

Annual Report
FFY22
Massachusetts Office of Grants and Research
Highway Safety Division

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Message from the Executive Director

The Massachusetts Office of Grants and Research (OGR) is pleased to present the Federal Fiscal Year 2022 Annual Report. This Report, which is required each year by the National Highway Traffic Safety Administration (NHTSA), serves as the Commonwealth's evaluation of the 2022 Highway Safety Plan (HSP). The Annual Report is our opportunity to assess the past year, celebrate successes, and identify opportunities for improvement in the coming year.

During FFY22, the staff worked closely with traffic safety partners and stakeholders to identify problems and priority focus areas, select realistic performance measures, and identify and implement proven countermeasures. Funding for programs aimed at reducing traffic fatalities and injuries on the roadways encompassed impaired driving, occupant protection, speed and distracted driving, non-motorist (pedestrians and bicyclists) safety, police training, and traffic records systems.

With most, if not all, COVID-19 pandemic restrictions no longer in effect, FFY22 saw a tremendous increase in overtime enforcement activity by both State and local police during mobilizations compared to FFY21. Through traffic stops, sobriety checkpoints, and saturation patrols, well over 70,000 citations and written warnings were issued to drivers. There were also 261 OUI arrests, which removed dangerous impaired drivers from the roadways and sent a message to other road users regarding our commitment to ensuring safety on Massachusetts roads.

Funded programs for child passenger safety (CPS), officer training in impaired driver detection, and alcohol compliance checks led to nearly 700 new car seats distributed to families in need; 209 newly certified CPS Technicians; over 600 police officers receiving instruction on LiDAR, Crash Investigations, and Breath Test Operator; five new Drug Recognition Experts (DRE); and approximately 1,000 underage patrons from obtaining alcohol at local establishments and venues.

Lastly, funding during FFY22 enabled significant improvements to the statewide traffic records systems in Massachusetts. Improved access to critical traffic data has allowed law enforcement, state and local agencies, and traffic safety stakeholders to more accurately analyze crash trends within their communities.

I am extremely proud of the work my team has accomplished. I would like to extend my sincere gratitude to all of our partners throughout the state who also assisted in keeping our roads safe. Lastly, I would like to thank our NHTSA Region 1 office for their ongoing support and assistance as we collectively strive to reduce crashes, injuries, and loss of life and to keep our Massachusetts roadways among the safest in the country.

Sincerely,



Kevin Stanton
Executive Director
Office of Grants and Research

Executive Summary

FFY22 Highlights

- OGR successfully applied for and received \$12,228,128.10 in Bipartisan Infrastructure Law (BIL) funding from NHTSA. Utilizing the funds received, OGR implemented projects focused on Occupant Protection, Alcohol Enforcement/Impaired Driving, Pedestrian/Bicyclist Safety, Traffic Records Data Improvement, Police Training, and overall program management.
- The Car Seat Distribution Program provided seats to 45 subrecipients, including local police, fire departments, and regional hospitals. Subrecipients purchased over 2,300 federally approved child safety seats, distributed 687 of these new seats to low-income families, and conducted over 2,800 car seat checks and installations in communities across Massachusetts.
- Statewide CPS Training vendor, Baystate Medical Center, organized 19 training classes on CPS-related topics that led to 209 new CPS technicians and renewed certification for 28 technicians.
- Through the Municipal Road Safety (MRS) program, local police departments participated in numerous enforcement mobilizations including impaired driving, speeding, seat belt safety, and distracted driving. These mobilizations resulted in over 64,000 traffic stops during FFY22 with 53,610 citations and written warnings issued to drivers.
- Massachusetts State Police (MSP) conducted over 9,000 hours of high-visibility enforcement, 20 sobriety checkpoints, and 47 saturation patrols resulting in 27,169 citations issued.
- MPTC conducted 23 classes related to Crash Investigations and LiDAR Operations during FFY, with a total of 678 police officers participating.
- Through approved Traffic Records funding, the Merit Rating Board (MRB) began a multi-phase effort to enhance the ability of traffic records stakeholders and the public to view and analyze traffic citations data and trends. The greater accessibility to this data will assist planning efforts of these stakeholders to reduce traffic crashes and resulting fatalities, injuries, and economic loss in Massachusetts.

Joining OGR’s Highway Safety Division during FFY22:

- Andrea Papa (Program Coordinator II)
- Deinma Dikibo (Program Coordinator II)

Leaving OGR’s Highway Safety Division during FFY22:

- Christina Gonzales (Program Coordinator II)
- Jeff Larason (Division Director)

Key Dates and Activities During FFY22

December 31, 2021 – FFY21 Annual Report submitted to NHTSA

December 2021 to January 2022 – Local DSOGPO Mobilization

March 2022 – Local and MSP Speed Enforcement Mobilization

April 2022 – Local and MSP Distracted Driving Mobilization

May 2022 – Local and MSP CIOT Mobilization

June 2022 – Statewide Seat Belt Observation Survey

July 1, 2022 – FFY23 Highway Safety Plan submitted to NHTSA

August to September 2022 – Local and MSP DSOGPO Mobilization

Note on Data for the FFY22 Annual Report

For the Annual Report, OGR relied primarily on 2017 to 2021 trend data and, whenever available, 2022 data. The Fatality Analysis Reporting System (FARS) data used in the Performance Data section is preliminary for 2020. The data for 2021 and 2022 derived from the MassDOT IMPACT portal are considered preliminary as well. Once the FARS and MassDOT data is final, which typically occurs in the latter part of 2023, the numbers may differ from what is provided in this report.

FFY22 Traffic Fatalities Analysis and TSEP Review

The FAST Act requires a state’s Annual Report to summarize traffic safety enforcement program (TSEP) activities in support of the enforcement plan detailed in the state’s FFY Highway Safety Plan.

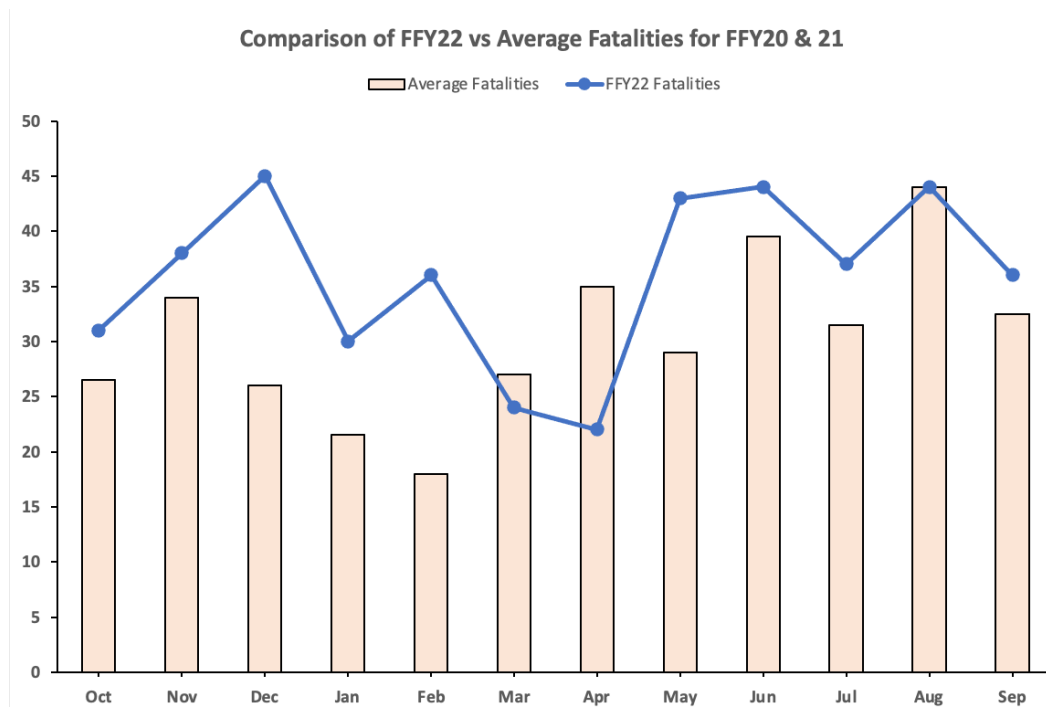
During FFY22, funding was provided for various grants to state, municipal, and regional non-profit agencies in Massachusetts with a traffic safety focus. The funding distributed to subrecipients aimed to improve traffic safety through enforcement and effective messaging for all roadway users, including drivers, passengers, motorcyclists, pedestrians, and bicyclists.

For FFY22, OGR made every effort to reach out to all communities affected by fatal crashes in 2020 and 2021 to make them aware of the funding opportunities available to help improve traffic safety in their respective municipalities. With the pandemic lockdowns and restrictions seemingly in the rear view, local and state agencies have a renewed desire to improve traffic safety across the Commonwealth. Critical programs offered in FFY22 were aimed at reducing fatalities caused by undesirable roadway behaviors such as failure to wear a seat belt, failure to use a government-approved child safety seat, failure to keep eyes on the road, and use of alcohol and/or drugs before getting behind a wheel.

During FFY22, all travel restrictions and safety precautions in place due to COVID-19 had been removed. As a result, people returned to pre-pandemic levels of activity resulting in more motor vehicles on the roadways, and unfortunately, a higher traffic fatality count for FFY22 compared to FFY21 and FFY20.

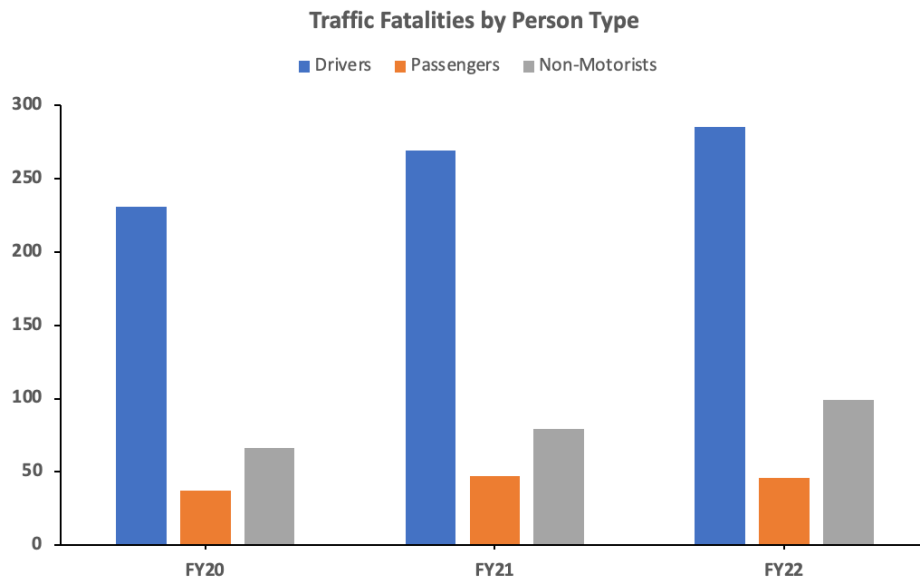
Total MV Traffic Fatalities	Oct – Dec	Jan – Sept	Total
FFY20 (Oct 2019 – Sept 2020)	82	252	334
FFY21 (Oct 2020 – Sept 2021)	91	304	395
FFY22 (Oct 2021 – Sept 2022)	114	317	431

Traffic fatalities during FFY22 rose 9.1% from FFY21 and was 29% higher than FFY20. Compared to the previous two FFY, FFY22 saw a substantial increase in fatalities during the three-month period from December to February. While total fatalities during this time frame were 62 in FFY20 and 69 in FFY21, they rose to 111 in FFY22 – a nearly 70% increase over the average fatalities of 65 for the prior two FFYs. Overall, fatalities during FFY22 exceeded or equaled the average number of fatalities reported for FFY20 and FFY21 for every month except March and April.



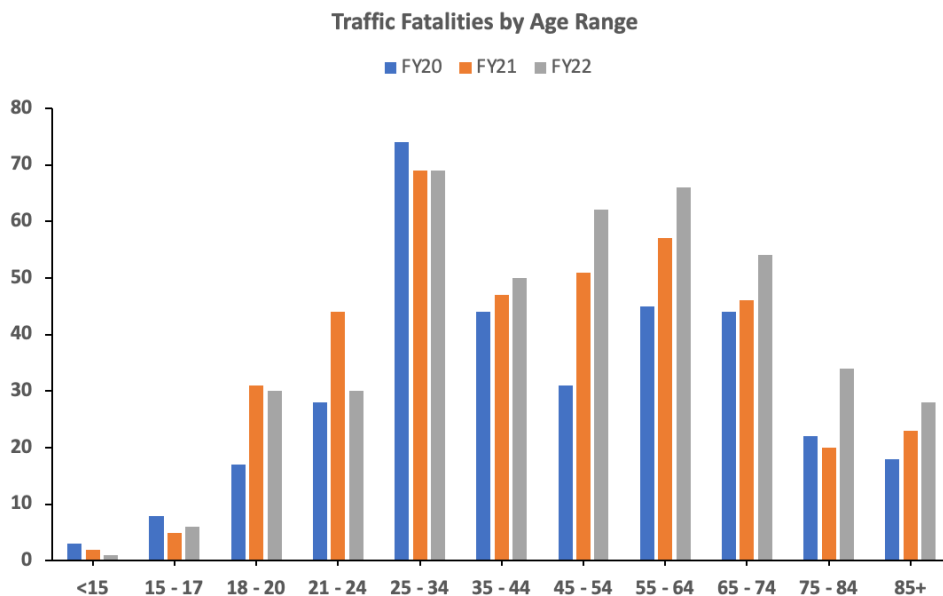
Source: FARS, IMPACT

Drivers accounted for the largest proportion of traffic fatalities in FFY22 as well as in the previous two FFYs. Non-motorists (bicyclists, pedestrians) make up the second biggest percentage of traffic fatalities, while passengers are a distant third. Non-motorist fatalities rose 50% from FFY20 to FFY22, while driver and passenger deaths increased 23% and 24%, respectively, during the same time frame.



Source: FARS, IMPACT

For FFY22, the average age for all traffic fatalities was 49.48 – a 7% jump from 46.28 reported in FFY 2021. Males had a lower mean age (46.92), than females (56.09) in FFY22. The chart below shows the shift in fatalities among those age 35 or older in FFY22 compared to FFY21 and FFY20. Nearly 70% of all fatalities in FFY22 were 35 or older. The percentages for FFY21 and FFY20 were 62% and 61%, respectively. Female fatalities saw a 13% rise in average age in FFY22 compared to FFY21, moving from 49.44 to 56.09.



Source: FARS, IMPACT

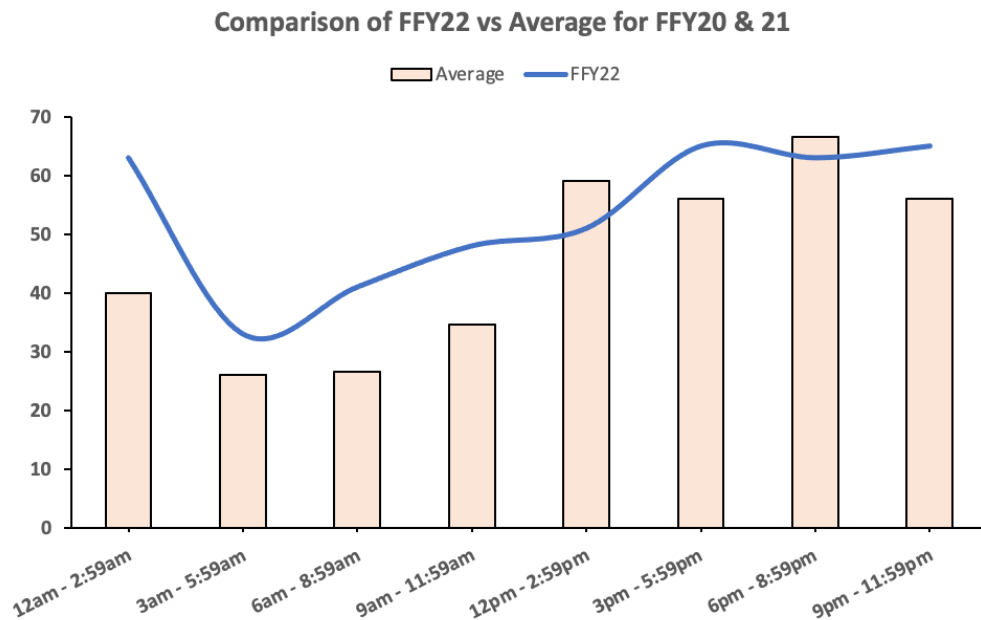
Average Age - All Fatalis	FY20	FY21	FY22
Overall	46.82	46.28	49.48
Male	45.76	45.10	46.92
Female	50.00	49.44	56.09

By sex, males accounted for 72.1% of all fatalities in FY22, down slightly from 72.7% in FY21. The proportion of female fatalities rose incrementally to 27.9% in FY22, up from 27.3% the prior FY. When looking at sex in relation to fatality by person type, the percentage of female non-motorist fatalities has increased dramatically since FY21, rising from 24.2% to 40.4% in FY22.

Percentage of All Fatalities by Person Type & Sex					
Federal Fiscal Year	Sex	Drivers	Passengers	Non-Motorists	Total
2020	Male	80.5%	37.8%	75.8%	74.9%
	Female	19.5%	62.2%	24.2%	25.1%
2021	Male	78.1%	51.1%	67.1%	72.7%
	Female	21.9%	48.9%	32.9%	27.3%
2022	Male	81.1%	43.5%	59.6%	72.1%
	Female	18.9%	56.5%	40.4%	27.9%

During FFY20 and FFY21 nearly half of all traffic fatalities took place between the hours of 3pm and midnight. In FFY22, the number of fatalities during this time frame dropped slightly, accounting for 45% of all fatalities. While fatalities declined for ‘high traffic’ times (3pm – midnight) in FFY22, the number of fatalities reported during ‘low traffic’ hours (12am – 9am) accounted for a larger percentage of total fatalities (32%) compared to the previous two FFYs (25%).

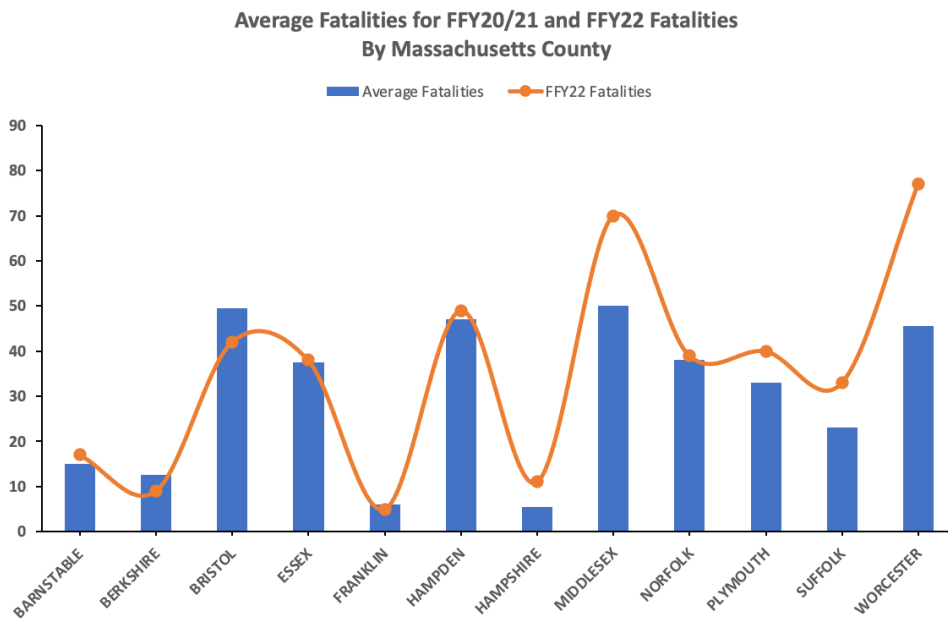
The chart below compares the fatalities reported by hour, in three-hour blocks, in FFY22 to the average fatalities for the same time blocks for FFY20 and FFY21. It clearly shows FFY22 fatalities were higher from midnight to noon than the previous two years.



Source: FARS, IMPACT

For FFY21, there were 172 towns that reported at least one traffic fatality – representing 49% of the 351 municipalities across the Commonwealth. For FFY22, the number of towns or cities with at least one fatality rose to 190, which is 54% of all municipalities in the state. By county, Worcester, Hampden, and Middlesex accounted for 45% of all traffic fatalities reported in Massachusetts during FFY22. Compared to the two-year average for fatalities over FFY20 and FFY21, Worcester saw the biggest jump in fatalities (69%) in FFY22, followed by Suffolk (43.5%) and Middlesex (40%). Counties that experienced the greatest decline in fatalities were Berkshire (-28%), Franklin (-16.7%), and Bristol (-15.2%).

[*Dukes and Nantucket County were excluded from the chart below due to zero or minimal fatalities; their inclusion would have skewed the data.*]



Source: FARS, IMPACT

Looking back at FFY22, traffic fatalities – unfortunately – rose for a second consecutive year. Since the end of FFY20, at which point most COVID-19 restrictions were no longer in effect, the number of traffic fatalities in Massachusetts has jumped nearly 30%. Most alarming has been the rise in non-motorist fatalities, especially pedestrians. Not only are non-motorist deaths rising, the percentage of women involved has steadily increased with each FFY. In FFY20, females accounted for a quarter of non-motorist fatalities; in FFY22, they represented 40% of non-motorist fatalities.

Another trend appearing in FFY22 was the rise in fatalities between midnight and noon. Compared to the average for FFY20 and FFY21, fatalities were much higher during these hours in FFY22. It is unknown why fatalities increased, but OGR intends to work with law enforcement entities in FFY23 to consider having more patrols planned over this 12-hour period than in prior years.

