic records systems by increasing the percent of linked Massachusetts EMS/Crash reports from 0% to 75% from June 30, 2017 to June 30, 2018.*

No progress made as UMassSafe only gained access to the EMS data from MDPH in April 2018 to being work in earnest, so this project will now need an extension to 12/31/18. Performance target percentage will remain the same, but project end date and performance target end data will be extended to 12/31/18.

Performance Target #2 - *To increase by 5% the number of agencies bale to access MassTRAC (or any successor system) from 305 in May 2017 to 335 in May 2018.*

MassTRAC was formally shut down during the latter part of 2017 and plans are to build a successor system within the next couple of years. Performance target for FFY 2019 is to 'develop a business plan for a new MassTRAC by December 31, 2018.'

Performance Target #3 - *To improve the timeliness of crash data by decreasing the average number of days from crash incident to receipt of crash report by the RMV from 47.13 days between April 1, 2016 and March 31, 2017 to less than 45 between April 1, 2017 and March 31, 2018.*

No progress made. RMV reported as of 3/31/18 the average number of days from crash incident to receipt of crash report by the RMV was 86.54 days, up from 47.13. This was attributable to RMV focusing on receiving and processing 2016 crash reports received this year; a RMS vendor upgraded the XML version and submitted crash reports for 2016; overcome a processing back-log of fatal crash reports from 2016 and 2017.

Performance Target #4 - *To improve completeness of the Massachusetts emergency medical services (EMS)/injury database, the Massachusetts Ambulance Trip Record Information System (MATRIS), this project will seek to increase the system's Version 2 validation score from 86.8 for year ending December 31, 2017.*

Progress was made. The system's Version 2 score as of December 31, 2017 was 90.4.

Performance Target #5 - *To improve completeness of MATRIS, the project will increase the number of ambulance services submitting Version 2 reports to the state. MATRIS accepts only electronically submitted and fully NEMSIS (Version 2) compliant EMS run reports. The number will be increased from 323 as of December 31, 2016 to 329 as of December 31, 2017.*

Number of reporting services as of 12/31/17 was 327, short of the goal of 329.

Performance Target #6 - *To improve the completeness of the Massachusetts statewide road inventory database by increasing the number of intersections with Fundamental Data Elements (FDEs) from 9 as of June 30, 2017 to 5,400 as of June 30, 2018.*

No progress made, as there was an extensive delay in Central Transportation Planning Staff being able to access an online tool being developed under a separate contract by a MassDOT contractor, so this project will now need an extension to 12/31/18. Performance target number will remain the same, but project end date and performance target end date will be extended to 12/31/18.

For FFY 2019 Strategic Plan, there are five performance targets listed:

Performance Target #1: *To improve the integration of traffic records systems by increasing the number of linked Massachusetts EMS/crash reports from 0% to 75% from January 31, 2018 to December 31, 2018.*

For FFY 2019, EOPSS/OGR/HSD seeks to improve the integration of the Commonwealth's traffic records systems by increasing the number of linked Massachusetts EMS/crash reports from 0% to 75% from January 1, 2018 to December 31, 2018. With linked EMS/crash reports, traffic safety stakeholders (hospitals, ambulance services, law enforcement, researchers) will get a fuller picture of the impact of a crash on occupants. As of spring 2018, the project subrecipient had run the first attempt at a linkage, using approximately 118,700 EMS patient records and 75,000 Crash Data System records with crashes where police reported EMS transport. The result of this initial effort was a 30% linkage match. The subrecipient is currently studying these results in order to design the next linkage attempt.

Performance Target #2: Develop a business plan for a new MassTRAC by December 31, 2018.

EOPSS/OGR/HSD determined this target after consultation with the Executive-level Traffic Records Coordinating Committee and the Executive Office of Technology Services and Security.

Performance Target #3: To improve the accuracy and completeness of the Registry of Motor Vehicles' Crash Data System by decreasing the number of crash reports rejected for not meeting the minimum criteria to be accepted into the system from 1,487 between April 1, 2017 and March 31, 2018 to 1,425 or less between April 1, 2018 and March 31, 2019.

For FFY 2019, EOPSS/OGR/HSD aims to improve the accuracy and completeness of the Registry of Motor Vehicles' Crash Data System by decreasing the number of crash reports rejected for not meeting the minimum criteria to be accepted into the system from 1,487 between April 1, 2017 and March 31, 2018 to 1,425 or less between April 1, 2018 and March 31, 2019. This target builds off of the Interim Progress Report related to improvements in accuracy and completeness for the Massachusetts Registry of Motor Vehicles' Crash Data System that EOPSS/OGR/HSD submitted as part of its FFY 2019 Section 405c application. This target is connected to five projects submitted as part of EOPSS/OGR/HSD's FFY 2019 Section 405c application.