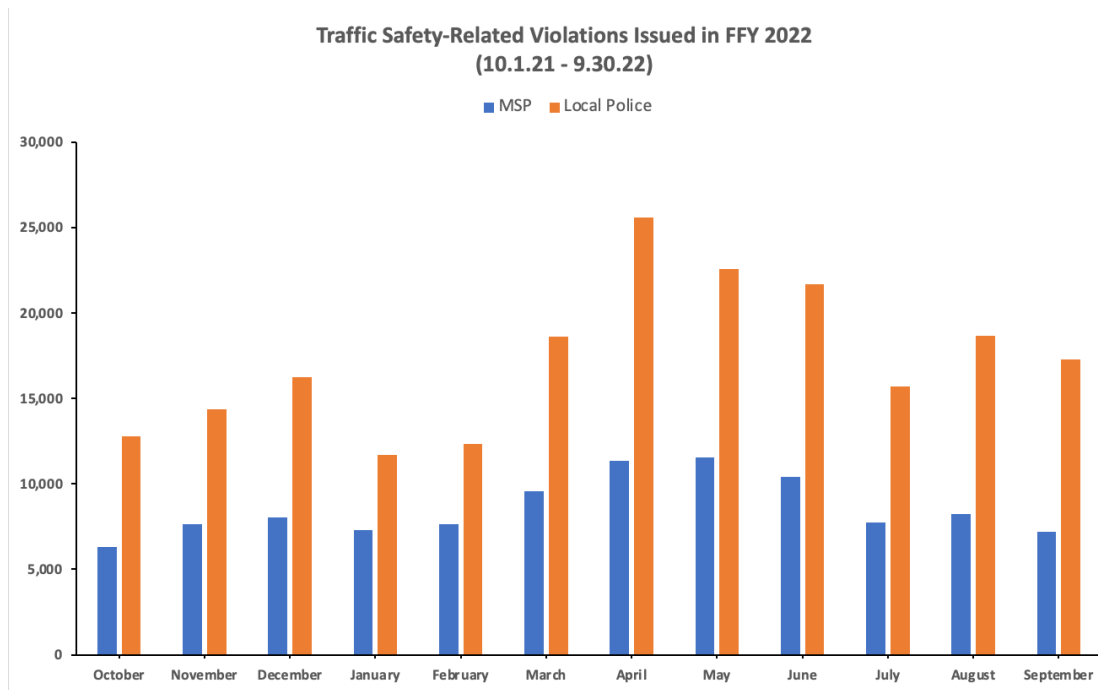
While the rise in traffic fatalities in FFY22 was unfortunate, OGR will be making adjustments to FFY23 programs including more non-motorist safety awareness outreach and increased enforcement activity by

law enforcement during morning hours and colder months. These changes along with OGR’s commitment to collaborate with traffic safety stakeholders and subrecipients to make the roadways safer for all users will hopefully lead to lower fatalities in 2023 and onwards.

FFY22 Traffic Safety Enforcement Plan (TSEP) Review

Enforcement activity by state and local police are crucial to not only reducing dangerous driving behaviors on the roadways but also in raising traffic safety awareness across the Commonwealth. According to data from Merit Rating Board, during FFY22 state and local police combined to issue over 300,000 violations related to traffic safety issues such as speeding, distracted driving, impaired driving, and occupant safety. These violations accounted for nearly 40% of violations issued by state and local police between October 1, 2021, and September 30, 2022.

For FFY22, enforcement mobilizations took place in December (Winter Impaired Driving), April (Distracted Driving), May (Click It or Ticket), June (Speeding), and August/September (Summer Impaired). Violations by both state and local police tended to be higher during mobilization months compared to non-mobilization months. Furthermore, violations issued by local police were more frequent during warmer months (April – Sept) than colder months (Oct – Mar).



Source: Merit Rating Board Quarterly Violations Report

The following section examines the impact of selected OGR traffic safety programs, including enforcement mobilizations, that took place between October 1, 2021, and September 30, 2022.

Click It or Ticket (CIOT) Mobilizations

Funding through the Municipal Road Safety (MRS) program was provided to eligible local police departments to conduct overtime enforcement activity from May 1 – 31, 2022, supporting the national Click It or Ticket campaign. During the mobilization period, overtime enforcement activity by police resulted in 13,371 traffic stops during 4,548 hours of patrols. Nearly 12,500 citations and written warnings were issued during the CIOT mobilization period, of which 36% were for speeding, and 9% safety belt violations.

MSP also received funding to conduct overtime enforcement during the CIOT campaign period. In FFY22, MSP reported 3,350 hours of enforcement, resulting in 7,818 citations issued to drivers. (*Note: MSP does not provide data on the number of stops for departmental policy reasons.*) Speeding citations accounted for 22% of all citations issued, while safety belt violations represented 19% of citations.

Child Passenger Seat (CPS) Equipment Grant

Funding was provided to 45 subrecipients, up from 43 in FFY21, to purchase federally-approved child passenger seats for distribution to families in need at no cost. During FFY22, over 2,300 car seats were purchased to be provided to caretakers and families in need across communities in Massachusetts. Car seat safety organizations conducted 2,877 seat checks and installations, an increase from the 1,260 reported in FFY21, and gave out 687 new seats, which was 22% higher than in FFY21.

While the increase in car seat inspections and seats distributed shows caregivers and parents are becoming more attuned to the importance of child car seat safety, local and State police are still finding drivers violating the law for not having a child properly secured in the motor vehicle. During FFY22, law enforcement issued 995 violations for not having a child age 12 or younger in a car seat or seat belt – an increase of 19% from FFY21.

Distracted Driving (DD) Mobilization

In FFY22, MRS-funded local police departments participated a Distracted Driving Mobilization that took place from April 1 – 30, 2022. During the mobilization, police conducted 14,274 traffic stops, which led to nearly 16,700 citations and written warnings being issued to drivers. Hands-Free citations and warnings accounted for 36% of all citations and warnings.

As with local police, MSP conducted overtime enforcement patrols supporting the Distracted Driving mobilization. The enforcement efforts led to 2,751 electronic device citations being issued to drivers, which accounted for half of all citations issued by MSP. Participating police departments conducted nearly 5,300 hours of enforcement during this mobilization.

Drive Sober or Get Pulled Over (DSOGPO) mobilization

MRS funding was provided to eligible local police departments to conduct overtime enforcement for two DSOGPO mobilizations: December 1 – 31, 2022 (Winter Impaired) and August 12 – September 15,

2022 (Summer Impaired). The two mobilization efforts led to 16,942 traffic stops resulting in 14,538 citations and written warnings were issued to drivers along with 31 OUI arrests over 5,195 hours of enforcement patrols.

Pedestrian and Bicyclist Safety Enforcement

For FFY22, the MRS program provided funding to grantees to conduct overtime enforcement patrols aimed at increasing pedestrian and bicyclist safety within their respective communities. Local police departments that engaged in this enforcement activity conducted over 7,300 traffic stops, 51 pedestrian stops, and 58 bicyclist stops resulting in 845 citations and 1,594 written warnings issued. “Failure to yield to pedestrian in a crosswalk” citations and warnings accounted for approximately half of all citations and warnings issued by police during enforcement efforts. Participating departments conducted 3,700 hours of overtime patrols during this mobilization.

Speed Enforcement

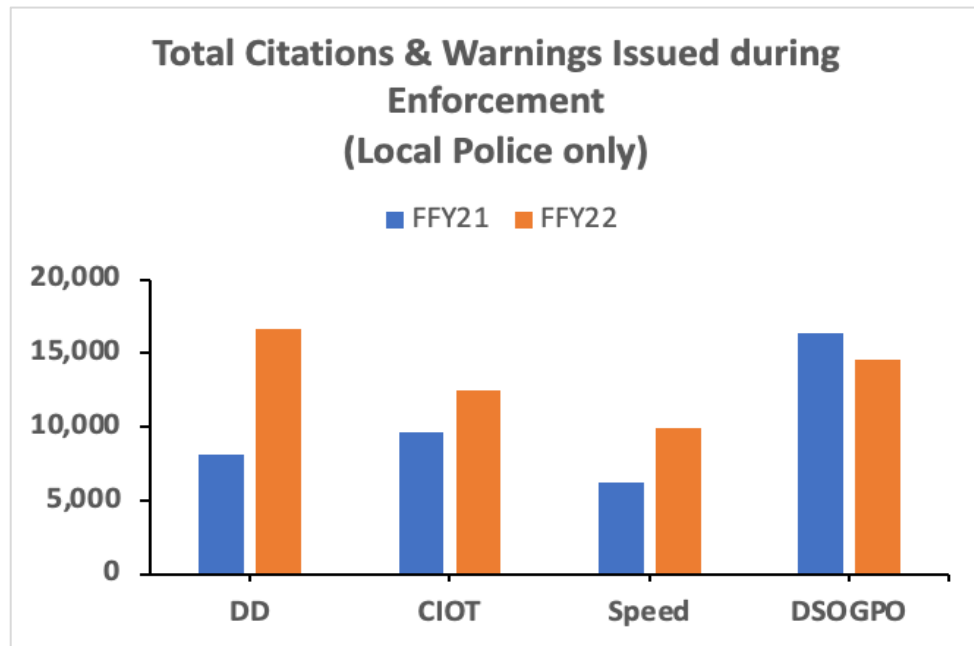
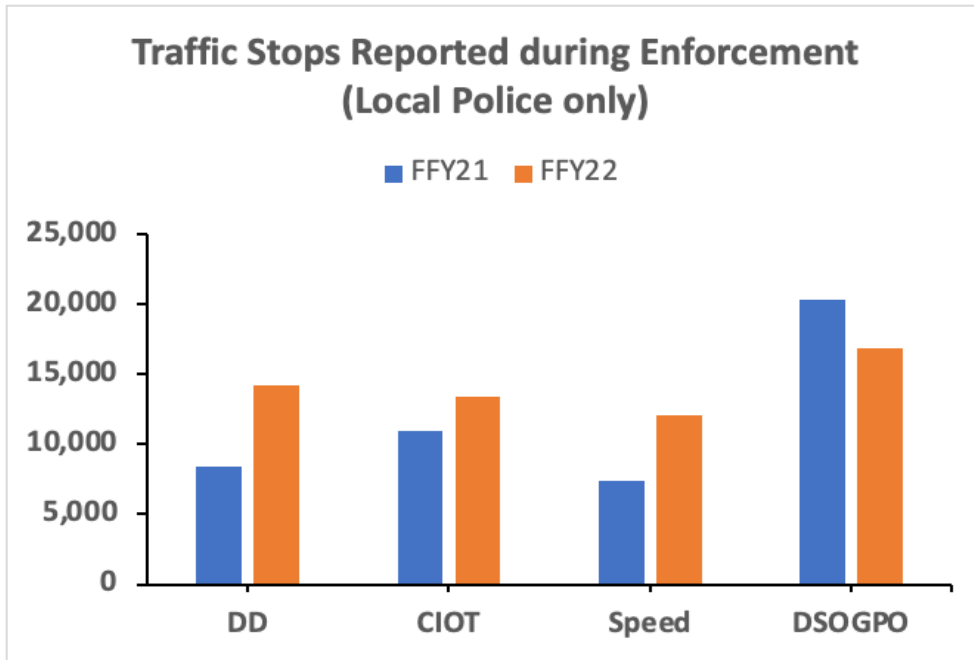
In FFY22, OGR offered funding through the MRS program to conduct high-visibility enforcement in support of national speed mobilization that took place over June 2022. This was the first time a speed mobilization had been funded since 2019. During the course of 4,817 hours of enforcement activity, local police reported 12,077 traffic stops during the mobilization, resulting in 9,940 citations and written warnings issued to drivers. Over two-thirds of these citations and warnings were related to speeding.

Sobriety Checkpoints and Saturation Patrols

Funding was provided to MSP to conduct sobriety checkpoints and associated saturation patrols across the Commonwealth. For FFY22, there were 20 sobriety checkpoints and 47 saturation patrols. MSP reported 5,789 hours of high-visibility enforcement, resulting in 126 OUI Alcohol Arrests and 14 OUI Drug Arrests. During checkpoints and patrols, State police issued a total of 6,052 citations of which 26% were speeding, 6% for belt violations, and 3% for Hands-Free violations.

TSEP Conclusion

Enforcement activity during FFY22 was more robust than in FFY21, likely a result of COVID-19 restrictions and protocols being removed and law enforcement agencies were more confident in the overall safety of interacting with roadway users. The overall number of traffic stops as well as total citation and warnings issued by local police over four enforcement periods – DD, CIOT, Speed, and DSOGPO rose from FFY21 to FFY22 with total traffic stops rising 20% and total citations/warnings increasing 33%.



OGR is optimistic traffic stops, citations and warnings will rise further in FFY23 and onwards as more local police participate in traffic enforcement mobilizations. For FFY23, there are at least five planned mobilizations (two DSOGPO, and one each of Speed, CIOT, and DD) as well as increased interest by police departments to engage in focused pedestrian and bicyclist safety enforcement patrols in response to the unfortunate rise in non-motorist fatalities in recent years.

Like local police in FFY22, State police also saw a rise in enforcement engagement compared to FFY21. The total enforcement hours reported for CIOT overtime patrols in FFY22 (3,350) was more than double the hours reported the previous year (1,516). Consequently, citations issued during CIOT enforcement

jumped 115%, rising to 7,818 from 3,634. MSP also increased the number of sobriety checkpoints and saturation patrols in FFY22 to 67, up 72% from FFY21.

What was the impact of all these traffic safety efforts throughout FFY22 on fatalities? Given the number of fatalities rose nearly 10% in FFY22 compared to FFY21, the impact of these efforts may not be immediately clear. A closer look at the number of fatalities that was the focus of each mobilization reveals the true influence of all the enforcement patrols, sobriety checkpoints, and car seat inspections on the safety of roadway users in Massachusetts from October 1, 2021, to September 30, 2022.

Based on preliminary data compiled from MassDOT’s IMPACT Crash database, the number of unrestrained fatalities, distracted driving fatalities, and impaired driving fatalities all declined from FFY21 to FFY22. Unfortunately, pedestrian and bicyclist fatalities did not follow the same pattern, reporting a 20% rise from FFY21 to FFY22.

	FFY21	FFY22	Chg %
Unrestrained Fatalities	120	113	-5.8%
Distracted Driving Fatalities	26	12	-53.8%
Suspected Impaired Driving Fatalities	206	121	-41.3%
Speed-related Fatalities	71	60	-15.5%
Pedestrian and Bicyclist Fatalities	83	100	20.5%

As in FFY22, OGR will be offering grant funding through the MRS program to conduct pedestrian and bicyclist enforcement patrols throughout FFY23. With increased concern over the safety of non-motorists within their communities, especially among metro areas like Boston, Springfield, and Worcester, OGR expects to have a much higher count of traffic stops and citations issued in FFY23. These increased enforcement efforts will undoubtedly heighten awareness by drivers and non-motorists alike about maintaining safety on the roadways.

For FFY23, OGR has increased outreach efforts to attract more local police departments to apply for funding and participation in one or all of the planned enforcement mobilizations. The increased enforcement hours and traffic stops during FFY22 revealed drivers, passengers, and non-motorists alike are reacting to law enforcement efforts with increased mindfulness of their presence on the roadways of Massachusetts.

Aside from the participation of local and State police in traffic safety programs, OGR intends to work with our incoming new Administration with providing paid media support for enforcement mobilizations as well as for general public awareness in FFY23. OGR has created a new position and hired our first Director of Communications who will be the point person for all OGR media-related activities going forward. As pandemic restrictions dissipate, OGR is hopeful media awareness programs will resume in earnest for FFY23 and onward. The addition of media campaigns will help increase the public’s retention of critical traffic safety facts long after mobilization periods end.

Impaired Driving

Problem Identification

Preventing impaired driving crashes on the roadways of the Commonwealth has always been a top priority of OGR. After dropping 13% in 2020, alcohol-impaired motor vehicle fatalities rose in 2021. Based on preliminary fatalities as of October 31, 2022, the estimated number of alcohol-impaired deaths reported is 48 – which is significantly lower than the 107 fatalities tallied at the same point in 2021. While the 2022 numbers are yet to be finalized, OGR is optimistic alcohol-impaired fatalities will be heading downward in the future.

Despite the unfortunate increase in impaired driving fatalities for 2021, the five-year average for 2017-2021 was 117 – a nearly 10% drop from the five-year average of 128 for 2016-2020. If fatalities continue to fall in 2022, the five-year average will fall further, possibly achieving or surpassing the target of 110 set in the FFY22 Highway Safety Plan (HSP).

For FFY22, OGR provided funding to numerous programs aimed at further reducing impaired driving deaths and increasing awareness among roadway users, especially drivers, on the dangers of getting behind the wheel of a motor vehicle while under the influence. These programs include but are not limited to DSOGPO mobilizations; Alcohol Beverages Control Commission (ABCC) Compliance Checks and Sale to Intoxicated Persons (SIP) Enforcement; MSP Sobriety Checkpoints and Sustained Enforcement; Breath Test Operator (BTO) trainings, and Advanced Roadside Impaired Driving Enforcement (ARIDE) training provided by the Municipal Police Training Committee (MPTC).

Notable Accomplishments in FFY22

- Impaired driving mobilization activity by participating local police departments led to 16,942 stops and over 14,500 citations and written warnings issued during overtime enforcement patrols. There were 31 OUI arrests made.
- MSP conducted 20 sobriety checkpoints and 47 saturation patrols encompassing 5,789 hours of high-visibility enforcement, leading to 126 arrests for OUI Alcohol and 14 for OUI Drugs.
- ABCC conducted 14 SIP enforcement efforts. Of the 1,409 liquor establishments investigated, there were seven charges of sale to an intoxicated person and 28 warnings. The ABCC also conducted compliance checks at 1,727 liquor establishments across 126 different municipalities in Massachusetts. The reported failure rate was 3%. Actions by ABCC prevented alcohol from falling into the hands of approximately 1,316 underage individuals.
- MPTC conducted 10 classes related to impaired driving training, including Standardized Field Sobriety Tests (SFST) and SFST Update for Instructors. Over 180 law enforcement participants

attended the classes held at MPTC Academies and police departments throughout the Commonwealth.

- MPTC’s Drug Evaluation and Classification (DEC) program provided six classes related to Advanced Roadside Impaired Driving Enforcement (ARIDE). A total of 114 completed ARIDE training.
- Funding provided to the MSP Office of Alcohol Testing (OAT) allowed the agency to conduct 20 Breath Test Operating (BTO) classes attended by over 300 police officers. OAT also offered online classes that garnered 1,603 participants. Nearly 700 Blood Tox Kits and 47 Urine Tox Kits were sent to local and state police.

Performance Targets & Results for FFY22

Decrease alcohol-impaired driving fatalities by 3% from the five-year average of 113 in 2020 to 110 by December 31, 2022.

→ *The five-year average for alcohol-impaired driving fatalities was 117 in 2021, which is higher than the target of 110 set in the FFY22 HSP.*

Impaired Driving Projects for FFY22

Project Code: AL-22-01

Project Title: Impaired Driving Media

Synopsis of FFY22 HSP Planned Activity:

Develop and implement a statewide media campaign to support impaired driving enforcement efforts during the December 2021 and August 2022 Drive Sober or Get Pulled Over (DSOGPO) mobilizations. OGR will contract with a marketing/advertising agency to execute impaired driving media campaigns while running social media in-house for sustained educational outreach.

Summary of FFY22 Activity:

During FFY22, OGR did not conduct any paid media efforts as the agency sought to hire a Director of Communications, who would be the point person for all media-related activities going forward. With the hiring of a new Director in September 2022, OGR is hopeful media awareness programs will resume in earnest for FFY23 and onward.

Despite the lack of paid media, OGR was active on social media throughout FFY22, including during the national mobilizations and impaired driving-focused period of the MRS program. OGR also worked with MassDOT where they provided PSA’s free of charge on billboards and message boards located on our

roadways throughout the Commonwealth. OGR also worked with DOT on a press release to drum up earned media around the summer Driver Sober or Get Pulled Over Mobilization.

Allotted Funding: \$ 2,190,069.02
Expenditures: \$ 250.00
Fund Source(s): 405d

Project Code: AL-22-02

Project Title: MSP Sobriety Checkpoint & Saturation Patrols

Synopsis of FFY22 HSP Planned Activity:

Provide funds for overtime to conduct approximately 60 sobriety checkpoints and saturation patrols for the MSP with support from two Blood Alcohol Testing (BAT) mobile units whenever operationally feasible. MSP will subcontract with local police department, if necessary, to ensure sufficient staffing levels during enforcement activities.

Summary of FFY22 Activity:

Funding was provided for overtime patrols to MSP to conduct 67 BAT unit supported Sobriety Checkpoints and/or OUI saturation patrols during documented high-risk days of the week, times, and locations across the Commonwealth. One or more of the BAT mobile vehicles are deployed to the checkpoint whenever operationally feasible. A certified Drug Recognition Expert (DRE) was assigned to work the sobriety checkpoint when possible. The MSP conducted 20 sobriety checkpoints and 47 saturation patrols. Two additional mock checkpoints were conducted in an effort to train and update officers in the efficient handling of sobriety checkpoints.



Images from Mock Sobriety Checkpoint conducted by MSP

The locations selected for sobriety checkpoints were determined by MSP based upon OUI arrests and OUI-related crashes over the past two years. For FFY22, sobriety checkpoints were held in nine (9) cities/towns:

Concord	Lawrence	Leominster
Lowell	New Bedford	Raynham
Saugus	Springfield	Waltham

Funding was also used to upgrade GPS technology on both BAT vehicles, making them operationally more efficient; other program related equipment purchased included two Passive Alcohol Testers and 15 laptops.

During FFY22, MSP typically began saturation patrols at 8pm and sobriety checkpoints at 11pm. Both would last until 2am or 3am. Outside of major holidays like Thanksgiving, Christmas, and New Year’s, MSP ran checkpoints only on Friday and Saturday nights. Holding saturation patrols and sobriety checkpoints during these hours (8pm – 3am) and days (Friday – Saturday) puts enforcement efforts squarely in the most prevalent period for impaired driving. More than of half of all impaired driving fatal crashes from 2016 to 2020 occurred during this time/day frame.

The BAT vehicle signified the enforcement initiative's omnipresence and apprehension threat to drivers when prominently displayed at a checkpoint area. This program is a valuable tool in removing impaired drivers from the roadways.

FFY22 MSP Sobriety Checkpoints & Saturation Patrols	
Sobriety Checkpoints	20
Saturation Patrols	47
High-Visibility Enforcement Hours	5,789
OUI Alcohol Arrests	126
OUI Drug Arrests	14
Speeding Citations	1,546
Speeding Warnings	1,192
Safety Belt Citations	380
Hand-Free Citations	183
Move Over Violations	166

For FFY22, MSP conducted 44% more hours of HVE than during FFY 2021. With COVID-19 restrictions no longer in place, unlike in 2021 when some still persisted, MSP was able to fully implement their checkpoint and saturation patrols.

Allotted Funding: \$ 1,231,708.02
Expenditures: \$ 713,457.40
Fund Source(s): 405d

Project Code: AL-22-03

Project Title: MA Trial Court – Enhance Judicial Training and Awareness

Synopsis of FFY22 HSP Planned Activity:

Funding provided to the Massachusetts Executive Office of the Trial Court to allow selected Trial Court judges to attend training and/or conferences on issues related to impaired driving. At least five (5) judges are expected to attend the New England Association of Recovery Court Professionals (NEARCP) annual conference in Danvers, MA (Fall 2021) as well as a four-day National Judicial College conference in Reno, NV (Fall 2021).

Summary of FFY22 Activity:

Due to COVID-related cancelations, hesitancy to travel out-of-state, and/or attend in-person gatherings, the Trial Court was unable to expend any grant funding.

Allotted Funding: \$ 18,135.00

Expenditures: \$ 0

Fund Source(s): 405d

Project Code: AL-22-04

Project Title: MSP Office of Alcohol Testing (OAT) Breath Test Operator (BTO) Training

Synopsis of FFY22 HSP Planned Activity:

Funding provided to MSP OAT to help certify over 600 Breath Test Operators through classroom instruction offered at MPTC facilities across the state. Funds will also be used to purchase Preliminary Breath Test (PBT) units and OUI Toxicology Kits to be distributed to state police barracks and local police departments.

Summary of FFY22 Activity:

Funding was provided to the MSP OAT to conduct BTO classes for state and local law enforcement officers. BTO training helps officers in detecting and remove impaired drivers from the roadways. Additionally, funding allowed the purchase of BTO-related equipment, including Blood and Urine Toxicology Kits.

During FFY22, OAT conducted over 20 BTO Training classes with more than 300 participants involved. In addition to in-person classes, OAT offered online classes taken by 1,603 police officers. Classes were held at various police departments across the state including Barnstable, Canton, Fall River, Middleborough, and Plymouth. MSP had most classes offered in the counties of Bristol, Plymouth, and

Barnstable because these three were among the counties with the highest percentage of impaired drivers of all drivers involved in a fatal crash over the past five years.

OAT also distributed 667 Blood Toxicology Kits and 47 Urine Toxicology Kits to local police departments across the Commonwealth. Funding was also used to add more functionality to the current Drager Alcotest 9510 Breathalyzers utilized during BTO Training in FFY22.

For FFY23, OAT plans to conduct at least 40 BTO classes – far more than the number done in FFY22. OAT also intends to have more diversity of locations for trainings so officers in other regions of the state can participate without travelling far to attend.

Allotted Funding: \$ 132,580.00
Expenditures: \$ 120,895.25
Fund Source(s): 405d

Project Code: AL-22-05

Project Title: MSP Drug Recognition Expert (DRE) Training

Synopsis of FFY22 HSP Planned Activity:

MSP planned to train at least 15 officers as a Drug Recognition Expert (DRE) to assist troopers on the roadways. A portion of funding was allotted toward holding an on-site DRE training class as well as the purchase of PBTs and accuracy check equipment for DREs. MSP intends to send three or four current DREs to the national IACP Drugs and Impaired Driving (DAID) Conference in San Antonio, TX occurring in August 2022.

Summary of FFY22 Activity:

Funding was provided to the MSP to expand and enhance its DRE program. Correctly recognizing and handling a suspected drugged driver is of the utmost importance. The MSP hosted a DRE school which resulted in five troopers completing DRE certification. Funding also allowed the MSP to purchase approximately fifteen tablets for DREs to record their evaluations and access critical information. Additionally, other program-related equipment distributed to DREs included intoximeters, stethoscopes, and blood pressure kits.

Due to scheduling conflicts, MSP was only able to send one current DRE to the national IACP conference that took place in San Antonio, TX in August 2022. For FFY23, MSP will ensure more than one DRE will attend the IACP conference taking place in San Diego, CA, from October 11 – 14, 2023.

Allotted Funding: \$ 112,500.00
Expenditures: \$ 52,011.38
Fund Source(s): 405d

Project Code: AL-22-06

Project Title: MPTC – Impaired Driver Law Enforcement Specialized Training

Synopsis of FFY22 HSP Planned Activity:

Provide funds to MPTC to conduct up to 35 trainings throughout the year focused on Standardized Field Sobriety Testing (SFST). Classes will include SFST Instructor, SFST Instructor Updates, SFST Refresher, and SFST Update for Supervisor. Funding also to be used to support a part-time SFST Coordinator responsible for implementing and maintaining the SFST training program statewide.

Summary of FFY22 Activity:

Funding was provided to MPTC to conduct training classes focused on impaired driving, including SFST Instructor, SFST Refresher for Supervisors, and SFST Certification. Ten certification classes were offered resulting in 186 law enforcement officers attending. There was also one instructor course which led to the certification of 13 new instructors.

Due to unforeseen circumstances in FFY22, MPTC was not able to conduct as many training classes as desired. OGR expects to see an increase in class offerings for FFY23, leading to an uptick in officers being trained in SFST that will help make the roadways safer.

Allotted Funding: \$ 77,320.00

Expenditures: \$ 7,023.94

Fund Source(s): 405d

Project Code: AL-22-07

Project Title: MPTC – Drug Evaluation and Classification (DEC) Program

Synopsis of FFY22 HSP Planned Activity:

Funding provided to MPTC to conduct up to 44 training classes throughout the year for police officers covering Advanced Roadside Impaired Driving Enforcement (ARIDE) and Drug Evaluation & Classification (DEC) training courses. Funding to support a part-time DRE Coordinator to attend DRE-related conferences and a two-week hands-on oversight of field evaluations for officers seeking DRE certification.

Summary of FFY22 Activity:

Funding was provided to MPTC to conduct classroom training for local law enforcement on drug-impaired driving. There were six (6) ARIDE classes offered, which were attended and completed by 114 police officers. The DRE Coordinator supervised instructor-observed evaluations for DRE recertification; conducted “Current Teen Drug Trends: Sign and Symptoms” classes for 220 school nurses; and attended

the IACP Drug and Alcohol Impaired Driving Conference that took place in Dallas, TX from October 13 – 18, 2022.

As of September 30, 2022, Massachusetts has 112 DREs available across the state, down 7% from 121 reported on the same date in 2021. This is the second consecutive year in which DRE numbers dropped.

Due to unforeseen circumstances in FFY22, MPTC was not able to conduct as many training classes as desired. OGR expects to see an increase in class offerings for FFY23, leading to an uptick in officers being trained in DRE that will help make the roadways safer.

Allotted Funding: \$ 748,858.25
Expenditures: \$ 58,406.15
Fund Source(s): 405d

Project Code: AL-22-08

Project Title: ABCC – Underage Drinking Compliance Checks Program

Synopsis of FFY22 HSP Planned Activity:

Funding provided to ABCC for overtime pay to conduct enhanced liquor enforcement compliance checks in approximately 200 communities across the state. ABCC will also include concert and special event enforcement operations at liquor stores near venues such as the Xfinity Center and Gillette Stadium. ABCC will select municipalities and/or liquor establishments for checks that either have a failure rate under 50% in 2020 and 2021, or that have not been subject to compliance checks to date.

Summary of FFY22 Activity:

Funding was provided to the ABCC to conduct enhanced liquor compliance checks at licensed establishments and special events to prevent the sale and consumption of alcohol to underage individuals. The ABCC conducted checks at 1,727 establishments in 126 municipalities across the Commonwealth, with a 3% failure rate (56). The ABCC also conducted alcohol enforcement operations at the Xfinity Center and Gillette Stadium as well as the Marshfield Levitate Festival (July 8 -10, 2022). The results of these operations included: 237 minors transporting or in possession of alcohol; 29 charged with furnishing alcohol to minors; and the seizure of 35 fake IDs, 100 bottles of alcohol, and 79 cases of beer. Based on the national standard for determining “binge drinking,” which is defined as consuming five (5) or more drinks on an occasion for men and four (4) or more for women, the confiscation of this alcohol prevented delivery to approximately 1,316 underage individuals.

This program has been very successful and effective in reducing impaired driving across the Commonwealth. For FFY23, OGR has allocated more funding (\$160k) to allow ABCC to conduct even more compliance checks.

Allotted Funding: \$ 97,500.00
Expenditures: \$ 86,422.51
Fund Source(s): 405d

Project Code: AL-22-09

Project Title: ABCC – Enforcement Program to Prevent Sale of Alcohol to Intoxicated Persons

Synopsis of FFY22 HSP Planned Activity:

Funding provided to ABCC for investigators to participate in undercover operations at licensed establishments in communities across Massachusetts to determine if intoxicated individuals are being served. ABCC will focus on establishments with the most significant number of violations in recent years and planned to reach out to local police to identify any specific establishments to be monitored.

Summary of FFY22 Activity:

Funding was provided to the ABCC for investigators to participate in undercover operations within municipalities with the highest concentration of bars that have been identified as the ‘place of last drink’ (POLD) for convicted drunk drivers. ABCC conducted 14 SIP operations during the holiday season and on St. Patrick’s Day weekend that investigated 1,409 bars, resulting in 7 charges of sale to an intoxicated person and 28 warnings. An additional 493 bars were the subject of high visibility interdiction-type on-premises field training that also involved arranging for safe transportation home and/or placing individuals in protective custody. ABCC will conduct follow-up operations at bars that were charged or warned to maintain enforcement presence and ensure change in the serving practices.

This program has been very successful and effective in reducing impaired driving across the Commonwealth. For FFY23, OGR has allocated more funding (\$163k) to allow ABCC to investigate over 2,000 licensed establishments.

Allotted Funding: \$ 97,500.00
Expenditures: \$ 96,434.31
Fund Source(s): 405d

Project Code: AL-22-10

Project Title: Stakeholders Conferences

Synopsis of FFY22 HSP Planned Activity:

Primary goal of stakeholder conference (whether in-person or online) will be to fund seminars, meetings, and trainings for traffic safety stakeholders. Locations and dates of conferences were yet to be determined at the time of FFY22 HSP submission.

Summary of FFY22 Activity:

While OGR did not conduct a stakeholder conference in FFY22, staff did attend quarterly Massachusetts Chiefs of Police meetings, as well as SHSP development meetings and Massachusetts Prevent Injuries Now! Network meetings. Through these meetings, OGR was able to obtain critical feedback from law enforcement, EMS, transportation experts, public health officials and traffic safety advocates.

Given the wealth of information gleaned from these meetings by OGR staff, it was decided not to include the stakeholders conference in the FFY23 HSP. OGR is confident feedback gained at these meetings going forward is equally valuable as that received through a conference.

Allotted Funding: \$ 35,000
Expenditures: \$ 0
Fund Source(s): 402

Project Code: AL-22-11

Project Title: Program Management – Impaired Driving

Synopsis of FFY22 HSP Planned Activity:

Funding provided to support staff to manage impaired driving programming described above as well as cover any travel, professional development expenses, conference fees, and office supplies.

Summary of FFY22 Activity:

Funding was used to support necessary staff responsible for the day-to-day operation of the impaired driving programs during FFY22.

Allotted Funding: \$ 152,142.75
Expenditures: \$ 117,026.12
Fund Source(s): 405d

Project Code: AL-22-12

Project Title: KPMG Audit

Synopsis of FFY22 HSP Planned Activity:

KPMG will be contracted with to audit payments related to impaired driving tasks. This is intended to ensure OGR will following internal controls related to the management of federal funds.

Summary of FFY22 Activity:

The Massachusetts State Auditor hired KPMG to audit FFY19 and FFY20 grant payments related to impaired driving tasks to ensure OGR was following internal controls. The audit was completed during the winter of 2020 and OGR was billed for the activity in fall 2021.

Allotted Funding: \$ 4,016.26

Expenditures: \$ 4,016.26

Fund Source(s): 402

Impaired Driving – Expenditures Summary

Project Code	Project Title	Fund Source	Expenses Reported
AL-22-01	Impaired Driving Media	402	\$ 250.00
AL-22-02	MSP Sobriety Checkpoint & Saturation Patrols	405d	\$ 713,457.40
AL-22-03	MA Trial Court Judicial Education Program	405d	\$ 0
AL-22-04	MSP OAT BTO Testing	405d	\$ 120,895.25
AL-22-05	MSP DRE Training	402	\$ 52,011.38
AL-22-06	MPTC – SFST Training	405d	\$ 7,023.94
AL-22-07	MPTC – DEC Program	405d	\$ 58,406.15
AL-22-08	ABCC – Underage Drinking Compliance Checks	405d	\$ 86,422.51
AL-22-09	ABCC – Enforcement Prevent SIP	405d	\$ 96,434.31
AL-22-10	Stakeholders Conferences	402	\$ 0
AL-22-11	Program Management – Impaired Driving	405d	\$ 117,026.12
AL-22-12	KPMG Audit	402	\$ 4,016.26

FFY22 Total: \$ 1,255,943.32

Occupant Protection

Problem Identification

Increasing Massachusetts's seat belt use rate is another top priority for OGR. According to NHTSA and the CDC, buckling up reduces the risk of fatal injury by 45% in a passenger car and up to 60% in a light truck. Wearing a seat belt also prevents occupants from ejection in the event of a collision or rollover. Unrestrained motor vehicle occupants are 30 times more likely to be ejected and three-quarters of all ejections in a crash result in a fatality. In short, seat belts save lives.

In 2021, Massachusetts had 98 unrestrained motor vehicle occupant fatalities. The fatality rate per 100 million Vehicle Miles Traveled (VMT) for unrestrained fatalities was 0.18, which was the fourth lowest rate in the country behind New York, District of Columbia, and Hawaii. For comparison, Montana had the highest with 0.78. For 2022, VMT is projected to rise to nearly 623,000,000 from 571,000,000 the previous year. With 82 unrestrained fatalities reported as of October 31, 2022, which is much lower than the 96 deaths reported at the same time in 2021, OGR foresees the unrestrained fatality rate to drop even lower for 2022.

Despite the staggeringly low death rate for unrestrained fatalities per VMT, Massachusetts continues to rank at the bottom in national data for seat belt usage rate. In June 2022, Massachusetts conducted its annual statewide seat belt observational survey, and the resulting usage rate was 77%, down slightly from 77.5% in 2021. On a more positive note, even with the slight decline in observed seat belt usage in 2022, the five-year average for reported belt usage from 2018-2022 was nearly 6% higher than 2017-2021.

For FFY22, OGR funded several programs aimed at reducing the number of unrestrained motor vehicle occupants as well as increasing awareness among all drivers and passengers about the benefits of wearing a seat belt including occupant protection enforcement by local and State police, car seat distribution programs, and media campaigns supporting May's CIOT mobilization and September's Car Seat Awareness Week.

Notable Accomplishments in FFY22

- MSP and local police departments conducted overtime enforcement activity supporting the national CIOT mobilization from May 1 – 31, 2022. The mobilization efforts resulted in 11,503 citations issued of which 2,099 (18%) were for seat belt violations.
- Funding was awarded to 45 public safety and non-profit healthcare organizations to purchase federally-approved child safety seats for distribution to low-income families and residents in need. Subrecipients ordered and received 2,300 car seats, of which 687 (as of September 30, 2022) have been given out to caregivers and families in need across Massachusetts. Subrecipients also conducted over 2,877 inspections and installations via inspection stations and checkup events.

- Baystate Medical Center, OGR's statewide CPS program Administrator, organized and conducted 19 training classes, including CPS Technician and CPS Technician Renewal, leading to 209 new technicians and the renewed of lapsed certification for 28 technicians. As of September 30, 2022, Massachusetts has 916 CPS Technicians and 24 CPS Instructors across the state. The recertification rate for CPS Technicians in FFY22 was 52.5%, just above the national average of 52%.

Performance Targets & Results for FFY22

Decrease unrestrained passenger vehicle occupant fatalities by 4% from the five-year average of 106 in 2020 to 102 by December 31, 2022.

→ *The five-year average for unrestrained passenger vehicle fatalities was 112 in 2021, higher than the target of 102 set in the FFY22 HSP.*

Increase the observed seat belt use rate by 4% from the five-year average of 78 in 2019 to a five-year average of 81 by December 31, 2022.

→ *The five-year average for observed seat belt usage was 80% in 2022, slightly lower than the target of 81 set in the FFY22 HSP.*

Occupant Protection Projects for FFY22

Project Code: OP-22-01

Project Title: Occupant Protection Media

Synopsis of FFY22 HSP Planned Activity:

Develop and implement a statewide media campaign to support occupant protection efforts during the May 2022 CIOT mobilization and into early summer. There will also be a CPS campaign leading into national CPS week in September 2022. OGR will contract with a marketing and advertising agency to execute paid impaired driving media campaigns. OGR will lead social media and press outreach efforts to garner earned media.

Summary of FFY22 Activity:

During FFY22, OGR did not conduct any paid media efforts as the agency sought to hire a Director of Communications, who would be the point person for all media-related activities going forward. With the hiring of a new Director in September 2022, OGR is hopeful media awareness programs will resume in earnest for FFY23 and onward.

Despite the lack of paid media, OGR was active on social media throughout FFY22 promoting CPS events and trainings. The Car Seat Inspection Locator Map, which is available on the OGR website

(<https://www.mass.gov/service-details/find-a-car-seat-inspection-site-near-you>), was viewed more than 40,000 times in FFY22.

Allotted Funding: \$ 277,835.17
Expenditures: \$ 0
Fund Source(s): 405b

Project Code: OP-22-02

Project Title: MSP Occupant Protection CIOT Enforcement

Synopsis of FFY22 HSP Planned Activity:

Provided funding to MSP for overtime enforcement during the national CIOT campaign in May 2022. A portion of the funding will be utilized to allow MSP to conduct sustained high-visibility enforcement targeting seat belt usage in October 2021.

Summary of FFY22 Activity:

Funding was provided for overtime patrols to MSP to participate in the national May CIOT mobilization in FFY22, which ran from May 1st – May 31st. Based on information gathered through the MSP database management system, overtime patrols were conducted in areas with high incidences of motor vehicle crashes, aggressive driving complaints, and other indicators of reckless driving behaviors. In addition to CIOT enforcement, MSP also conducted overtime patrols focused on seat belt usage throughout FFY22.

During the 2022 CIOT mobilization period, MSP activity resulted in the following:

2022 MSP CIOT Enforcement	
HVE Patrol Hours	3,350
Total Citations Issued	7,818
Safety Belt Citations	1,467
CPS Citations	31
Speeding Citations	1,759
Speeding Warnings	2,019
Hand-Held Device	1,102
Move Over Violations	244
OUI Alcohol & Drugs	2

Compared to FFY21, MSP significantly increased patrol hours which lead to far more citations issued to drivers. Safety belt, electronic device, and speeding citations more than doubled from the previous CIOT mobilization.

For FFY23, OGR has added the 2022 holiday season (Thanksgiving – New Year’s Eve) as another period for overtime occupant protection-focused enforcement activity. Along with the May 2023 CIOT mobilization, MSP will certainly increase total hour and citations issued above what was done in FFY22.

Allotted Funding: \$ 358,632.00
Expenditures: \$ 342,235.42
Fund Source(s): 405b

Project Code: OP-22-03

Project Title: Car Seat Distribution Program

Synopsis of FFY22 HSP Planned Activity:

Through a competitive solicitation, OGR will provide certified car seats to municipalities, state agencies, and non-profit organizations. Subrecipients will be selected based upon quality of CPS program, demonstrated need, community partnerships, and outreach efforts to low-income families.

Summary of FFY22 Activity:

This program provided 2,300 car seats to 45 public safety and non-profit organizations for distribution to low-income families and residents in need. While supply chain issues caused months-long shipping delays, organizations were still able to host seat check events and maintain CPS relationships with community partners including Women, Infants, and Children (WIC) offices; the Department of Children and Families (DCF); Domestic Violence Ended (DOVE) Inc.; and local schools, churches, and food pantries. During FFY22, organizations conducted 2,877 seat checks and distributed 687 seats according to the National Digital Car Seat Check Form database.

Several organizations that have participated in this program previously did not apply this year; these past subrecipients had ample inventory because they were unable to run CPS programs during the COVID-19 pandemic period. OGR expects these organizations to apply in the future as CPS programs resume normal activities in FFY23 and onward.



Starting with FFY24, OGR will make it a priority to ensure sufficient 402 funding is available in order to start this program in the fall (October – November) rather than late winter or early spring, as it has in

recent years. An earlier beginning to the CPS program will allow grantees more time to distribute purchased car seats during the FFY.

Allotted Funding: \$ 505,085.15
Expenditures: \$ 200,017.05
Fund Source(s): 402

Project Code: OP-22-04

Project Title: Child Passenger Safety Training Program

Synopsis of FFY22 HSP Planned Activity:

OGR will contract with Baystate Medical Center to recruit, train, and recertify a sufficient number of CPS technicians and instructors in Massachusetts. Baystate anticipates offering nine CPS Technician classes, five Renewal classes, three CPS Update classes, a Special Needs class, a School Bus class, and an Ambulance class. Baystate will coordinate a half-day CPS Awareness class for social workers from DCF and monthly non-certification CPS awareness trainings with other DCF staff.

Summary of FFY22 Activity:

Funding was provided to Baystate Medical Center to administer the statewide CPS program, including coordinating training classes, aiding in the technician recertification process, and supporting the Commonwealth's network of 916 CPS Technicians and 24 Instructors. With COVID-19 restrictions mostly in the rear view, Massachusetts experienced a resurgence in CPS interest. During FFY22, Baystate ran 19 classes, certifying 209 new CPS Technicians, renewing 28 lapsed certifications, and added a special needs certification to 13 current CPS Technicians.

Collaboration continued in FFY22 with DCF while a new partnership was developed with the Montachusett Regional Vocational Technical School. Baystate conducted four half-day CPS awareness classes at DCF, which were attended by 284 recently hired social workers, and three half-day CPS awareness classes at Montachusett, attended by 53 students from Health, Nursing, and Early Childhood programs. Additional educational programs included classes for expectant parents at Hanscom Air Force Base, presentations to the Massachusetts Department of Public Health's Home Visitors program, and virtual car seat checks.



Picture taken at CPS training class held at Montachusets Regional Vo-Tech High School

Baystate also helped promote technician participation in using the National Digital Car Check Form (NDCF) by purchasing 100 iPads, distributing them to instructors and technicians, and providing training on entering seat check data.

For FFY22, Massachusetts maintained a 52.5% recertification rate, just above the national average of 52%. Many of the 114 expiring certifications were people who had become certified during the winter of 2019-2020 and had not been able to remain active due to COVID-19 restrictions. Going forward, OGR intends to have more follow-up of CPS technicians regarding the use of the NDCF. In doing so, it will help increase submission of car check information critical to improving car seat safety not only in Massachusetts, but also nationwide.

Allotted Funding: \$ 296,450.00
Expenditures: \$ 265,095.94
Fund Source(s): 405b

Project Code: OP-22-05

Project Title: Statewide Seat Belt Observation Survey

Synopsis of FFY22 HSP Planned Activity:

Provide funding for competitively selected vendor to conduct the annual statewide seat belt observation survey, which is required of all states by NHTSA and takes place following the conclusion of the May CIOT mobilization (May 1 – 31, 2022).