Performance Target #4: To improve completeness of MATRIS, increase the number of ambulance services submitting NEMSIS Version 3 reports to the system from 0 between April 1, 2017 and March 31, 2018 to 3 or more between April 1, 2018 and March 31, 2019.

For FFY 2019, EOPSS/OGR/HSD seeks to improve the completeness of MATRIS by increasing the number of ambulance services submitting NEMSIS Version 3 reports to the system from 0 between April 1, 2017 and March 31, 2018 to 3 or more between April 1, 2018 and March 31, 2019. This target was developed in consultation with the Massachusetts Department of Public Health as part of its two Section-405c funded projects to improve its Massachusetts Ambulance Trip Record Information System – MATRIS. These two projects were submitted as part of EOPSS/OGR/HSD's FFY 2019 Section 405c application.

Performance Target #5: To improve the completeness of the Massachusetts statewide road inventory database by increasing the number of intersections with Fundamental Data Elements (FDEs) from 0 as of June 30, 2017 to 5,400 or more as of December 31, 2018.

For FFY 2019, EOPSS/OGR/HSD aims to improve the completeness of the Massachusetts statewide road inventory database by increasing the number of intersections with Fundamental Data Elements (FDEs) from 0 as of June 30, 2017 to 5,400 as of December 31, 2018. In spring 2018 the project subrecipient made initial progress on entering intersections into the online application for collecting this data, however modifications to the tool need to be made. It is estimated approximately 300 intersection will have been entered by June 30, 2018.

Upload supporting documentation covering a contiguous 12-month performance period starting no earlier than April 1 of the calendar year prior to the application due date, that demonstrates quantitative improvement when compared to the comparable 12-month baseline period.

Documents Uploaded

No documents uploaded to GMSS

State highway safety data and traffic records system assessment

Enter the date of the assessment of the State's highway safety data and traffic records system that was conducted or updated within the five years prior to the application due date and that complies with the procedures and methodologies outlined in NHTSA's "Traffic Records Highway Safety Program Advisory" (DOT HS 811 644), as updated.

Date of Assessment: 4/14/2014

Requirement for maintenance of effort

ASSURANCE: The lead State agency responsible for State traffic safety information system improvements programs shall maintain its aggregate expenditures for State traffic safety information system improvements programs at or above the average level of such expenditures in fiscal years 2014 and 2015.

10 405(d) Impaired Driving Countermeasure Grant

Impaired driving assurances

Impaired driving qualification - Low-Range State

ASSURANCE: The State shall use the funds awarded under 23 U.S.C. 405(d)(1) only for the implementation and enforcement of programs authorized in 23 C.F.R. 1300.23(j).

ASSURANCE: The lead State agency responsible for impaired driving programs shall maintain its aggregate expenditures for impaired driving programs at or above the average level of such expenditures in fiscal years 2014 and 2015.

11 405(f) Motorcyclist Safety Grant

Motorcycle safety information

To qualify for a Motorcyclist Safety Grant in a fiscal year, a State shall submit as part of its HSP documentation demonstrating compliance with at least two of the following criteria. Select application criteria from the list below to display the associated requirements.

| | |
|--|-----|
| Motorcycle rider training course | Yes |
| Motorcyclist awareness program | Yes |
| Reduction of fatalities and crashes | No |
| Impaired driving program | No |
| Reduction of impaired fatalities and accidents | No |
| Use of fees collected from motorcyclists | No |

Motorcycle rider training course

Enter the name and organization of the head of the designated State authority over motorcyclist safety issues.

| | |
|-----------------------------|----------------------------|
| State authority agency: | Registry of Motor Vehicles |
| State authority name/title: | Erin Deveney, Registrar |

Select the introductory rider curricula that has been approved by the designated State authority and adopted by the State.

| | |
|---------------------|---|
| Approved curricula: | (i) Motorcycle Safety Foundation Basic Rider Course |
|---------------------|---|

CERTIFICATION: The head of the designated State authority over motorcyclist safety issues has approved and the State has adopted the selected introductory rider curricula.

Enter a list of the counties or political subdivisions in the State where motorcycle rider training courses will be conducted during the fiscal year of the grant and the number of registered motorcycles in each such county or political subdivision according to official State motor vehicle records, provided the State must offer at least one motorcycle rider training course in counties or political subdivisions that collectively account for a majority of the State's registered motorcycles.

| County or Political Subdivision | Number of registered motorcycles |
|---------------------------------|----------------------------------|
| Barnstable County | 6704 |
| Berkshire County | 5099 |
| Bristol County | 18349 |
| Dukes County | 907 |
| Essex County | 18865 |
| Franklin County | 3212 |
| Hampden County | 12144 |
| Hampshire County | 4256 |
| Middlesex County | 32037 |
| Nantucket County | 568 |
| Norfolk County | 12843 |
| Plymouth County | 15562 |
| Suffolk County | 6859 |
| Worcester County | 27649 |

Enter the total number of registered motorcycles in State.