Summary of FFY22 Activity:

Funding was provided to UMassSAFE (through the UMass Donahue Institute) to conduct a statewide safety belt observation survey utilizing standard NHTSA statistical methodology. From June 1st to June

30th, UMassSAFE observed 22,486 drivers and front outboard passengers in a total of 19,765 vehicles were observed at 147 locations across the Commonwealth. Observations were spread out over four particular time frames:

- Weekday A.M Peak Period (7am – 10am)
- Weekday Mid-day Peak Period (10am – 3pm)
- Weekday P.M. Peak Period (3pm – 7pm)
- Weekend Period (Saturday/Sunday 7am – 7pm)

For the 2022 survey, the statistically weighted percentage of front-seat occupants properly using seat belts during the observation period was 77.0 percent. This number is a half percentage point lower than the rate observed in 2021. Despite the unfortunate decline in usage rate, there were a few interesting trends to be found in the 2022 survey:

- Women continue to have a higher observed belt usage rate than males
- Passenger presence remains a significant factor in belt usage. Driver alone had a belted rate five percentage points less than those with a passenger (75.7% vs 80.9%).
- By apparent race, Hispanic and Black occupants had the greatest increase in belt usage from 2021, up 4.5% and 5.7%, respectively.
- Children (89.2%) and teens (81.2%) were belted at a much higher rate than adults (76%).

For FFY23, Massachusetts will be reselecting all the observation sites for the 2023 survey. This is a requirement by NHTSA every five years. UMassSAFE will be handling the reselection process as well as the observation survey. Tentatively, pending NHTSA approval, the 147 sites selected for 2023 will include 67 new towns that did not have an observation site during the previous five years (2018 – 2022). The percentage breakdown by roadway type remains the same as in 2018-2022 with 5% primary, 14% secondary, and 81% local. OGR is hopeful the new towns will lead the way in bringing the seat belt usage rate back up above 80%.

Allotted Funding: \$ 160,500.00
Expenditures: \$ 130,664.76
Fund Source(s): 405b

Project Code: OP-22-06

Project Title: MSP Child Passenger Safety (CPS) Program

Synopsis of FFY22 HSP Planned Activity:

MSP will run monthly car seat checkup events at five different barracks and six larger scale events at locations to be determined. Funds will be used for overtime, purchasing car seats for distribution, and registration cost to send three MSP CPS technicians to the 2022 Lifesavers Conference in Tennessee.

Summary of FFY22 Activity:

MSP continued to develop and run a successful CPS program, driven primarily by community service officers (CSO) and Traffic Sergeant and Technician Proxy, Tony Carriere. During FFY22, MSP hosted 5 large-scale CPS events, ran regular seat checks at barracks in five different troops, and certified 14 new technicians. Large scale events were held at the North Adams Walmart, Chicopee Walmart, Hadley Target, Acton Children’s Discovery Museum, and an event at MSP Plymouth Barracks run in coordination with and attended by the Plymouth County District Attorney. MSP’s community service officers notified their network of local family service agencies about upcoming events including the YMCA, Boys and Girls Clubs, and DCF. In total, MSP completed 265 seat checks and distributed 30 seats to families in need. Also, two MSP technicians attended 2022 Lifesavers Conference.

For FFY23, OGR has recommended MSP to consider hiring more CSOs to help further promote and assist in this highly successful program. These CSOs provide support in crime prevention, investigation, and response where full police powers are unnecessary and help police in upholding law and order.

Allotted Funding: \$ 61,177.00
Expenditures: \$ 43,950.03
Fund Source(s): 405b

Project Code: OP-22-07
Project Title: Program Management – Occupant Protection

Synopsis of FFY22 HSP Planned Activity:

Provide funding to support staff in managing planned occupant protection programming described in this section. Funding will cover travel, professional development expenses, conference fees, and office supplies.

Summary of FFY22 Activity:

Funding was used to support staff’s ability to manage occupant protection programming during FFY22. Travel, professional development expenses, and office supplies were also covered.

Allotted Funding: \$ 148,000.00
Expenditures: \$ 129,541.53
Fund Source(s): 402

Project Code: OP-22-08
Project Title: KPMG Audit

Synopsis of FFY22 HSP Planned Activity:

KPMG will be contracted with to audit payments related to occupant protection tasks. This is to ensure OGR will following internal controls related to the management of federal funds.

Summary of FFY22 Activity:

The Massachusetts State Auditor hired KPMG to audit FFY19 and FFY20 grant payments related to occupant protection tasks to ensure OGR was following internal controls. The audit was completed during the winter of 2020 and OGR was billed for the activity in fall 2021.

Allotted Funding: \$ 11,188.16
Expenditures: \$ 11,188.16
Fund Source(s): 402

Occupant Protection – Expenditures Summary

Project Code	Project Title	Fund Source	Expenses Reported
OP-22-01	Occupant Protection Media	402	\$ 0
OP-22-02	MSP Occupant Protection CIOT Enforcement	405b	\$ 342,235.42
OP-22-03	Car Seat Distribution Program	402	\$ 200,017.05
OP-22-04	Child Passenger Safety Training Program	405b	\$ 265,095.94
OP-22-05	Statewide Seat Belt Observation Survey	405b	\$ 130,664.76
OP-22-06	MSP Child Passenger Safety (CPS) Program	405b	\$ 43,950.03
OP-22-07	Program Management – Occupant Protection	405b	\$ 129,541.53
OP-22-08	KPMG Audit	402	\$ 11,188.16

FFY22 Total: \$ 1,122,692.89

Speeding and Distracted Driving

Problem Identification

Fueled by the busy pace of life in the region and increasingly congested roads that are far beyond their intended capacity, Massachusetts is no stranger to speeding and distracted driving crashes. Over the years, OGR has collaborated and coordinated with local and state police agencies to enforce speeding and distracted driving laws through overtime enforcement mobilization funding and media campaigns in support of mobilization efforts.

Preliminary data for 2021 indicates there were 83 speeding-related fatalities on the roadways of Massachusetts, accounting for 20% of all traffic fatalities in 2021. This marks a significant decline from the 97 deaths reported in 2020, which represented nearly 30% of all traffic fatalities for that year. As of October 31, 2022, there have been 45 speeding-related fatalities in Massachusetts out of 355 traffic fatalities. While the final numbers for 2022 will not be known until mid-2023, the percentage of speeding-related fatalities of all traffic fatalities as of the end of October was 13% - a dramatic drop from 20% in 2021. OGR is cautiously optimistic that speeding-related fatalities are trending downward after spiking during the pandemic year of 2020.

Distracted driving-related fatal crashes (aka distraction-affected crashes) rose in 2021, increasing to 42 from 32 in the previous year. Despite the increase in crashes, the five-year average for 2017-2021 remained unchanged compared to the five-year average for 2016-2020. Furthermore, distracted-related fatal crashes as a percentage of all fatal crashes remained low, accounting for slightly over 10% of all fatal crashes – the same percentage reported for 2019 and 2020. One caveat about distracted driving data is that it relies heavily on witnesses or self-reporting to corroborate the distraction, especially usage of a cellphone prior to crash impact. The actual number of crashes is likely much higher than the data state.

For FFY22, OGR funded programs focused on speed and distracted driving enforcement along with media campaigns in support of law enforcement mobilization efforts. Local and state police were provided funding to conduct overtime activity aimed at reducing the inclination of drivers to engage in either speeding or distracted driving behaviors, while media campaigns were planned for the April 2022 Distracted Driving mobilization and June 2022 Speed mobilization.

Notable Accomplishments in FFY22

- Local police and MSP conducted numerous enforcement patrols focused on speeding and aggressive driving in FFY22. During the June Speed mobilization, law enforcement issued 1,462 citations for speeding and gave out 6,271 warnings. For FFY22, across all grant-funds overtime activities, State and local police distributed nearly 22,800 citations and written warnings for speed-related infractions by drivers.
- Local police departments and MSP conducted distracted driving-focused enforcement during April 2022. The combined efforts during that month resulted in nearly 10,000 citations issued

to motorists, of which over 4,000 were for using a hand-held device. Throughout grant-funded overtime activity in FFY22, law enforcement issued 14,600 citations and written warnings related to Hands-Free and hand-held device violations.

Performance Targets & Results for FFY22

Decrease speed-related fatalities by 5% from the five-year average of 95 in 2020 to 90 by December 31, 2022.

→ *The five-year average for speed-related deaths was 93 in 2021, which is higher than the target of 90 set in the FFY22 HSP.*

Decrease the five-year average of distracted-affected fatal crashes 6% from 31 in 2020 to 29 by December 31, 2022

→ *The five-year average of distraction-affected fatal crashes was 36 in 2021, which is higher than the target of 29 set in the FFY22 HSP.*

Speeding and Distracted Driving Projects for FFY22

Project Code: SC-22-01

Project Title: Speed and Aggressive Driving Media

Synopsis of FFY22 HSP Planned Activity:

Develop and implement a statewide media campaign to support the June 2022 speed mobilization. OGR will contract with a marketing and advertising agency to execute paid media campaign. OGR will also lead social media and press outreach efforts to raise speeding safety awareness.

Summary of FFY22 Activity:

During FFY22, OGR did not conduct any paid media efforts as the agency sought to hire a Director of Communications, who would be the point person for all media-related activities going forward. With the hiring of a new Director in September 2022, OGR is hopeful media awareness programs will resume in earnest for FFY23 and onward.

Despite the lack of paid media, OGR was active on social media throughout FFY22 including during the Municipal Road Safety (MRS) program’s June Speed Enforcement Mobilization. OGR also worked with the other NHTSA Region I states on an earned media campaign titled, “Slow Down New England,” which launched in July 2022.

Allotted Funding: \$ 200,000.00

Expenditures: \$ 0

Fund Source(s): 402

Project Code: SC-22-02

Project Title: MSP Speed Enforcement

Synopsis of FFY22 HSP Planned Activity:

Funding provided to MSP to conduct speed-related enforcement activities to decrease the incidence of speeding violations and reduce the rate of speed-related crashes on the roadways of Massachusetts. MSP plans to conduct sustained enforcement in June 2022 to support speed enforcement mobilization by local police departments as well as in October 2021. High-visibility patrols by MSP will be conducted at known hotspots throughout the year.

Summary of FFY22 Activity:

Funds were provided to the MSP to conduct speed and aggressive driving enforcement during FFY22. Over the course of 2,831 overtime patrol hours, MSP issued nearly 6,600 citations of which 72% were either speeding citations or speeding warnings. The bulk of enforcement activity took place between June 2022 and September 2022, encompassing the June Speed campaign and ‘100 Deadliest Days’ safety campaign (Memorial Day to Labor Day) aimed at young drivers.

FFY22 MSP Speed Enforcement Activity				
	June	100 Deadliest Days	Sustained Enforcement	Total
Total Citations	1,693	4,362	492	6,547
Speeding Citations	627	1,569	154	2,350
Speeding Warnings	551	1,608	187	2,346
Safety Belt Citations	70	190	17	277
Hands-Free Citations	157	287	8	452
Move Over Violations	44	75	36	155

A portion of the funds allowed the MSP to purchase approximately 53 Radar Units and 10 Stop Stick Kits.

Allotted Funding: \$ 525,000.00

Expenditures: \$ 453,275.79

Fund Source(s): 405d

Project Code: SC-22-03

Project Title: Program Management – Speed Management

Synopsis of FFY22 HSP Planned Activity:

Provide funding to support staff in managing planned speed management programming described in this section. Funding will cover travel, professional development expenses, conference fees, and office supplies.

Summary of FFY22 Activity:

Funding was used to sufficiently support staff to manage speed and aggressive driving programming. Travel, professional development expenses, conference fees, and supplies were also funded.

Allotted Funding: \$ 92,000.00
Expenditures: \$ 64,430.15
Fund Source(s): 402

Project Code: DD-22-01

Project Title: Distracted Driving Media

Synopsis of FFY22 HSP Planned Activity:

Develop and implement a statewide media campaign to support attentive driving efforts during the April 2022 Distracted Driving mobilization. OGR will collaborate with the RMV and MassDOT Highway Safety to promote awareness of the ‘Hands-Free Law’ while also messaging about the importance of focusing on the road ahead when driving. OGR will contract with a marketing and advertising agency to execute media campaigns and also lead social media and press outreach efforts.

Summary of FFY22 Activity:

During FFY22, OGR did not conduct any paid media efforts as the agency sought to hire a Director of Communications, who would be the point person for all media-related activities going forward. With the hiring of a new Director in September 2022, OGR is hopeful media awareness programs will resume in earnest for FFY23 and onward.

Despite the lack of paid media, OGR remained active on social media throughout FFY22, including during National Distracted Awareness Month in April 2022. OGR also provided English and Spanish buck slips to State and local police departments participating in the MRS program. The buck slips featured information about the Massachusetts “Hands-Free” driving law and were disseminated by officers to citizens during traffic stops and outreach events.

Allotted Funding: \$ 300,000.00
Expenditures: \$ 0
Fund Source(s): 402

Project Code: DD-22-02

Project Title: MSP Distracted Driving Enforcement

Synopsis of FFY22 HSP Planned Activity:

Funding provided to MSP to conduct distracted driving enforcement during April 2022, coinciding with the distracted driving mobilization period for local police departments participating in the MRS grant program.

Summary of FFY22 Activity:

Funds were provided to MSP to conduct a distracted driving enforcement campaign during April 2022. The campaign's purpose was to alert motorists to the dangers of distracted driving and cite drivers in violation of the Massachusetts Hands-Free law. Violations of the Hands-Free law accounted for approximately 50% of total citations issued by MSP during the mobilization.

<i>FFY22 MSP Distracted Driving Enforcement Campaign</i>	
HVE Hours	2,438
Total Citations	5,495
Hands-Free Law violation	2,751
Civil Speeding	695
Written Warning for Speeding	640
Safety Belt	317
Child Restraint	15
Move Over Law	162

Compared to 2021, MSP significantly increased patrol hours which lead to far more citations issued to drivers. Hands-Free violations rose nearly 10%, showing that drivers are still willing to drive distracted rather than focus on the road ahead. The rise in enforcement efforts by MSP helped lower unrestrained fatalities to seven for May 2022, which is 22% lower than the number of unrestrained deaths reported in May 2021.

Going forward, OGR would like to see sustained distracted driving enforcement take place throughout the year, rather than peak during a couple weeks of the year. By engaging in sustained policing activity, OGR is hopeful the impact on fatal crashes will be similar to the decline in deaths reported during the month of April 2022 (Distracted Driving Mobilization), which had the highest violation count for FFY22.

Allotted Funding: \$ 247,407.00

Expenditures: \$ 237,797.64

Fund Source(s): 402

Project Code: DD-22-03

Project Title: Program Management – Distracted Driving

Synopsis of FFY22 HSP Planned Activity:

Provide funding to support staff in managing planned distracted driving programming described in this section. Funding will cover travel, professional development expenses, conference fees, and office supplies.

Summary of FFY22 Activity:

Funding is used to allow staff to conduct distracted driving programming and to cover travel, professional development expenses, conference fees, postage, and office supplies.

Allotted Funding: \$ 47,500.00
Expenditures: \$ 34,459.83
Fund Source(s): 402

Project Code: DD-22-04

Project Title: KPMG Audit

Synopsis of FFY22 HSP Planned Activity:

KPMG will be contracted with to audit payments related to distracted driving tasks. This is to ensure OGR will following internal controls related to the management of federal funds.

Summary of FFY22 Activity:

The Massachusetts State Auditor hired KPMG to audit FFY19 and FFY20 grant payments related to distracted driving tasks to ensure OGR was following internal controls. The audit was completed during the winter of 2020 and OGR was billed for the activity in fall 2021.

Allotted Funding: \$ 860.63
Expenditures: \$ 860.63
Fund Source(s): 402

Speeding and Distracted Driving – Expenditures Summary

Project Code	Project Title	Fund Source	Expenses Reported
SC-22-01	Speed Media	402	\$ 0
SC-22-02	MSP Speed Enforcement	402	\$ 453,275.79
SC-22-03	Program Management – Speeding	402	\$ 64,430.15
		<i>SC Subtotal:</i>	<i>\$ 517,705.94</i>
DD-22-01	Distracted Driving Media	402	\$ 0
DD-22-02	MSP Distracted Driving Enforcement	402	\$ 237,797.64
DD-22-03	Program Management – Distracted Driving	402	\$ 34,459.83
DD-22-04	KPMG Audit	402	\$ 860.63
		<i>DD Subtotal:</i>	<i>\$ 273,118.10</i>

FFY22 Total: \$ 790,824.04

Higher-Risk Transportation System Users

Problem Identification

In Massachusetts, young drivers (under 21), motorcyclists, pedestrians, and bicyclists are considered higher-risk transportation system users. During FFY22, OGR oversaw several programs designed to improve traffic safety for these roadway users of the Commonwealth through a combination of enforcement, education, and awareness campaigns.

According to preliminary 2021 data, younger drivers (age 20 and under) accounted for 8.2% of all drivers (46 of 560) involved in a fatal crash. This is slightly higher than the 35 young drivers involved in 2020. Despite the slight uptick, the rate of young drivers involved in a fatal crash has remained below 10% for over a decade and has been lower than the national average as well. The five-year average for 2017-2021 was 35.2, an average that is lower than the 35.6 reported for 2016-2020.

In 2021, motorcyclist fatalities rose to 82 from 52 in 2020. Over half of the fatalities occurred during a collision with another motor vehicle. As a percentage of all traffic fatalities, motorcyclists accounted for 20% of deaths in 2021, up from 15% in 2020. For five years prior to 2021, the average number of motorcyclist fatalities was 50. OGR is hopeful the fatalities in 2021 are an outlier as the number of motorcycle fatalities as of October 31, 2022, is 51, which is 33% lower than what was reported same time in 2021.

Pedestrian fatalities rose 41% in 2021 compared to 2020. In 2020, pedestrian fatalities accounted for 16% of traffic fatalities with 54 deaths; for 2021, the percentage was 18% with 76 deaths reported. It must be noted that the total pedestrian fatalities in 2021 is in line with the average fatalities for 2015-2019 which was 76. The decline in fatalities during 2020 is likely due to the restrictions in place for the COVID-19 pandemic that limited motor vehicle travel.

Bicyclist fatalities declined 50% in 2021, falling from 10 deaths in 2020 to five. One possible factor for the drop in bicyclist fatalities could be that pandemic restrictions that kept people from using public transportation were lifted in 2021, leading to more commuters opting to take a train, subway or bus than bike to get to work. The five-year average for bicyclist fatalities was 7.2 for 2017-2021, far lower than the 8.2 reported for 2016-2020.

Overall, higher-risk transportation system users accounted for 49.5% of the 418 traffic fatalities reported in 2021, rising slightly from 44.6% in 2020. The five-year average for fatalities involving higher-risk users was 171 for 2017-2021, down from 175 reported for 2016-2020. OGR programs such as the MSP Young Drivers Education, Municipal Police Safety, and ABCC's Underage Compliance Checks as well as media campaigns focused on speeding, distracted driving, non-motorist safety, and motorcycle awareness were critical to improving safety for higher-risk transportation users.

Performance Targets & Results for FFY22

Decrease motorcyclist fatalities by 4% from the five-year average of 52 in 2020 to 50 by December 31, 2022.

→ *The five-year average for motorcycle fatalities was 58 in 2021, which is higher than the target of 50 set in the FFY22 HSP.*

Decrease unhelmeted motorcycle fatalities by 25% from the five-year average of four in 2020 to a five-year average of three by December 31, 2022.

→ *The five-year average of unhelmeted motorcycle fatalities was three in 2021, in line with the target of three set in the FFY22 HSP.*

Decrease pedestrian fatalities by 3% from the five-year average of 71 in 2020 to 68 by December 31, 2022.

→ *The five-year average of pedestrian fatalities was 71 in 2021, which is higher than the target of 68 set in the FFY22 HSP.*

Decrease bicyclist fatalities 10% from the five-year average of eight in 2020 to seven by December 31, 2022.

→ *The five-year average of bicyclist fatalities was seven in 2021, in line with the target of seven set in the FFY22 HSP.*

Decrease the number of young drivers (age 20 or under) involved in fatal crashes by 5% from the five-year average of 36 in 2020 to 34 by December 31, 2022.

→ *The five-year average of young drivers involved in a fatal crash was 34 in 2021, which is in line with the target of 34 set in the FFY22 HSP.*

Higher-Risk Transportation System User Projects for FFY22

Project Code: MC-22-01

Project Title: Motorcycle Media

Synopsis of FFY22 HSP Planned Activity:

Develop and implement a media campaign in conjunction with the RMV’s Motorcycle Rider Education Program (MREP) to educate motorcyclists about the importance of rider safety and the dangers of speeding and impaired driving. This campaign will be implemented from April to October 2022. OGR will contract with a marketing and advertising agency to execute this media campaign while running social media in-house for sustained educational outreach.

Summary of FFY22 Activity:

During FFY22, OGR did not conduct any paid media efforts as the agency sought to hire a Director of Communications, who would be the point person for all media-related activities going forward. With the hiring of a new Director in September 2022, OGR is hopeful media awareness programs will resume in earnest for FFY23 and onward.

Despite the lack of paid media, OGR worked in collaboration with MassDOT on an earned media campaign that launched in May 2022, which was Motorcycle Safety Awareness Month in Massachusetts. The campaign included a press release and four PSA safety videos that showcased licensed motorcyclists who are MassDOT employees sharing their riding experiences and discussing common safety problems facing motorcyclists on the roadways. The PSA videos also covered safe driving tips, suggestions for motorcycle training, the dangers posed by vehicles taking unsafe left turns, and prominently displayed the slogan, “RIDE SMART”. According to the motorcyclists in the videos, riding smart means taking your time, being dressed in bright and visible clothing, driving cautiously, and anticipating every move the drivers around you may make.

Allotted Funding: \$ 50,000.00
Expenditures: \$ 0
Fund Source(s): 402

Project Code: MC-22-02
Project Title: Motorcycle Safety Program Enhancements

Synopsis of FFY22 HSP Planned Activity:

Develop and implement a media campaign in conjunction with the RMV’s Motorcycle Rider Education Program (MREP) to enhance driver awareness of motorcyclists and educate motor vehicle operators about the need to share the road. This campaign will run from April to October 2022. OGR will contract with a marketing and advertising agency to execute the motorcycle safety campaign while handling social media outreach in-house.

Summary of FFY22 Activity:

As described in MC-22-01, OGR did not conduct any paid media campaigns in FFY22. Despite being unable to collaborate with the RMV’s MREP, OGR remained active on social media throughout the year, including during Motorcycle Safety Awareness Month in May 2022. The key message delivered on social media was for drivers to be mindful of and share the road with motorcyclists.

Allotted Funding: \$ 125,275.36
Expenditures: \$ 0
Fund Source(s): 405f

Project Code: MC-22-03

Project Title: Program Management – Motorcycle Safety

Synopsis of FFY22 HSP Planned Activity:

Provide funding to support staff in managing planned motorcycle safety programming described in this section. Funding will cover travel, professional development expenses, conference fees, and office supplies.

Summary of FFY22 Activity:

Funding was used to support staff needed to conduct motorcycle-related programming and cover travel and miscellaneous expenses.

Allotted Funding: \$ 25,000.00

Expenditures: \$ 0

Fund Source(s): 402

Project Code: MC-22-04

Project Title: KPMG Audit

Synopsis of FFY22 HSP Planned Activity:

KPMG will be contracted with to audit payments related to motorcycle safety tasks. This is to ensure OGR will following internal controls related to the management of federal funds.

Summary of FFY22 Activity:

The Massachusetts State Auditor hired KPMG to audit FFY19 and FFY20 grant payments related to motorcycle safety tasks to ensure OGR was following internal controls. The audit was completed during the winter of 2020 and OGR was billed for the activity in fall 2021.

Allotted Funding: \$ 2,008.13

Expenditures: \$ 2,008.13

Fund Source(s): 402

Project Code: PS-22-01

Project Title: Pedestrian and Bicyclist Safety Media

Synopsis of FFY22 HSP Planned Activity:

Develop and implement a pedestrian and bicyclist safety media campaign in conjunction with the Massachusetts Department of Transportation’s Traffic Safety Division. The campaign will take place throughout FFY22 with focus on high pedestrian fatality communities such as Boston, Springfield, and

Worcester. OGR will contract with a marketing and advertising agency to execute this media campaign while running social media in-house for sustained educational outreach.

Summary of FFY22 Activity:

During FFY22, OGR did not conduct any paid media efforts as the agency sought to hire a Director of Communications, who would be the point person for all media-related activities going forward. With the hiring of a new Director in September 2022, OGR is hopeful media awareness programs will resume in earnest for FFY23 and onward.

Despite the lack of paid media, OGR was active on social media throughout FFY22 with critical awareness content during pedestrian and bicyclist safety-focused enforcement periods of the Municipal Road Safety (MRS) program.

Allotted Funding: \$ 221,312.40
Expenditures: \$ 0
Fund Source(s): 402

Project Code: PS-22-02

Project Title: Program Management – Pedestrian and Bicyclist Safety

Synopsis of FFY22 HSP Planned Activity:

Provide funding to support staff in managing pedestrian and bicyclist safety programming described in this section. Funding will cover travel, professional development expenses, conference fees, and office supplies.

Summary of FFY22 Activity:

Provided sufficient funding for staff to manage pedestrian and bicyclist safety programming and cover any travel, professional development expenses, conference fees, as well as postage and office supplies.

Allotted Funding: \$ 43,600.00
Expenditures: \$ 25,959.01
Fund Source(s): 402

Project Code: PS-22-03

Project Title: KPMG Audit

Synopsis of FFY22 HSP Planned Activity:

KPMG will be contracted with to audit payments related to non-motorist safety tasks. This is to ensure OGR will following internal controls related to the management of federal funds.

Summary of FFY22 Activity:

The Massachusetts State Auditor hired KPMG to audit FFY19 and FFY20 grant payments related to pedestrian and bicyclist safety tasks to ensure OGR was following internal controls. The audit was completed during the winter of 2020 and OGR was billed for the activity in fall 2021.

Allotted Funding: \$ 573.75
Expenditures: \$ 573.75
Fund Source(s): 402

Higher-Risk Transportation System User – Expenditures Summary

Project Code	Project Title	Fund Source	Expenses Reported
MC-22-01	Motorcycle Safety Media	405f	\$ 0
MC-22-02	Motorcycle Safety Program Enhancements	402	\$ 0
MC-22-03	Program Management – MC Safety	402	\$ 0
MC-22-04	KPMG Audit	402	\$ 2,008.13
		<i>MC Subtotal:</i>	<i>\$2,008.13</i>
PS-22-01	Pedestrian and Bicycle Media	405h	\$ 0
PS-22-02	Program Management – Ped & Bike	402	\$ 25,959.01
PS-22-03	KPMG Audit	402	\$ 573.75
		<i>PS Subtotal:</i>	<i>\$ 26,532.76</i>

FFY22 Total: \$ 28,540.89

Traffic Records

Problem Identification

OGR and its partners collect, maintain, and provide access to traffic records data to help with identifying highway safety issues and crash trends, developing appropriate countermeasures, and evaluating the effectiveness of these efforts. The data needs to be as up-to-date as possible to do this efficiently and accurately. Unfortunately, Massachusetts has numerous challenges with regards to its statewide traffic records systems, including, but not limited to, antiquated computer systems and inadequate data submission protocols and requirements. Improvements have been made in recent years, especially with developing and implementing the Motor Vehicle Automated Citation and Crash System (MACCS). The overarching goal of MACCS is to automate the collection and submission of motor vehicle citation and crash report information by state and local police, which will lead to improved quality and timeliness of data used by all traffic safety stakeholders.

Performance Targets & Results for FFY22

TR-1: *Decrease the percentage of Massachusetts State Police- submitted crash reports with invalid or incomplete entries in Accepted with Warning (AWW) fields (utilizing criteria by RMV with Crash Data System data in UMassSafe Data Warehouse) from 3.7% as of 8/31/19 to 2.78% by 12/31/21. Provide mid-project progress toward the target as of 5/31/21.*

Results: The project did not meet its performance target. Despite an issue with the UMassSafe Data Warehouse, it was still possible to determine the proportion of analyzed fields with incomplete or invalid data. From the benchmark time to project conclusion, this proportion of fields remained relatively consistent. However, future gains are expected when more MSP troopers and cadets are trained. All project deliverables to enhance State Police's crash reporting training curriculum were successfully completed

TR-2: *Exceed the January to December 2020 benchmarks for the RMV FARS unit – for the timeliness, completeness, and quality – by 1% for January to December 2021.*

Results: The project did not meet its performance target. The January to October 2020 benchmarks were 86.94% for Timeliness, 83.77% for Completeness, and 79.87% for Overall Case Quality. The January to October 2021 benchmarks were 86.11% for Timeliness, 86.33% for Completeness, and 75.34% for Overall Case Quality.

TR-3: *By 6/30/22, DCJIS will install approximately 170 mobile printers for police vehicles and provide related training at an estimated 20 departments new to MACCS.*

Results: The project exceeded its performance target, installing 324 printers at 41 departments by 6/30/22.

TR-4: Increase the number of Massachusetts driver records integrated with Massachusetts crash and injury surveillance (hospital case mix) data from 38,000 from 7/1/21 to 152,000 by 9/30/22.

Results: The project surpassed its performance target, as 153,062 MA driver records were integrated with FY 2016 - 2018 MA crash and injury surveillance (hospital case mix) data. The MA Department of Public Health also reduced the project length to 6/30/22.

TR-5: A completeness/validity measurement of the field 'cited' in CDS driver data will be improved by 20% from a baseline of 36.9% (64,241/173,957 drivers) for 1/1/20- 12/31/20 to 44.3% for 7/1/21-6/30/22.

Results: This project didn't meet its performance target due to an administrative challenge involving the hiring of a proposed clerk at MA Registry of Motor Vehicles that resulted in the cancellation of the project before activity could begin.

TR-6: Increase the number of ambulance trip records successfully transmitted to the NEMSIS national repository from the Massachusetts Ambulance Trip Record Information System (MATRIS) from 0 as of 3/31/21 to 800,000 by 3/31/22.

Results: The project didn't meet its performance goal because the project was cancelled before activity began.

TR-7: Increase the number of trauma centers and community hospitals submitting mandatory trauma reporting to the new trauma registry within 90 days of quarter closure from 0 as of 3/31/21 to 20 by 3/31/22.

Results: The project didn't meet its performance goal because the project was cancelled before activity began.

TR-8: Increase Boston Police Department (BPD) electronic crash reporting to the MA Crash Data System (CDS) from an estimated 7% rate as of July 1, 2020, to 70% or more by June 30, 2021.

Results: This project was not able to meet its original performance target. After the project started the target had to be revised to reflect that BPD had only ever been paper reporting. The new goal became to increase the percentage of electronic crash reporting by the BPD to the CDS from 5.8% via paper reporting as of April 2021 to 70% via electronic reporting by December 31, 2021. In December 2021 BPD began limited electronic reporting and the exact rate is still TBD.

TR-9: Enhance Massachusetts State Police location data reported to MA Crash Data System by improving on the latitude and longitude data for 42.5% of fatal crashes being accurate within 75 feet in 2019-2020 to being accurate within 75 ft. for 70% of fatal crashes by 9/20/22.

Results: The project didn't meet its performance goal because the project was cancelled before activity was begun as MSP was unable to secure in time from US DOT the necessary Buy America Act Waiver.

TR-10: *Based on input from major traffic records stakeholders including those on the Massachusetts Traffic Records Coordinating Committee, the MA Merit Rating Board (MRB) will develop by 6/30/22 a detailed assessment document summarizing the stakeholders' current citation data uses and needs as well as desired capabilities for the proposed citation data portal.*

Results: The project didn't meet its performance target date but did complete a detailed assessment document summarizing the stakeholders' current citation data uses and needs as well as desired capabilities for the proposed citation data portal by 7/31/22.

TR-11: *Decrease the rate in which occupant coded fields (protective system, sex, transported by, injury severity, ejected) are left empty in police crash reports queried within MassDOT's crash data portal, IMPACT, by 20% (2.23 relative percentage points) from 11.15% (62,369/621,595) in January-June 2021 to 8.92% in April-June 2023.*

Results: The project began in April 2022 and is still working towards its performance target.

TR-12: *Increase the number of linked crash-acute hospital case mix records held by MA CRISS in which the injury severity field is assessed for accuracy, completeness, and uniformity from 0 as of 8/1/22 to 40,000 by 6/30/23.*

Results: The project surpassed its performance target by assessing the accuracy of injury status code in crash data in 77,498 linked MA CRISS records (2018-2019) and the completeness and uniformity in 878,381 unlinked crash records (2018-2020) by 9/30/22.

TR-13: *Between 7/1/22 and 6/30/23, DCJIS will install approximately 400 mobile printers for police vehicles and provide associated training for an estimated 36 departments new to MACCS.*

Results: This project began in June 2022 and is still working towards its performance target.

Traffic Records Projects for FFY22

Project Code: TR-22-01

Project Title: MSP Crash Report Training

Synopsis of FFY22 HSP Planned Activity:

This project seeks to improve crash report training for MSP recruits at the training academy and current troopers through in-service training. MSP is working with UMass-Amherst's traffic safety research program, UMassSafe on this project.

Summary of FFY22 Activity:

This project improved crash report training for Massachusetts State Police (MSP) recruits and current troopers. MSP was assisted in this project by the University of Massachusetts' traffic safety research program, UMassSafe. In FFY21, the project began with a review of current MSP crash report training and that done by other states, prior research available through the MA Crash E-Manual and interviews with state crash data stakeholders. New curriculum development followed and led in FFY22 to a version for use at the academy with recruits, and one for in-service training with current troopers that has an online option.

This project enhanced the accuracy, completeness, timeliness, and uniformity attributes of the crash data system of Massachusetts. This project addressed in part the data quality control program recommendation for the crash data system from the 2019 Massachusetts Traffic Records Self-Assessment.

For FFY23, OGR plans to measure the effectiveness of this new curriculum on MSP personnel through analysis of the quality of crash data submissions to RMV.

Allotted Funding: \$ 22,578.35
Expenditures: \$ 22,578.35
Fund Source(s): 405c

Project Code: TR-22-02

Project Title: Fatality Analysis Reporting System (FARS)

Synopsis of FFY22 HSP Planned Activity:

The Registry of Motor Vehicles (RMV) will continue to provide NHTSA with motor vehicle-related fatality data from Massachusetts for the national FARS and FastFARS databases through a dedicated RMV position. This position will also be responsible for enhancing the current Massachusetts FARS Manual.

Summary of FFY22 Activity:

The RMV provides NHTSA with motor vehicle-related fatality data from Massachusetts for the national FARS and FastFARS through a dedicated position at RMV. This dedicated position is also responsible for continuing enhancements to the Massachusetts FARS Manual. As of July 2022, this FARS Analyst position is now supported with FARS funding directly provided by NHTSA to RMV as well as state funding. Prior to July 2022, OGR supplied funding to RMV for this position. Going forward, the FARS analyst will no longer appear in the HSP.

Allotted Funding: \$ 54,330 for CY 2022
Expenditures: \$ 52,431.80
Fund Source(s): 405c

Project Code: TR-22-03

Project Title: Motor Vehicle Automated Citation and Crash System (MACCS)

Synopsis of FFY22 HSP Planned Activity:

The Department of Criminal Justice Information Services (DCJIS) will acquire approximately 170 mobile printers for police vehicles and provide associated training to help an estimated 20 police departments join MACCS.

Summary of FFY22 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, and traffic stop data collection. The goals of the MACCS project are to ensure greater officer and citizen safety by making the reporting process more efficient and safer at the roadside, improve data quality by implementing checks at the point of entry and upon submittal, and eliminate redundant data entry processes for agencies across Massachusetts. By June 2022, this project resulted in 324 additional printers and associated hardware installed to help bring 41 local law enforcement agencies on to MACCS, along with necessary training and follow-up support. There are 228 local police departments and the Massachusetts State Police participating in MACCS as of June 30, 2022.

OGR is confident more local police will join MACCS in FFY23, further expanding usage of this critical data reporting application across Massachusetts. This project has enhanced the accuracy, completeness, integration, timeliness, and uniformity attributes of the citation/adjudication and crash data system of Massachusetts. This project also addressed, in part, the data quality control program recommendations for the citation/adjudication and crash data system from the 2019 Massachusetts Traffic Records Self-Assessment.

Allotted Funding: \$ 199,090.00
Expenditures: \$ 187,162.98
Fund Source(s): 405c

Project Code: TR-22-04

Project Title: Traffic Records Projects

Synopsis of FFY22 HSP Planned Activity:

An Availability of Grant Funding (AGF) issued to provide Section 405c funding on a competitive basis to quantifiable and measurable projects intended to improve traffic records systems (crash data, roadway inventory, vehicle registration, driver history, citation/adjudication, and injury surveillance) in Massachusetts. Only state agencies, local government, and non-profit organizations with a public purpose were eligible to apply for funding.

Summary of FFY22 Activity:

An AGF process was conducted in FFY22 to provide Section 405(c) funding on a competitive basis to measurable projects to improve the accessibility, accuracy, completeness, integration, timeliness, and/or uniformity (performance attributes) of one or more of the following six core traffic records systems: crash data system, roadway inventory file, vehicle registration, driver history, citation/adjudication, and injury surveillance system. Improving these systems enhanced the ability to identify priorities for a diverse range of local, state, and federal traffic safety programs impacting multiple areas of Massachusetts. Permissible projects could also evaluate the effectiveness of efforts to improve these six systems, link these systems with other state or federal data systems; and enhance the ability of 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 were eligible to apply for the funding.

All funded projects help to meet at least one unmet recommendation from the Commonwealth’s 2019 Traffic Records Assessment. Project had to also have a minimum of one measurable benchmark and one performance measure related to a performance attribute of one of the state’s six systems. AGF responses were reviewed and recommended by an OGR-selected AGF review committee and the Executive-level Traffic Records Coordinating Committee. Those projects approved for funding were submitted to NHTSA and then EOPSS for review and approval.

The funded projects for FFY22 were:

- **TR-22-11:** MSP’s Improvement to Electronic Surveying Processes for Collision Analysis & Reconstruction Section (CARS)
- **TR-22-12:** MRB’s Accessible Citation Data
- **TR-22-13:** UMassSAFE’s Crash Report E-Manual
- **TR-22-14:** Department of Public Health’s (DPH) Injury Surveillance Program (ISP)
- **TR-22-15:** DCJIS’s MACCS

Allotted Funding: \$ 1,066,414.00
Expenditures: \$ 143,723.18
Fund Source(s): 405c

Project Code: TR-22-05

Project Title: Integration and Analysis of Crash, Injury Surveillance & Driver Data

Synopsis of FFY22 HSP Planned Activity:

The DPH will integrate 2016–2018 driver license/history data for crashes with previously integrated data from the MA Crash-Related Injury Surveillance System (MA CRISS) that has crash and hospital case-mix data. After linking data sources, the linkage rates, data quality, and data representativeness will be

assessed. A report will be produced to show exploratory analysis of the integrated data and shared with traffic records stakeholders.

Summary of FFY22 Activity:

This project by DPH integrated driver license/history data for drivers involved in injury crashes in FY 2016-2018 with previously integrated crash and hospital case-mix data in MA CRISS. DPH obtained driver records associated with crashes in linked 2016-2018 MA CRISS data, assessed the quality of these driver records, linked the driver records with other MA CRISS data, and completed an analysis of impaired drivers using linked driver-crash-hospital discharge data.

In the analysis, drivers operating under the influence (OUI) of alcohol/drugs were first identified in each data source. DPH then compared the driving records (license suspensions, OUI convictions, and at-fault crashes) of drivers identified as OUI in hospital data only with 1) drivers not identified as OUI and 2) drivers identified as OUI in crash or driver data. DPH then developed a summary of the findings from these analyses.

The benchmark/performance measure set by this project was surpassed. DPH was able to increase the number of Massachusetts driver records integrated with Massachusetts crash and hospital data from 38,000 as of 7/1/21 to 153,062 by 6/30/2022. This is 1% higher than the 152,000 listed in the original performance measure for the project.

This project enhanced the accessibility and integration of the crash, driver, and injury surveillance/EMS data systems of Massachusetts. The project addressed in part the data integration recommendation from the 2019 Massachusetts Traffic Records Self-Assessment.

Allotted Funding: \$ 90,076.15
Expenditures: \$ 88,841.04
Fund Source(s): 405c

Project Code: TR-22-06

Project Title: Improving Traffic Safety Analysis Data Quality Assessment and Driver/Vehicle Data Integration

Synopsis of FFY22 HSP Planned Activity:

This project was intended to help improve the accuracy of the driver/vehicle database at RMV, but was cancelled by UMassSafe.

Summary of FFY22 Activity:

No activity occurred on this project in FFY22 as a result of the decision by UMassSafe in November of 2021 to cancel the project. Per the FFY22 405c AGF, all applicants for funding that had a current 405c award needed to expend at least 30% of that award in order to be eligible to receive a new grant award.

UMassSAFE had been unable to progress past 30% in spending because a delay in receiving the necessary data for the project from RMV prevented the project's launch. As a result, UMassSAFE cancelled TR-22-06 to be able to apply for funding of project that ultimately became TR-22-13.

Allotted Funding: \$ 179,587.00
Expenditures: \$ 0
Fund Source(s): 405c

Project Code: TR-22-07

Project Title: Massachusetts Ambulance Trip Record Information System (MATRIS) NEMESIS V3.5 Upgrade

Synopsis of FFY22 HSP Planned Activity:

This project was intended to help improve the accuracy of the MATRIS at the DPH, but was cancelled by DPH in September 2021.

Summary of FFY22 Activity:

No activity occurred on this project in FFY22. DPH declined this award in late summer 2021 due to various OGR grant management requirements, including required back-up detail for expenditure and match reporting, and start/end dates for grant funding.

Allotted Funding: \$ 122,420.00
Expenditures: \$ 0
Fund Source(s): 405c

Project Code: TR-22-08

Project Title: Massachusetts Trauma Registry Data Timeliness, Uniformity, and Custom Reporting

Synopsis of FFY22 HSP Planned Activity:

This project was intended to help improve the completeness of the Trauma Registry, but was cancelled by DPH in September 2021.

Summary of FFY22 Activity:

No activity occurred on this project in FFY22. DPH declined award in late summer 2021 due to various OGR grant management requirements, including required back-up detail for expenditure and match reporting and start/end dates for grant funding.

Allotted Funding: \$ 40,000.00
Expenditures: \$ 0
Fund Source(s): 405c

Project Code: TR-22-09

Project Title: Program Management – Traffic Records

Synopsis of FFY22 HSP Planned Activity:

Provide funding to support staff in managing traffic records safety programming described in this section. Funding will cover travel, professional development expenses, conference fees, and office supplies.

Summary of FFY22 Activity:

Provided sufficient funding for staff to manage traffic records programming described in this section and cover any travel, professional development expenses, conference fees, as well as postage and office supplies.

Allotted Funding: \$ 185,000.00
Expenditures: \$ 164,615.18
Fund Source(s): 405c

Project Code: TR-22-10

Project Title: Boston Police Department (BPD) Crash Reporting Improvement

Synopsis of FFY22 HSP Planned Activity:

This project will improve electronic crash reporting by the Boston Police Department (BPD) by providing an online application to officers to submit crash data more easily from field or office locations to BPD's records management system as well as RMV's Crash Data System (CDS) via the Department of Criminal Justice Information Services (DCJIS).

Summary of FFY22 Activity:

This project began the process of improving electronic crash reporting by BPD through an online application (app) for officers to submit crash data more easily from field or office locations to the BPD's records management vendor, and then to the DCJIS to the RMV's CDS. This project also enhanced BPD's ability to analyze crash data and to improve traffic safety and enforcement efforts. BPD continues to use city-funding to conduct officer training and other roll-out efforts for this project. After the app was complete there were technical challenges to fully flowing data from BPD to RMV, but these are close to be being overcome. In December 2021, BPD began limited electronic reporting. Prior the beginning of this project, BPD had only been doing paper reporting.

This project has led to improved accuracy, completeness, timeliness, and uniformity of the CDS of Massachusetts. The project addressed in part the data quality control program recommendation for the CDS from the 2019 Massachusetts Traffic Records Self-Assessment.

Allotted Funding: \$ 230,000.00
Expenditures: \$ 230,000.00
Fund Source(s): 405c

Project Code: TR-22-11

Project Title: MSP Improvement to Electronic Surveying Processes for the Collision Analysis & Reconstruction Section (CARS)

Synopsis of FFY22 HSP Planned Activity:

This project enables MSP's CARS to improve the accuracy of its data collected at crash scenes and allows for more timely transmission of data to state and federal databases. CARS will acquire four Leica Smart Antenna GS 18's to allow for more accurate surveying and mapping of crash scenes.

Summary of FFY22 Activity:

As part of larger efforts to enhance the accuracy and timeliness of fatal and serious injury crash data collection and analysis in Massachusetts, the MSP) Collision & Analysis Reconstruction Section (CARS) was to use Section 402 funding to begin the project. Section 405c funds were then to be used to acquire the Leica Smart Antennas. Unfortunately, this project was cancelled in June 2022 when MSP could not secure the required Buy America Act waiver for the equipment from US DOT.