165148

Motorcyclist awareness program

Enter the name and organization of the head of the designated State authority over motorcyclist safety issues.

State authority agency: Registry of Motor Vehicles

State authority name/title: Erin Deveney, Registrar

CERTIFICATION: The State’s motorcyclist awareness program was developed by or in coordination with the designated State authority having jurisdiction over motorcyclist safety issues.

Select one or more performance measures and corresponding performance targets developed for motorcycle awareness that identifies, using State crash data, the counties or political subdivisions within the State with the highest number of motorcycle crashes involving a motorcycle and another motor vehicle.

| Fiscal Year | Performance Measure Name | Target Period(Performance Target) | Target End Year | Target Value(Performance Target) |
|-------------|---|-----------------------------------|-----------------|----------------------------------|
| 2019 | C-7) Number of motorcyclist fatalities (FARS) | 5 Year | 2019 | 46.0 |

Enter the counties or political subdivisions within the State with the highest number of motorcycle crashes (MCC) involving a motorcycle and another motor vehicle. Such data shall be from the most recent calendar year for which final State crash data are available, but data no older than three calendar years prior to the application due date.

| County or Political Subdivision | # of MCC involving another motor vehicle |
|---------------------------------|--|
| Barnstable County | 2 |
| Bristol County | 5 |
| Essex County | 2 |
| Franklin County | 1 |
| Hampden County | 2 |
| Hampshire County | 1 |
| Middlesex County | 3 |
| Norfolk County | 4 |
| Plymouth County | 1 |
| Suffolk County | 1 |
| Worcester County | 2 |

Enter total number of motorcycle crashes (MCC) involving a motorcycle and another motor vehicle.

Total # of MCC crashes involving another motor vehicle: 23

Submit countermeasure strategies that demonstrate that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest. The State shall select countermeasure strategies to address the State’s motorcycle safety problem areas in order to meet the performance targets identified above.

***Reminder: When associating a countermeasure strategy to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.**

Countermeasure Strategy Name

- Motorcycle Rider Training
- Communication Campaign

Submit planned activities that demonstrate that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest. The State shall select planned activities to address the State’s motorcycle safety problem areas in order to meet the performance targets identified above.

***Reminder: When associating a planned activity to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.**

| Planned activity unique identifier | Planned Activity Name | Primary Countermeasure |
|------------------------------------|-----------------------|------------------------|
|------------------------------------|-----------------------|------------------------|

| | | |
|----------|--|---------------------------|
| MC-19-01 | Motorcycle Safety Media | Communication Campaign |
| MC-19-02 | Motorcycle Safety Program Enhancements | Motorcycle Rider Training |

12 405(h) Nonmotorized

Nonmotorized information

ASSURANCE: The State shall use the funds awarded under 23 U.S.C. 405(h) only for the authorized uses identified in § 1300.27(d).

13 1906 Racial Profiling Data Collection Grants

Racial profiling data collection grant

Is the State applying as an official documents or assurance State? (Note: The State is not eligible for a grant as an assurance State if the State has received a grant as an assurance State for two fiscal years after October 1, 2015.)

Assurance

Assurance

Submit countermeasure strategies, at the level of detail required under section 1300.11(d), supporting the assurance that the State will undertake activities during the fiscal year of the grant to maintain and allow public inspection of statistical information on the race and ethnicity of the driver for each motor vehicle stop made by a law enforcement officer on all public roads except those classified as local or minor rural roads.

***Reminder:** When associating a countermeasure strategy to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.

Fiscal Year Countermeasure Strategy Name

2019

Submit planned activities, at the level of detail required under section 1300.11(d), supporting the assurance that the State will undertake activities during the fiscal year of the grant to maintain and allow public inspection of statistical information on the race and ethnicity of the driver for each motor vehicle stop made by a law enforcement officer on all public roads except those classified as local or minor rural roads.

***Reminder:** When associating a planned activity to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.

| Planned activity unique identifier | Planned Activity Name | Primary Countermeasure |
|------------------------------------|---|--|
| TR-19-03 | Motor Vehicle Automated Citation and Crash System (MACCS) | Improves integration between one or more core highway safety databases |

14 Certifications, Assurances, and Highway Safety Plan PDFs

Documents Uploaded

No documents uploaded to GMSS