Allotted Funding: \$ 100,000.00
Expenditures: \$ 0
Fund Source(s): 402, 405c

Project Code: TR-22-12

Project Title: Merit Rating Board's (MRB) Accessible Citation Data

Synopsis of FFY22 HSP Planned Activity:

This project by the MRB was set to be the first stage of a multi-phase effort to enhance the ability of traffic records stakeholders and the public to view and analyze traffic citation data. In Phase I, which is the only phase funded by 405c funds, the MRB will use MassDOT IT contractors to identify data needs and system requirements from stakeholders to develop a detailed project scope, schedule, and budget for the next phase of the project. During Phase I, improvements to the current data dictionary of the citation data system are planned.

Summary of FFY22 Activity:

This project by MRB, a division of MassDOT's RMV, started a multi-phase effort to enhance the ability of traffic records stakeholders and the public to view and analyze traffic citations data and trends. The greater accessibility to this data will assist planning efforts of these stakeholders to reduce traffic crashes

and resulting fatalities, injuries, and economic loss in Massachusetts. The proposed public Internet portal will make available select citation data in both summary and detail format.

This project is being conducted in two phases. In Phase I the MRB's project team used MassDOT's IT contractors to identify data needs and system requirements from stakeholders to develop a detailed project scope, schedule, and budget for Phase II. This first phase also saw development of the necessary procurement documentation to hire a vendor to complete Phase II. Additionally, during Phase I, improvements were made to the current data dictionary of the citation data system. A detailed assessment document summarizing stakeholders' citation data uses and needs as well as desired capabilities for the proposed portal was completed in July 2022.

For Phase II of the project, the selected vendor will work with MassDOT's IT and MRB staff to build and implement the portal.

This project has enhanced the accessibility of the citation/adjudication data system of Massachusetts. The project also addressed in part the data dictionary recommendation from the 2019 Massachusetts Traffic Records Self-Assessment.

Allotted Funding: \$ 119,206.00
Expenditures: \$ 66,078.77
Fund Source(s): 405c

Project Code: TR-22-13

Project Title: UMassSafe's Crash Report E-Manual: Law Enforcement Agency Targeted Resources to Improve Crash Data Quality

Synopsis of FFY22 HSP Planned Activity:

This project by UMass-Amherst's UMassSafe will continue enhancements to the Massachusetts Law Enforcement Crash Report E-Manual (masscrashreportmanual.com). Planned improvements include additional interactive overlays for use by law enforcement agencies (LEA), ratings/rankings of LEA crash reporting completeness, and expansion/updates to Traffic Records News page.

Summary of FFY22 Activity:

University of Massachusetts-Amherst's UMassSafe will further enhance the Massachusetts Law Enforcement Crash Report E-Manual at masscrashreportmanual.com. Building on previous 405-c funded projects that developed and then expanded this tool, this project is providing greater content, features, functionality, and further promoting the use of the tool. Major enhancements will include additional interactive overlays for use by LEA, ratings/rankings of LEA crash reporting completeness, and expansion/updates to Traffic Records News Page.

The first part of this project, which took place in FFY22, primarily consisted of planning for the above tool enhancement features and some News Page additions. Part two of the project will occur in FFY23 and will see the implementation of these features and more News Page additions.

This project has enhanced the accessibility, accuracy, completeness, timeliness, and uniformity of the crash data system of Massachusetts. This project will help to address in part the data quality control program recommendation for the crash data system from the 2019 Massachusetts Traffic Records Self-Assessment.

Allotted Funding: \$ 198,556.00
Expenditures: \$ 48,045.70
Fund Source(s): 405c

Project Code: TR-22-14

Project Title: Department of Public Health (DPH) – Injury Surveillance Program’s (ISP) MA Crash-Related Injury Surveillance System: Data Quality Assessment and Analysis

Synopsis of FFY22 HSP Planned Activity:

Building on a prior 405c-funded project, DPH-ISP will assess the completeness, accuracy, and uniformity of key variables and present recommendations for potential data quality improvement actions and related projects to the TRCC. DPH-ISP will analyze integrated MA CRISS data as well as link additional years of data sources to MA CRISS as they become available. Funding for this project will support two positions needed to complete the project: current MA CRISS epidemiologist, Jeanne Hathaway; and a contract epidemiologist with advanced analytics, data linkage, and SAS programming skills.

Summary of FFY22 Activity:

The MA CRISS currently includes integrated crash, acute hospital case mix, and driver license/history data for multiple years. Building on a prior 405c funded project, the DPH assessed the completeness, accuracy, and uniformity of key variables and presented the recommendations for potential data quality improvement actions and related projects to the Traffic Records Coordinating Committees. During FFY22, DPH hired a contractor to assist with data linkage and analysis, obtained final 2019 crash data, and linked 2019 crash data with hospital case mix data for inclusion in the MA CRISS. DPH summarized the findings and provided a draft analysis plan to assess the completeness, accuracy, and uniformity of alcohol and drug use fields in crash data using MA CRISS data was developed. Traffic safety stakeholders were updated about project activities through MA Traffic Safety Coalition newsletters and meetings.

After a DPH review, the project was able to publicly release a FFY21 deliverable: a summary of findings from our analysis of impaired drivers using MA CRISS data for DPH internal review. DPH surpassed our benchmark/performance measure by assessing the accuracy of injury status code in crash data in 77,498 linked MA CRISS records (2018-2019) and the completeness and uniformity in 878,381 unlinked crash records (2018-2020) by September 30, 2022.

The project has enhanced the accuracy, accessibility, completeness, integration, and uniformity of the crash, driver, and injury surveillance/EMS data systems of Massachusetts. This project also helped address in part the data quality control program recommendation for the crash data system from the 2019 Massachusetts Traffic Records Self-Assessment.

Allotted Funding: \$ 162,398.00
Expenditures: \$ 29,598.71
Fund Source(s): 405c

Project Code: TR-22-15

Project Title: Department of Criminal Justice Information Services' (DCJIS) Motor Vehicle Automated Citation and Crash System (MACCS)

Synopsis of FFY22 HSP Planned Activity:

The DCJIS will acquire and install approximately 400 mobile printers for police vehicles and provide associated training to assist an estimated additional 36 police departments waiting to join MACCS. DCJIS will also make some software improvements to MACCS as a result of feedback received from law enforcement end-users.

Summary of FFY22 Activity:

To continue efforts since 2017 to achieve statewide use of MACCS, DCJIS installed 404 mobile printers in police vehicles for 48 local police departments in FFY22. This was achieved with assistance of a contractor. This activity helped bring the number of local police departments in Massachusetts participating in MACCS to 233 by September 30, 2022 (MSP have been using MACCS since 2020). Associated start-up training and follow-up customer service on MACCS with these departments was coordinated on a day-to-day basis by DCJIS's state funded MACCS Program Coordinator, assisted by other state funded DCJIS staff.

This project enhanced the accuracy, completeness, integration, timeliness, and uniformity of the citation/adjudication and crash data system of Massachusetts. The project helped in part to meet the data quality control program recommendation for the citation/adjudication and crash data systems from the 2019 Massachusetts Traffic Records Self-Assessment.

Allotted Funding: \$ 486,254.00
Expenditures: \$ 303,498.43
Fund Source(s): 405c

Project Code: TR-22-16
Project Title: KPMG Audit

Synopsis of FFY22 HSP Planned Activity:

KPMG will be contracted with to audit payments related to traffic records tasks. This is to ensure OGR will following internal controls related to the management of federal funds.

Summary of FFY22 Activity:

The Massachusetts State Auditor hired KPMG to audit FFY19 and FFY20 grant payments related to traffic records tasks to ensure OGR was following internal controls. The audit was completed during the winter of 2020 and OGR was billed for the activity in fall 2021.

Allotted Funding: \$ 10,040.67
Expenditures: \$ 10,040.67
Fund Source(s): 402

Traffic Records – Expenditures Summary

Project Code	Project Title	Fund Source	Expenses Reported
TR-22-01	MSP Crash Report Training	405c	\$ 22,578.35
TR-22-02	FARS*	FARS Coop	\$ 52,431.80
TR-22-03	MACCS	405c	\$ 187,162.98
TR-22-04	Traffic Records Projects**	405c	\$ 0
TR-22-05	Integration/Analysis of Crash, Injury Surveillance & Driver Data	405c	\$ 88,841.04
TR-22-06	Improving Traffic Safety Analysis Quality Assessment and Driver/Vehicle Integration	405c	\$ 0
TR-22-07	MATRIS NEMESIS V3.5 Upgrade	405c	\$ 0
TR-22-08	Trauma Registry Data Timeliness, Uniformity, and Custom Reporting	405c	\$ 0
TR-22-09	Program Management – Traffic Records	402	\$ 164,615.18
TR-22-10	BPD Crash Reporting Improvement	405c	\$ 230,000.00
TR-22-11	MSP Improvement to Electronic Surveying Processes for CARS	405c	\$ 0
TR-22-12	MRB Accessible Citation Data	405c	\$ 66,078.77
TR-22-13	UMassSafe Crash Report E-Manual	405c	\$ 48,045.70
TR-22-14	DPH ISP Crash-Related Injury Surveillance System	405c	\$ 29,598.71
TR-22-15	DCJIS MACCS	405c	\$ 303,498.43
TR-22-16	KPMG Audit	402	\$ 10,040.67

FFY22 Total: \$ 1,150,459.83

*FARS expenses not included in FFY22 total for Traffic Records

**Expenses for TR-22-04 is sum of TR-22-11, -12, -13, -14, & -15 = \$143,723.18

Police Traffic Services, Community Traffic Safety, and Support

Problem Identification

Well-trained police, court personnel, and highway safety stakeholders are critical to successfully developing, implementing, and evaluating highway safety initiatives and programs. Many of the previously mentioned program areas are dependent on the success of police training efforts.

The projects described in this section include municipal police training, law enforcement liaison (LEL), and MDAA TSRP.

This section also provides information on community traffic safety projects and planning and administration expenditures necessary for the operation of OGR.

Notable Accomplishments for FFY22

- The FFY21 Annual Report was successfully submitted on or prior to the due date of December 31, 2021.
- The FFY23 Highway Safety Plan was successfully submitted on or prior to the due date of July 1, 2022.
- MDAA's Traffic Safety Resource Prosecutor (TSRP) program revised and upgraded the OUI Manual, which was published in July 2022.
- MPTC conducted 23 classes related to Crash Investigations and LiDAR Operations during FFY21, with a total of 678 police officers participating.
- MSP conducted 10 rollover demonstrations at local high schools and community events in an effort to promote driving safety and awareness among young drivers.
- The MRS program provided local police departments funding to conduct overtime enforcement patrols. In FFY22, local police reported 56,664 traffic stops resulting in 2,804 speeding citations, 2,492 Hands-Free citations, 950 seat belt citations, and 114 OUI arrests. Local police also issued 36,668 written warnings to drivers during FFY22.
- The Community Traffic Safety Projects program distributed grant funding to nine recipients through a competitive grant process. The nine grantees – eight local police departments and one non-profit organizations – utilized funding to promote vehicular, pedestrian, and bicyclist safety within their respective communities.

Performance Targets & Results for FFY22

Reduce five-year average of traffic fatalities 4% from 354 in 2020 to 340 by December 31, 2022.

- *The five-year average for motor vehicle-related fatalities was 360 in 2021, which is higher than the target of 340 set in the FFY22 HSP.*

Police Traffic Services and Support Projects for FFY22

Project Code: PT-22-01

Project Title: MPTC – Municipal Police Training

Synopsis of FFY22 HSP Planned Activity:

Funding provided to MPTC to conduct up to 30 classes for municipal police departments on enforcement of laws related to current traffic safety issues such as speeding, pedestrian and bicyclist safety, and distracted driving. Training courses will take place at police departments across Massachusetts.

Summary of FFY22 Activity:

Funding was provided to MPTC to conduct training classes for municipal police departments to improve crash investigations and speed enforcement. Classes included Basic and Advanced Crash Investigation and Lidar and Radar Operator. In total, 678 attended 23 classes at MPTC Academies and police departments throughout the Commonwealth.

Due to unforeseen circumstances in FFY22, MPTC was not able to conduct as many training classes as desired. OGR expects to see an increase in class offerings for FFY23, leading to an uptick in officers being trained that will help make the roadways safer.

Allotted Funding: \$ 176,500.00
Expenditures: \$ 46,159.71
Fund Source(s): 402

Project Code: PT-22-02

Project Title: LEL – Law Enforcement Liaison

Synopsis of FFY22 HSP Planned Activity:

Funding provided to support an LEL and associated activities, including expenses for travel to attend meetings, trainings, and conferences related to traffic safety issues. Funding also covers cost of local travel as needed to meet with local law enforcement and other traffic safety stakeholders.

Summary of FFY22 Activity:

In FFY22, OGR decided not to hire an LEL for the Highway Safety Division (HSD) because the duties for the position were being addressed already in multiple ways:

- The Secretary of the EOPSS is the Governor’s Highway Safety Representative for Massachusetts and has a Municipal Law Enforcement Liaison that reports directly to the Secretary. This LEL, staffed by a former police chief, addresses a wide range of issues impacting public safety at the local level, including, but not limited to, traffic safety.
- OGR currently has a former police officer on staff within HSD responsible for managing the Municipal Road Safety (MRS) grant portfolio and serves as a liaison to over 160 local police departments receiving NHTSA funding.
- EOPSS is responsible for the oversight of the MPTC, which handles training for municipal law officers in Massachusetts.
- EOPSS also oversees the Department of State Police, an agency that receives NHTSA funding for an LEL position.

For FFY23, State Police will continue support of its LEL position via NHTSA funding. OGR made the decision, based on the continued funding of MSP’s LEL as well as other reasons detailed above, not to include a task for an LEL within HSD in the FFY23 HSP.

Allotted Funding: \$ 60,000.00
Expenditures: \$ 0
Fund Source(s): 402

Project Code: PT-22-03
Project Title: MDAA/TSRP

Synopsis of FFY22 HSP Planned Activity:

Funding used to support the MDAA Traffic Safety Resource Prosecutor (TSRP) activities. These activities include conducting training and conferences, providing technical assistance, and creating and maintaining vehicular crime resources for prosecutors and law enforcement.

Summary of FFY22 Activity:

Funding was provided to the MDAA to support a full-time TSRP, Jessica Stone, who began her tenure in August 2021. During FFY22, the TSRP has done the following:

- Responded to approximately 115 direct requests for technical assistance from prosecutors, law enforcement partners, and government agencies related to vehicular crimes.
- Coordinated a meeting with MV Homicide Chiefs to discuss implications of decision made in *Commonwealth v. Moreau* (July 2022) and possible approaches of the District Attorneys’ Offices. The case involved consent of defendant when a third party draws blood for BAC analysis.
- Revised, updated, and published MDAA’s “OUI Manual” in July 2022. The manual had not been updated since release of 2019 edition. The revisions to 2022 edition included an expanding section on prosecuting OUI Drug offenses; updated procedures utilized by State Police Crime Lab for

performing serum conversions and retrograde extrapolation; and added new decisions to the case law section while removing overturned or obsolete decisions.

- Maintained MDAA’s pages on Prosecutors’ Encyclopedia, a prosecutors-only wiki-style page containing Massachusetts-specific resources including notable case decisions, manuals, and template motions in limine.
- Developed, led, and/or participated in a wide range of trainings on subjects such as trial advocacy for new prosecutors, DRE, sobriety checkpoint and SFST, crash reconstruction, impaired operator analysis, and New York Prosecutors Training Institute DWI Training for new prosecutors.
- Hosted or took part in numerous webinars including *Prosecutors’ Encyclopedia: An Introduction* (November 2021), *Juror Issues* (March 2022), *Jury Instructions and Defenses Commonly Encountered in Motor Vehicle and OUI Offenses* (April 2022), and *Introducing a Breath Test at Trial* (August 2022).

Having a dedicated TSRP has allowed prosecutors, law enforcement partners, and government agencies to stay abreast of all changes, updates, and revisions involving legal aspects of impaired driving arrest and prosecution. As a result, the likelihood of a OUI charge not being dismissed or reduced on a technicality greatly decrease, making the roadways safer for users in Massachusetts.

Allotted Funding: \$ 171,330.00
Expenditures: \$ 130,401.02
Fund Source(s): 402, 405d

Project Code: PT-22-04

Project Title: MSP Law Enforcement Liaison (LEL)

Synopsis of FFY22 HSP Planned Activity:

Funding provided to MSP for training and travel-related expenses for selected LEL to attend meetings, trainings, and national conferences in support of traffic safety issues. Funding will also be used to cover cost of local travel for LEL to meet with local law enforcement and other traffic safety stakeholders across Massachusetts.

Summary of FFY22 Activity:

Funding was provided to MSP for training and travel-related expenses for the LEL to attend meetings, trainings, and national conferences. The benefits of attending these different venues included building strong networks with peers on vital traffic safety topics such as safety belts, distracted and drugged driving, OUI, and speed enforcement. The LEL attended the Lifesavers (Chicago, IL; March 13-15, 2022) and GHSA (Louisville, KY; September 17-21, 2022) conferences as well as the National IACP Drug, Alcohol and Impaired Drivers Conference (Dallas, TX; September 10-13, 2022).

For FFY23, OGR will encourage the LEL to attend more regional and local conferences to better understand the leading concerns among traffic safety professionals in the New England region as well as within Massachusetts.

Allotted Funding: \$ 8,000.00
Expenditures: \$ 4,866.44
Fund Source(s): 402

Project Code: PT-22-05
Project Title: MSP Young Drivers Education

Synopsis of FFY22 HSP Planned Activity:

Funding provided to MSP to educate young drivers and the general public on the importance of wearing a seatbelt and the dangers of impaired driving. MSP will conduct up to 20 demonstrations of the Rollover Simulator and SIDNE (Simulated Impaired Driving Experience) vehicle at high schools and highly populated events across Massachusetts. Funding will also allow for purchase of interactive educational materials and allow for officers to give presentations at mandated driver education classes.

Summary of FFY22 Activity:

With FFY22 funding, MSP conducted 10 rollover demonstrations and/or educational presentations at high schools and well-attended local events across Massachusetts on the importance of wearing a seat belt and the dangers of impaired driving. SIDNE vehicles were used at demonstrations to allow participants, especially young drivers, to experience being impaired behind the wheel. A portion of funding was used to purchase interactive educational materials highlighting the dangers of reckless and impaired driving as well as needed improvements to the SIDNE vehicle. Funding was also used to conduct an audit of the MSP's State Courts Against Road Rage (SCARR) program.

Allotted Funding: \$ 25,052.00
Expenditures: \$ 13,007.34
Fund Source(s): 402

Project Code: PT-22-06
Project Title: Municipal Road Safety (MRS)

Synopsis of FFY22 HSP Planned Activity:

Competitive grant awards given to local police departments to enable flexibility to participate in various traffic safety elements aimed at reducing fatalities on the roadways of Massachusetts. The MRS program will offer up to five elements for police departments to choose from: Traffic Enforcement, Traffic Equipment, Pedestrian & Bicycle Enforcement, Pedestrian & Bicycle Safety Items, and Non-Enforcement Traffic Safety Activities. This grant also supports overtime enforcement for national traffic safety

mobilizations occurring in FFY22: Click It or Ticket (May 2022), Drive Sober or Get Pulled Over (December 2021, August 2022), and Distracted Driving (April 2022).

Summary of FFY22 Activity:

The FFY22 MRS Grant Program provided funds to local police departments to participate in traffic safety elements aimed at reducing fatalities, injuries, and economic losses from motor vehicle crashes. The MRS grant was offered on a competitive basis, and of 351 communities across Massachusetts, 154 departments were selected. Grant recipients had option of funding to participating one or more of the five elements of the MRS program:

- Traffic Enforcement
- Traffic Equipment
- Pedestrian & Bicycle Safety Enforcement
- Pedestrian & Bicycle Safety Equipment
- Non-Enforcement Traffic Safety Activities

The first element, Traffic Enforcement, provided funding to conduct five High-Visibility Enforcement campaigns: Winter Impaired (Dec. 1-31, 2021), Distracted Driving (April 1-30, 2022), Click It Or Ticket (May 1-31, 2022), Speed (June 1-30, 2022) and Summer Impaired (Aug. 12 thru Sept. 15, 2022). The total number of stops (56,664) over these five campaigns resulted in over 60,000 citations and warnings.

FFY22 MRS Traffic Enforcement	
Traffic Stops	56,664
Speeding Citations	2,804
Speeding Warnings	16,764
OUI Arrests	114
Hands-Free Citations	2,492
Hands-Free Warnings	7,423
Safety Belt Citations	950
Child Safety Citations	54

The second element, Traffic Equipment, allowed for departments to purchase speed-related equipment. Through this option, 99 departments purchased hand-held radar and LiDAR units as well as speed signs and data recorders.

The third element of the MRS program, Pedestrian & Bicycle Safety Enforcement, provided funds for departments to conduct Pedestrian and Bicycle Safety enforcement activities over the months of October, November, February, March, and July, as well as the period from August 1 to September 15, 2022. The total number of stops (7,355) over these five campaigns resulted in over 7,521 citations, warnings, or educational stops with both motor vehicle operators and bicyclists.

FFY22 MRS Pedestrian & Bicycle Safety Enforcement	
Motor Vehicle Traffic Stops	7,355
Failure to Yield to Pedestrian in Crosswalk Citations	806
Failure to Yield to Pedestrian in Crosswalk Warnings	1,791
Failure to Stop at Red Light/Stop Sign Citations	102
Failure to Stop at Red Light/Stop Sign Warnings	841
Failure to Yield to Bicyclist Citations	27
Speeding Citations	188
Speeding Warnings	1,084
Pedestrian Stops	51
Pedestrian Citations	34
Pedestrian Warnings	81
Bicyclist Stops	58
Bicyclist Warnings	73

The fourth element, Pedestrian & Bicycle Safety Equipment, allowed 45 departments to order pedestrian and bicycle safety-related items. Bicycle helmets, bicycle lights, educational safety coloring books, educational pamphlets, and reflective vests or other reflective high-visibility gear for non-motorists were among the allowable items purchase by grant recipients.

The fifth and final element of the MRS program supplied funding to conduct overtime non-enforcement traffic safety activities. This also included officer recertification and training programs such as ARIDE, CPS technician, and Radar/LiDAR operator training, as well as registration fees for the Lifesavers national conference. In total, 54 departments selected this option. Non-enforcement activities conducted by these departments included bike rodeos, alcohol awareness classes, and educational initiatives aimed at teenagers.

During FFY22, many police departments were not able to do as much enforcement as hoped due to unforeseen factors such as retirements, injuries, or illness that occurred during mobilization period. This resulted in less money expended than expected over the campaign periods. For FFY23, OGR has decided to set the campaign budget for each recipient for the entire FFY rather than for each campaign. Doing so will help eliminate departments’ concerns about the loss of these vital funds if staffing issues arise during national mobilization periods. OGR is hopeful this adjustment will lead to more funds being utilized for campaign period enforcement in FFY23 compared to FFY22.

Allotted Funding: \$ 4,999,998.11
Expenditures: \$ 2,303,665.70
Fund Source(s): 402, 405h

Project Code: PT-22-07

Project Title: MSP Sustained Traffic Enforcement Program (STEP)

Synopsis of FFY22 HSP Planned Activity:

This project provides funds to MSP to deploy sustained and selective “zero tolerance” traffic enforcement overtime patrols through STEP. Funding will allow MSP to increase enforcement throughout the year instead of only during mobilization periods. A portion of funding will be used to repair, upgrade, and reinstall existing Automatic License Plate Reader (ALPR) units.

Summary of FFY22 Activity:

Funds were provided to MSP to deploy sustained and selective “zero tolerance” traffic enforcement overtime patrols to address impaired driving, occupant protection, distracted driving, and all motor vehicle driving violations. High-Visibility Enforcement (HVE) was also conducted to augment local police department efforts within the same general location. Partial funding allowed the MSP to purchase two Automated License Plate Reader Systems (*Cost: \$29,416 with installation*). These devices are crucial to removing drivers with suspended/revoked licenses for various offenses – including OUI – from the Commonwealth's roads.

FFY22 MSP STEP Activity	
Enforcement Hours	680
Total Citations	1,257
Speeding Citations	273
Speeding Warnings	363
Safety Belt Citations	109
CPS Citations	13
Hands-Free Law Citations	216

All STEP activity took place between November 2021 and September 2022 with an average of 68 hours of overtime enforcement occurring each month. The two months MSP conducted over 100 hours of enforcement activity (January, July) had total fatalities reported for the month lower than the traffic fatalities in the previous month.

Allotted Funding: \$ 204,592.00
Expenditures: \$ 102,319.81
Fund Source(s): 402, 405d

Project Code: PT-22-08

Project Title: Program Management – Police Training Services

Synopsis of FFY22 HSP Planned Activity:

Provide funding to support staff in managing police training services programming described in this section. Funding will cover travel, professional development expenses, conference fees, and office supplies.

Summary of FFY22 Activity:

Provided sufficient funding for staff to manage police training services programming and cover any travel, professional development expenses, conference fees, as well as postage and office supplies.

Allotted Funding: \$ 354,000.00
Expenditures: \$ 312,476.16
Fund Source(s): 402

Project Code: CP-22-01

Project Title: Community Traffic Safety Projects

Synopsis of FFY22 HSP Planned Activity:

Through a competitive grant process, funds will be awarded to non-profit organizations with a public purpose or local municipalities for educational, community-based efforts that will raise awareness of traffic safety. Areas of focus by selected recipients will include, but not be limited to, impaired driving, occupant protection, distracted driving, pedestrian/bicyclist safety, and/or local transportation safety equity.

Summary of FFY22 Activity:

Funding was provided to nine subrecipients (eight municipalities and one non-profit) through a competitive grant process. The funding was distributed to:

- Amherst Police Department for purchase of traffic signboard trailers to place on the UMass-Amherst campus to promote vehicle and pedestrian safety;
- Arlington Police Department for In-Control Driver training courses that were provided to elderly and young drivers in their community;
- Beverly Fire Department for purchase of car seats to distribute to community members when they attend car seat inspections and installations offered by Beverly Fire;
- Brockton Police Department to fund bicycle rodeo events, police bicycle ride events aimed at raising bicycle safety awareness among children, car seat inspection events;
- Gardner Police Department for purchase of impaired vision (drugs/alcohol) goggles to be utilized in presentations to young drivers in their town;

- Holliston Police Department for purchase of a solar powered speed display sign to raise awareness of danger of going too fast;
- In-Control Family Foundation to fund multiple school presentations aimed at educating high school students on safe driving where participants engaged in several safe driving exercises that highlighted importance of wearing seat belts, maintaining proper speeds and distance in traffic, and staying off the phone while behind the wheel;
- Revere Police Department for pedestrian crosswalk signs and bicycle safety coloring books that were handed out to children in the community; and
- Walpole Police Department to purchase bicycle safety coloring books for distribution at local school presentations on bicycle and pedestrian safety.

AAA was also selected for funding but withdrew from the program for unknown reasons. Overall, the Community Traffic Safety projects conducted in FFY22 were a success and helped raise traffic safety awareness among children, young and elderly drivers, bicyclists, and pedestrians.

For FFY23, OGR has renamed this project Community Traffic Safety Projects for Underserved Communities with focus on municipalities that have yet to participate in the MRS program.

Allotted Funding: \$ 275,000.00
Expenditures: \$ 73,595.71
Fund Source(s): 402

Project Code: CP-22-02

Project Title: Program Management – Community Traffic Safety Projects

Synopsis of FFY22 HSP Planned Activity:

Provide funding to support staff in managing community traffic safety programming described in this section. Funding will cover travel, professional development expenses, conference fees, and office supplies.

Summary of FFY22 Activity:

Provided sufficient funding for staff to manage community traffic safety programming and cover any travel, professional development expenses, conference fees, as well as postage and office supplies.

Allotted Funding: \$ 47,100.00
Expenditures: \$ 32,465.71
Fund Source(s): 402

Police Traffic Services – Expenditures Summary

Project Code	Project Title	Fund Source	Expenses Reported
PT-22-01	Municipal Police Training	402	\$ 46,159.71
PT-22-02	Law Enforcement Liaison	402	\$ 0
PT-22-03	MDAA TSRP	402, 405d	\$ 130,401.02
PT-22-04	MSP Law Enforcement Liaison	402	\$ 4,866.44
PT-22-05	MSP Young Drivers Education	N/A	\$ 13,007.34
PT-22-06	Municipal Road Safety	402, 405h	\$ 2,303,665.70
PT-22-07	MSP Sustained Traffic Enforcement Program	402, 405b	\$ 102,319.81
PT-22-08	Program Management – Police Training	402	\$ 312,476.16
		<i>PT Subtotal:</i>	<i>\$ 2,912,896.18</i>
CP-22-01	Community Traffic Safety Projects	402	\$ 73,595.71
CP-22-02	Program Management – Community TS	402	\$ 32,465.71
		<i>CP Subtotal:</i>	<i>\$ 106,061.42</i>

FFY22 Total: \$ 3,018,957.60

Planning & Administration

Problem Identification

This section covers the Planning and Administrative activities conducting during FFY22. Funding is used to support OGR staff for day-to-day operations and comply with all Federal and State regulations for all programming.

Planning & Administration Projects for FFY22

Project Code: PA-22-01

Project Title: Administration of Statewide Traffic Safety Program

Synopsis of FFY22 HSP Planned Activity:

Provide funding to support staff in administrating the FFY22 Statewide Traffic Safety Program as described in the FFY22 HSP. Funding will cover travel, professional development expenses, conference fees, and office supplies.

Summary of FFY22 Activity:

Funding was used to allow support staff to implement, monitor, and evaluate programs and projects detailed in the FFY22 HSP. Funding is also used for staff to produce the FFY21 Annual Report and FFY23 HSP, among other things.

Allotted Funding: \$ 1,562,651.46

Expenditures: \$ 336,356.97

Fund Source(s): 402

FFY22 Performance Targets, Results, and Analysis

In the FFY22 Highway Safety Plan, performance targets were provided by Massachusetts for 12 core performance measures and one non-core performance measure as required by NHTSA. The targets and results are as follows:

Code	Target Name	Performance Measure	FFY22 HSP Target	Current 5-year Average as of 12/31/21	Met Target as of 12/31/21?
C-1	Traffic Fatalities	5-yr avg.	340	360	No
C-2	Serious Injuries	5-yr avg.	2,504	2,625	No
C-3	Fatalities per 100M VMT	5-yr avg.	0.56	0.59	No
C-4	Unrestrained Occupant Fatalities	5-yr avg.	102	112	No
C-5	Alcohol-Impaired Driving Fatalities (BAC= .08+)	5-yr avg.	110	117	No
C-6	Speed-Related Fatalities	5-yr avg.	90	93	No
C-7	Motorcyclist Fatalities	5-yr avg.	50	58	No
C-8	Unhelmeted Motorcyclist Fatalities	5-yr avg.	3	3	Yes
C-9	Drivers Age 20 or Younger Involved in Fatal Crash	5-yr avg.	34	35	No
C-10	Pedestrian Fatalities	5-yr avg.	68	71	No
C-11	Bicyclist Fatalities	5-yr avg.	7	7	Yes
B-1	Observed Seat Belt Usage Rate	5-yr avg.	81	79	No
NC-1	Distraction-Affected Fatal Crashes	5-yr avg.	29	36	No

In the chart above, the five-year average for performance targets is provided. Since all the measures set in the FFY22 HSP have an end date of December 31, 2022, these measures are considered ‘in progress’ regardless of whether the measure has met or exceeded the FFY22 HSP targets. As of December 31, 2022, two performance measures have already met or surpassed the target set in the FFY22 HSP:

- Unhelmeted Motorcyclist Fatalities
- Bicyclist Fatalities

While the low number of performance measures meeting FFY22 targets as of December 31, 2021 is troublesome, the projected five-year averages for 2018 – 2022 for several measures are showing positive outcomes. The chart below shows the estimated value for each measure in 2022 and the projected five-year average for those measure if the values were to occur.

Performance Measures	Projected	Five-Year Average	
	2022 Value	2017-2021	2018-2022
Traffic Fatalities	426	360	375
Serious Injuries	2,743	2,625	2,659
Fatalities Per 100 Million Vehicle Miles Driven	0.68	0.59	0.62
Unrestrained Motor Vehicle Fatalities	98	112	105
Alcohol-Impaired Driving Fatalities (BAC=.08+)	58	117	104
Speeding-Related Fatalities	54	93	83
Motorcyclist Fatalities	61	58	60
Unhelmeted Motorcyclist Fatalities	1	3	3
Young Drivers Involved in Fatal Crashes (Under 21)	62	35	40
Pedestrian Fatalities (C-10)	97	71	76
Bicyclist and Other Cyclist Fatalities (C-11)	8	7	6
Distraction-Affected Fatal Crashes	44	36	39

Based on the projected five-year average for 2022, Massachusetts would see four measures – alcohol impaired driving fatalities, speeding fatalities, unhelmeted motorcyclist fatalities, and bicyclist fatalities – meet or drop below their respective target set for December 31, 2022.

OGR-HSD is confident activities conducted throughout FFY22 and the first quarter of FFY23 will result in the projected values of those four measures to become a reality.

This section will cover an assessment of each performance measure and comments on how Massachusetts will adjust its upcoming FFY24 HSP to meet future performance targets. Each performance measures graph will have a burnt orange dotted line representing the linear trendline for the five years.

Fatality data for 2017 through 2021 came from NHTSA’s Fatality Analysis Reporting System (FARS) and MassDOT’s IMPACT Crash Portal. It must be noted that 2021 fatality data is preliminary. The 2021 numbers are expected to be finalized by NHTSA during the second or third quarter of 2023.

Seat Belt Usage values come from the annual Statewide Safety Belt Observation Survey conducted in June each year to gauge the level of seat belt usage across the Commonwealth.

MassDOT provided Vehicle Miles Traveled (VMT) for 2021. The estimated VMT for 2021 was 571,030,000 million, a 6.3% rise from 2020. This increase resulted from the removal of travel restriction and lockdowns put in place during 2020 as a response to the COVID-19 pandemic, allowing Massachusetts residents to move freely once again across the Commonwealth. MassDOT expects VMT to continue rising in the coming years as activity returns to and exceeds pre-pandemic levels.

MassDOT also provided Distracted-Affected Fatal Crashes through the RMV.

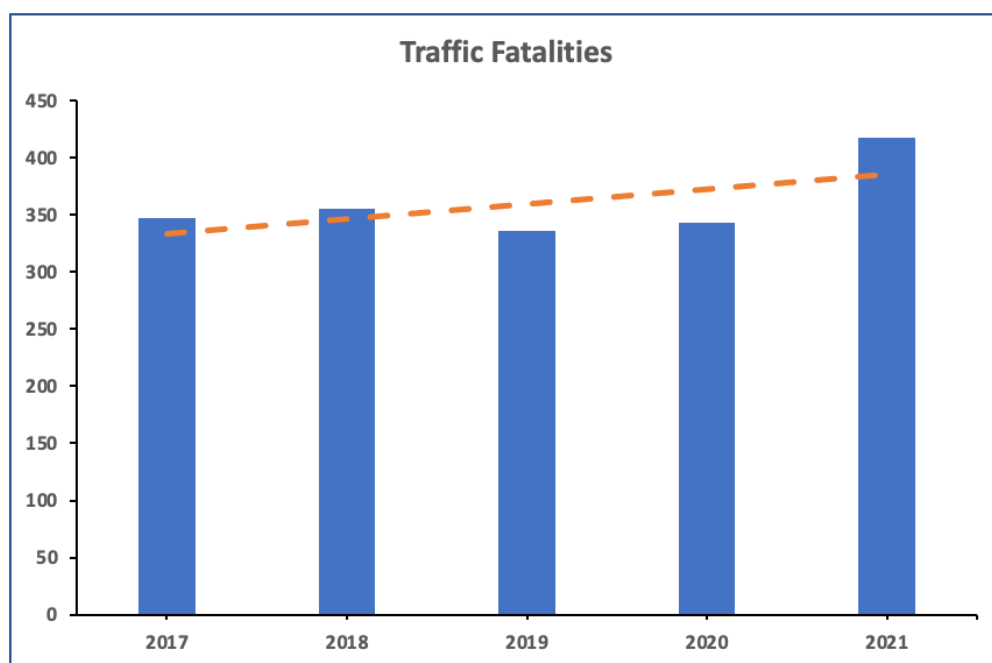
C-1: Traffic Fatalities

FFY22 Target:

Reduce motor vehicle-related fatalities by 4% in the five-year average from 354 in 2020 to 340 by December 31, 2022.

Performance as of December 31, 2021:

Based on preliminary data, the five-year average for traffic fatalities from 2017-2021 was 360, which is 5.5% higher than the desired target of 340.



Source: FARS, IMPACT

Analysis

In 2021, traffic fatalities increased 21.9% to 418 from 343 in 2020, marking a second straight year in which fatalities rose. Looking ahead, preliminary data reported by MassDOT (as of October 31, 2022) has fatalities at 355 with two months remaining in the calendar year. At the same date in 2021, Massachusetts reported 335 traffic fatalities. With reported fatalities higher in 2022 than 2021 at the same time, it is likely final fatality totals for calendar year 2022 will be equal to or higher than 2021.

For FFY23 and FFY24, OGR will continue to improve and enhance enforcement programs to help reduce unsafe driving behaviors on the roadways, focusing on the counties of Bristol, Hampden, Middlesex, and Worcester. These four counties accounted for over half of all fatalities reported over the past three federal fiscal years (2020 – 2022). OGR will also increase pedestrian and bicyclist enforcement activity and supporting social media awareness campaigns to stem the recent rise in non-motorist fatalities on the roadways.

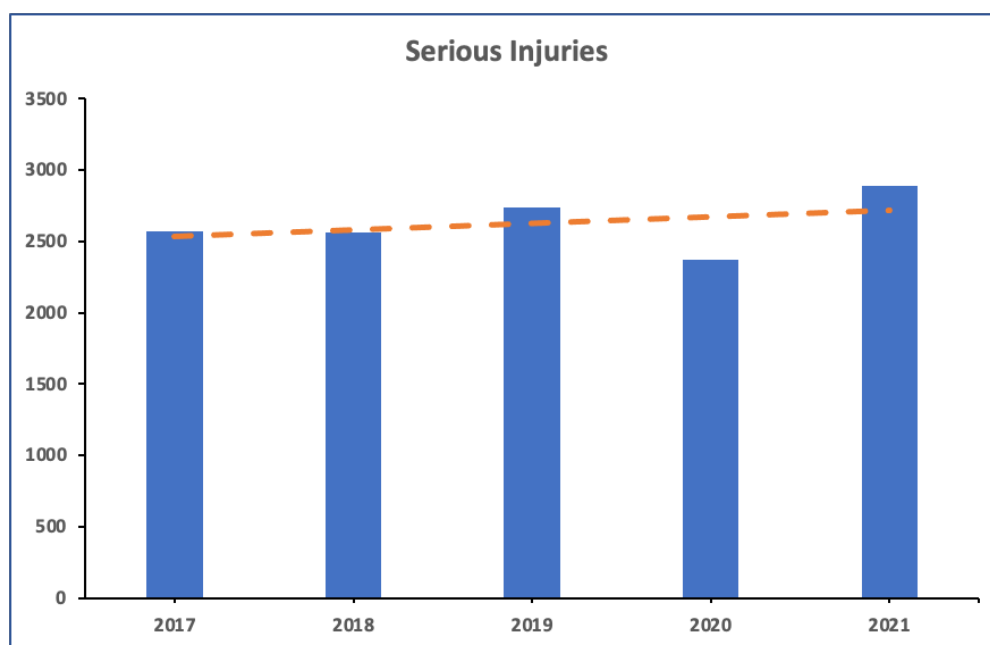
C-2: Serious Injuries

FFY22 Target:

Reduce motor vehicle-related serious injuries by 5.2% from the five-year average of 2,641 in 2020 to 2,504 by December 31, 2022.

Performance as of December 31, 2021:

Based on preliminary state crash injury data as of December 31, 2022, the five-year average for serious injuries was 2,625. This number is 4.6% higher than the desired target of 2,504.



Source: IMPACT

Analysis:

In 2021, serious injuries increased 21.8% to 2,887 from 2,371 in 2020. This was the first time since 2016 that serious injuries rose compared to the previous year. Preliminary data (as of October 31, 2022) shows total serious injuries at 2,286, which is 4% lower than the 2,375 reported at the same time in 2021. With only a couple months left in 2022, OGR is optimistic total serious injuries will be less than the total for 2021.

With declining five-year averages for unrestrained motor vehicle occupant fatalities and speed-related fatalities, it appears drivers and passengers are becoming more serious about safety when on the roadways. Coupled with advances in automobile safety technology such as automatic braking systems, improved airbags, and lane departure warnings, the chances surviving a collision with minimal or no injuries, increased safety awareness among motor vehicles occupants will translate into fewer serious injuries in the coming years.

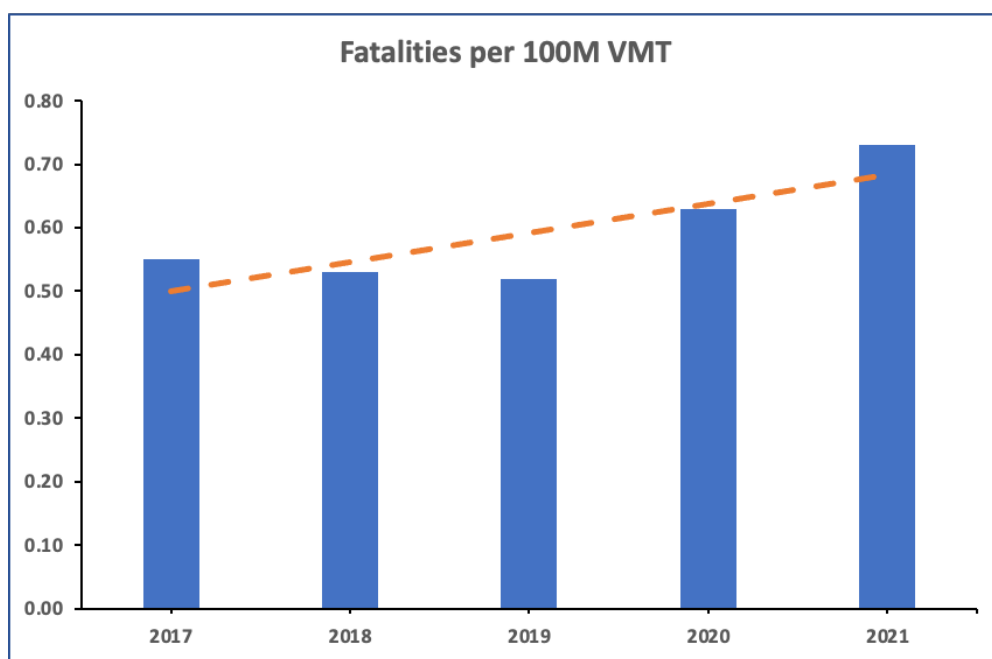
C-3: Fatalities per 100M VMT (Fatality Rate)

FFY22 Target:

Reduce fatality/VMT rate by 1.8% from the five-year average of 0.57 in 2020 to 0.56 by December 31, 2022.

Performance as of December 31, 2021:

Based upon preliminary 2021 VMT numbers provided by MassDOT, the five-year average for fatalities per 100M VMT was 0.59, which is 5.4% higher than the desired target.



Source: FARS, IMPACT

Analysis:

Preliminary VMT for 2021 is 571,030,000, which would be a 6.3% increase from 2020. This is a result of COVID-19 restrictions being removed, allowing people to return to regular pre-pandemic activities, which in turn lead to more cars on the roadways. For 2021, the fatalities per VMT was 16% higher at 0.73 compared to 0.63 in 2020. The increase in fatality rate was a result of a much higher fatality count than usual – the previous 10 years (2011-2020) had an average fatality count of 357 – along with VMT that was lower than pre-COVID levels. In 2019, VMT was 648,900,000, which was 14% higher than in 2021.

Despite the increase in fatality rate, OGR is optimistic the rate will fall in coming years as VMT returns to levels seen prior to the pandemic. For 2022, MassDOT estimates VMT to be over 622,000,000, which would be nearly 10% higher than in 2021. If projected 2022 value of 357 holds, the fatality rate would be lower than in 2021 at 0.57. If OGR is able to restart media awareness programs in FFY23, OGR expects the number of fatalities to be lower going forward, leading to an even lower fatality rate.

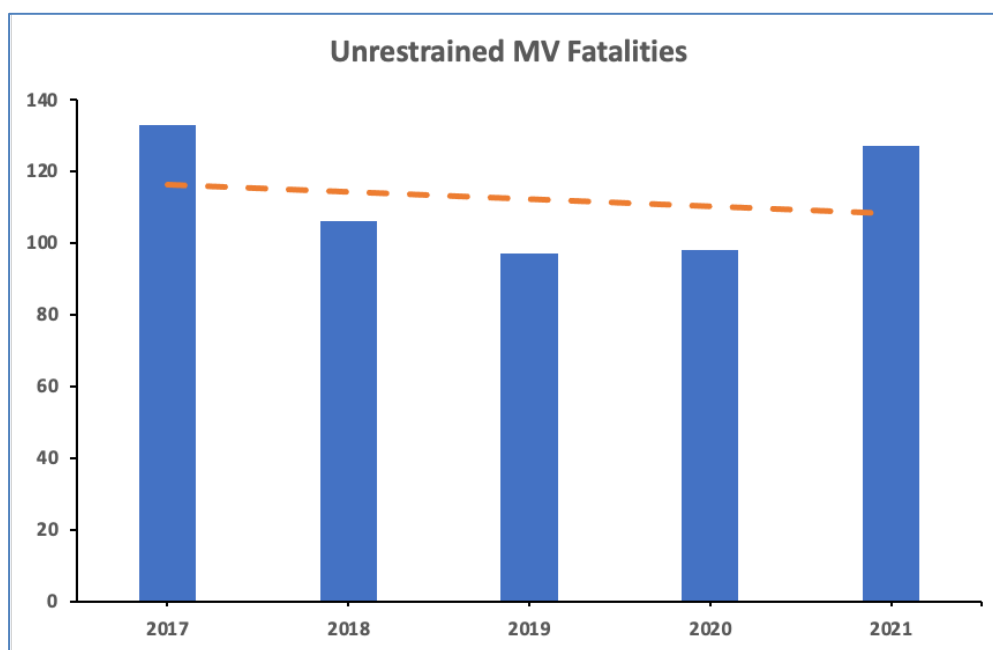
C-4: Unrestrained Passenger Vehicle Occupant Fatalities

FFY22 Target:

Decrease unrestrained passenger vehicle occupant fatalities by 4% from the five-year average of 106 in 2020 to 102 by December 31, 2022.

Performance as of December 31, 2021:

Based upon preliminary 2021 data, the five-year average for unrestrained occupant fatalities was 112, which is 9.1% higher than the desired target.



Source: FARS, IMPACT

Analysis:

In 2021, unrestrained motor vehicle fatalities were 30% higher than in 2020, rising to 127 from 98. The rise in unrestrained deaths is likely a result of COVID restrictions being lifted, leading to more people driving and riding on the roadways compared to 2020. Preliminary data (as of October 31, 2022) reports unrestrained fatalities at 82, which is nearly 15% lower than the 96 deaths reported at the same time in 2020. In light of this, OGR is optimistic unrestrained fatalities will be less than the 127 reported in 2020 and will lead to a lower five-year average for 2018-2022.

For FFY23 and FFY24, OGR hopes to increase the participation of local and State police in the May CIOT mobilization. With more law enforcement involved in occupant protection awareness patrols, more drivers and passengers will be educated on the utmost importance of wearing a seat belt. OGR will also work with MSP to conduct more overtime patrol hours, up from the 3,350 hours reported in May 2021. The combination of local and MSP conducting more CIOT enforcement along with supportive messaging on social media will hopefully lead to fewer unrestrained fatalities in 2023 onwards compared to 2022.

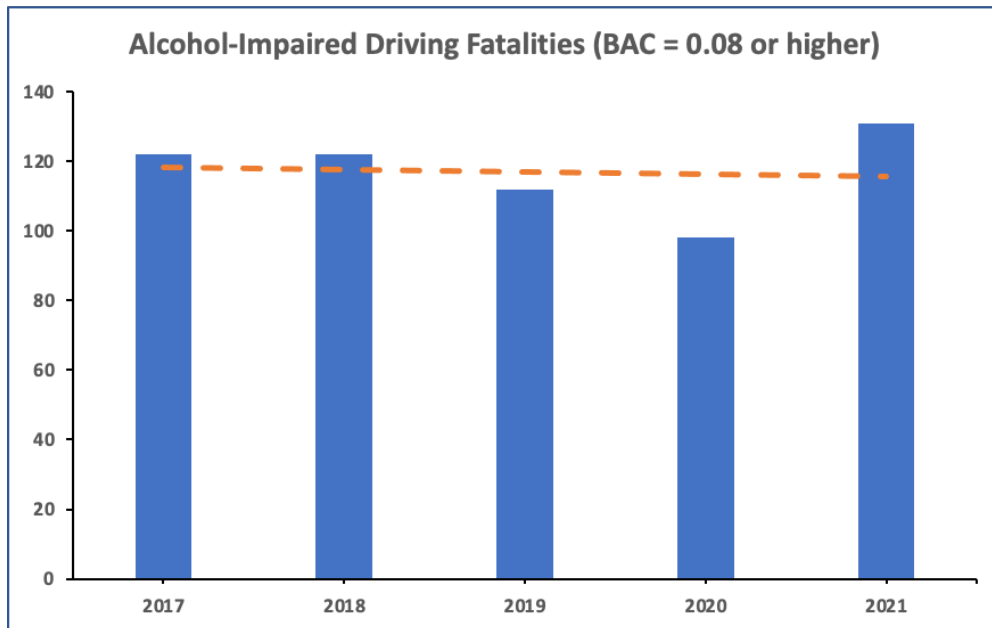
C-5: Alcohol-Impaired (BAC = .08 or higher) Driving Fatalities

FFY22 Target:

Decrease alcohol-impaired driving fatalities by 3% from the five-year average of 113 in 2020 to 110 by December 31, 2022.

Performance as of December 31, 2021:

Based upon preliminary 2021 data, the five-year average for alcohol-impaired driving fatalities was 117, which is 6% higher than the desired target.



Source: FARS, IMPACT

Analysis:

After declining in 2020, alcohol-impaired driving fatalities rose to 131 in 2021 – a more than 30% increase from 98 in the previous year. Preliminary data for 2022 (as of October 31, 2022) reports 48 alcohol-impaired fatalities, whereas, at the same time in 2021, the number of fatalities was 107. While this seems optimistic, it must be noted that in the 2021 Annual Report, the preliminary number of alcohol-impaired fatalities (as of December 8, 2021) was 46. The process involved in determining alcohol-involvement in a fatal crash takes time in Massachusetts – to ensure proper designation for data submission – and the more accurate numbers are not known until the following year.

For FFY23 and FFY24, OGR expects the increased funding for ABCC programs (Compliance Checks, SIP) will result in more liquor establishments being checked, more awareness among businesses of the dangers – both financial and physical – of providing alcohol to underage and inebriated patrons. ABCC’s activity, along with the participation of local and State police in both Winter and Summer Impaired Driving mobilizations, will further reduce alcohol-impaired driving fatalities going forward.

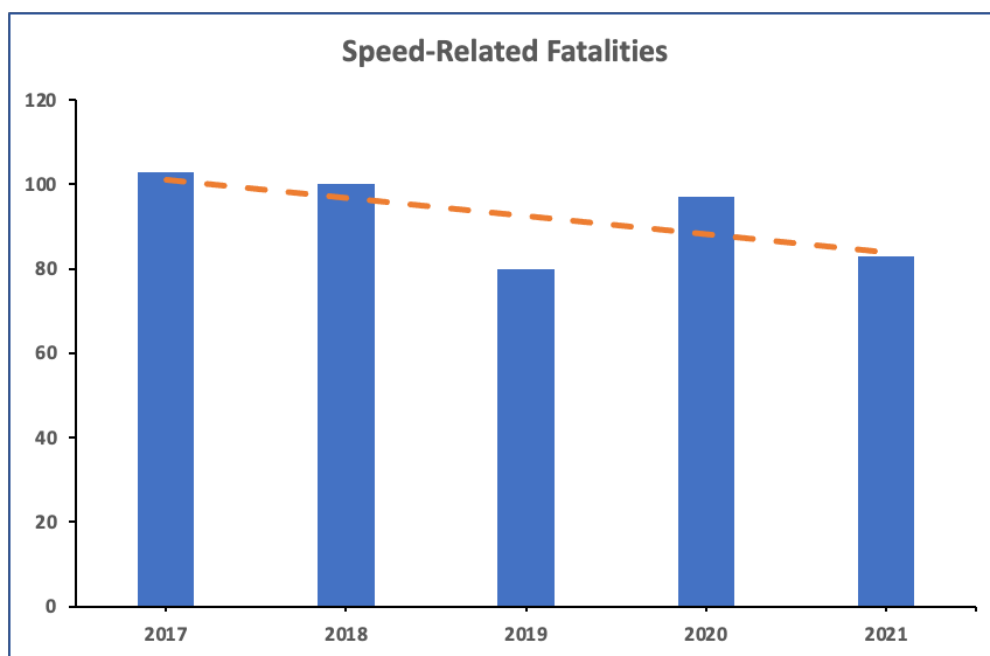
C-6: Speed-Related Fatalities

FFY22 Target:

Decrease speed-related fatalities by 5% from the five-year average of 95 in 2020 to 90 by December 31, 2022.

Performance as of December 31, 2021:

Based upon preliminary 2021 data, the five-year average for speed-related fatalities was 93, which is 2.8% higher than the desired target.



Source: FARS, IMPACT

Analysis:

Speed-related fatalities declined 14% in 2021, falling from 97 in 2020 to 83. Preliminary data (as of October 31, 2022) reports 45 speed-related fatalities. On the same date in 2021, there were 66 speed-related fatalities – nearly 30% higher than in 2022. OGR is optimistic the final speed-related fatality number will be lower than 2021, which hopefully signals the start of a downward trend as the trendline predicts.

During the first nine months of 2022, State and local police departments have issued over 128,000 violations to drivers for speeding (90§17). During the same period in 2021, the number of violations issued were 113,681. OGR is confident that the uptick in speeding violations will lead to lower speed-related fatalities as drivers are more cautious to avoid getting pulled over. Aside from the increased number of speeding violations issued, the reestablishment of a speed mobilization in FFY22 has already shown an impact on speed-related fatalities. OGR believes the continuation of this mobilization in FFY23 and FFY24 will further reduce speed-related deaths on the roads of Massachusetts in coming years.

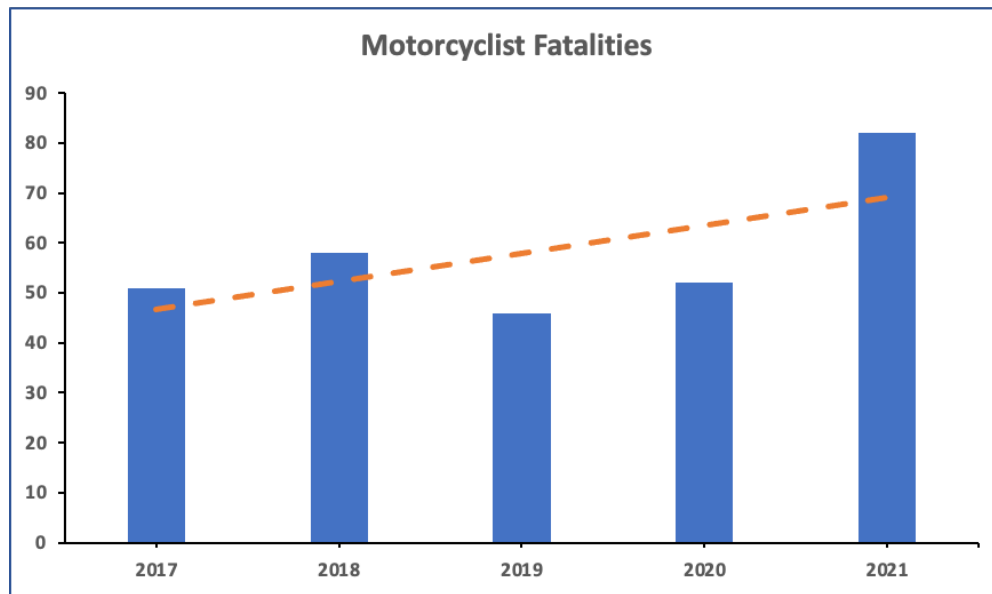
C-7: Motorcyclist Fatalities

FFY22 Target:

Decrease motorcyclist fatalities 4% from the five-year average of 52 in 2020 to 50 by December 31, 2022.

Performance as of December 31, 2021:

Based upon preliminary 2021 data, the five-year average for motorcyclist fatalities was 58, which is 13.5% higher than the desired target.



Source: FARS, IMPACT

Analysis:

Motorcyclist fatalities rose for the second straight year, rising from 52 in 2020 to 82 in 2021. Preliminary data (as of October 31, 2022) revealed 51 motorcyclist fatalities, which is over 30% lower than the 76 fatalities reported on the same date in 2021. OGR is cautiously optimistic the downturn in fatalities is the beginning of a trend in lower motorcyclist fatalities for the coming years.

For FFY23 and FFY24, OGR will collaborate with RMV to promote the Motorcycle Safety Training Program, which is responsible for rider training classes across the state. In FFY21 and FFY22, funding to this program was curtailed, as was paid media messaging regarding motorcycle safety. OGR is hopeful that media awareness campaigns to be implemented in support of traffic safety initiatives including motorcycle safety during calendar year 2023. Throughout FFY21 and FFY22, awareness campaigns had been mostly conducted via social media (Facebook, Instagram, Twitter). While this has been largely successful in raising awareness of motorcycle safety, OGR believes paid media will provide a way to reach an even larger audience and help lower fatalities in 2023 and onward.

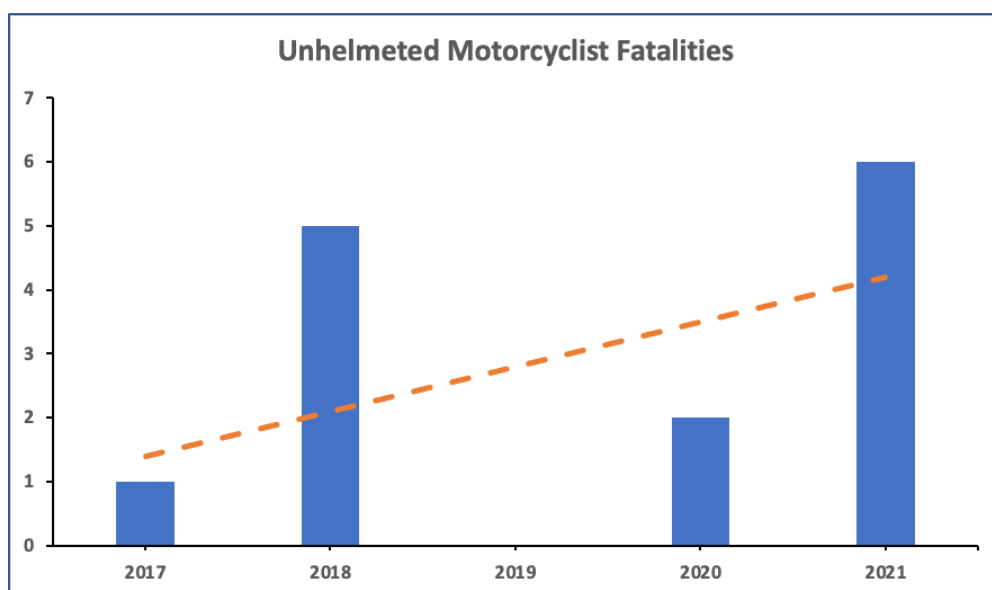
C-8: Unhelmeted Motorcyclist Fatalities

FFY22 Target:

Decrease unhelmeted motorcyclist fatalities 25% from the five-year average of four in 2020 to three by December 31, 2022.

Performance as of December 31, 2021:

Based on preliminary 2021 data, the five-year average of unhelmeted motorcyclist fatalities was three, which is in line with the desired target of three.



Source: FARS, IMPACT

Analysis:

After dropping to zero in 2019, unhelmeted motorcyclist fatalities rose to two in 2020, then to six in 2021. Preliminary data (as of October 31, 2022) shows there has been one unhelmeted fatality in Massachusetts, which is much lower than the six unhelmeted deaths reported on the same date in 2021. OGR is optimistic the number of fatalities in 2021 was an outlier and unhelmeted fatalities would remain at or near zero in the coming years.

Massachusetts has a primary law that requires all motorcycle riders (drivers and passengers alike) to wear a helmet. The first offense is a \$35 fine and an insurance surcharge for six to seven years. Subsequent violations result in higher penalties and more years of insurance surcharges. The law appears to be working as unhelmeted fatalities have averaged three fatalities per year since its introduction in 2016.

To further impress motorcyclists to wear helmets, OGR will work with RMV in FFY23 and FFY24 to continue promoting motorcyclist safety messaging through social media channels such as Facebook, Twitter, and LinkedIn. OGR plans to resume paid media initiatives in 2023 onwards.

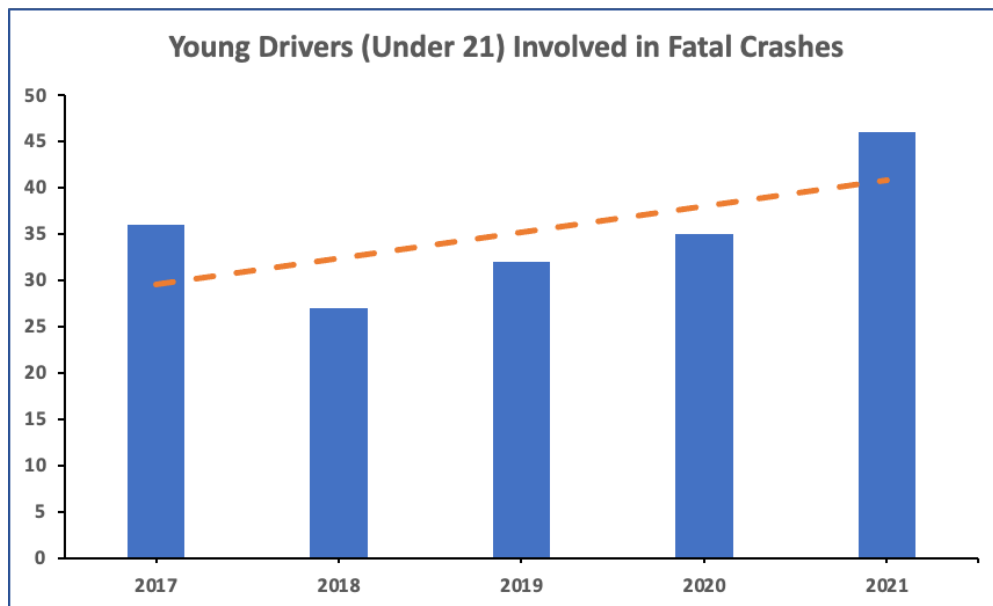
C-9: Young Drivers (Age 20 or Younger) Involved in a Fatal Crash

FFY22 Target:

Decrease the number of young drivers (age 20 or under) involved in fatal crashes by 5% from the five-year average of 36 in 2020 to 34 by December 31, 2022.

Performance as of December 31, 2021:

Based on preliminary 2021 data, the five-year average of drivers under 21 involved in a fatal crash was 35, which is slightly higher than the desired target.



Source: FARS, IMPACT

Analysis:

In 2021, drivers under 21 years of age involved in a fatal crash rose for the fourth consecutive year, increasing 20% from 35 in 2020 to 46. Preliminary data (as of October 31, 2022) finds 52 drivers under 21 years of age involved in a fatal crash, already surpassing the total for 2021 with two months left in the calendar year. Despite the five-year average for 2017 – 2021 within reach of the FFY22 HSP target of 34, the rise in drivers involved for 2022 will unfortunately push the five-year average higher than 34.

To counter this expected increase in young drivers involved in a fatal crash, OGR has increased the funding level for MSP’s Young Drivers Education program in FFY23 and also in FFY24. With increased funding, MSP plans to conduct at least 20 demonstrations of the Rollover Simulator and SIDNE vehicle at local high schools across Massachusetts. The increase in demonstrations by State Police will lead to more interactions with young drivers focused on the dangers of speeding and impaired driving – both which are major factors in fatal crashes.

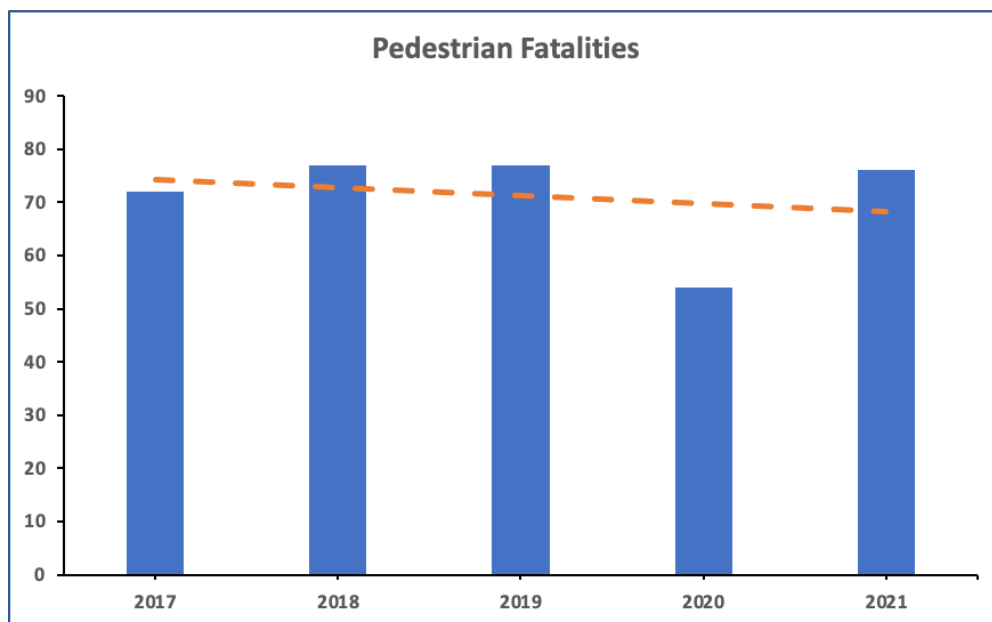
C-10: Pedestrian Fatalities

FFY22 Target:

Decrease pedestrian fatalities by 3% from the five-year average of 71 in 2020 to a five-year average of 68 by December 31, 2022.

Performance as of December 31, 2021:

Based on preliminary 2021 data, the five-year average of pedestrian fatalities was 71, which is 4.5% higher than the desired target.



Source: FARS, IMPACT

Analysis:

Pedestrian fatalities rose in 2021 to 76 after seeing an all-time low of 52 deaths during the pandemic year of 2020. Despite the 40% year-over-year increase, the five-year average (2017 – 2021) was 71, well below the five-year average for the prior five years (2012 – 2016) of 78.

Preliminary data (as of October 31, 2022) has pedestrian fatalities at 81 with two months left in the calendar year. At the same time in 2021, there were 62 pedestrian fatalities reported. With deaths already surpassing 2021’s total, unfortunately, it appears the five-year average target for 2022 will not be achieved.

Given that a majority of pedestrian fatalities are age 45 or older, OGR plans to conduct outreach with MRS grantees in FFY23 and FFY24 to engage in more enforcement patrols near high-density older adult locations such as senior citizens center and 55+ housing developments.

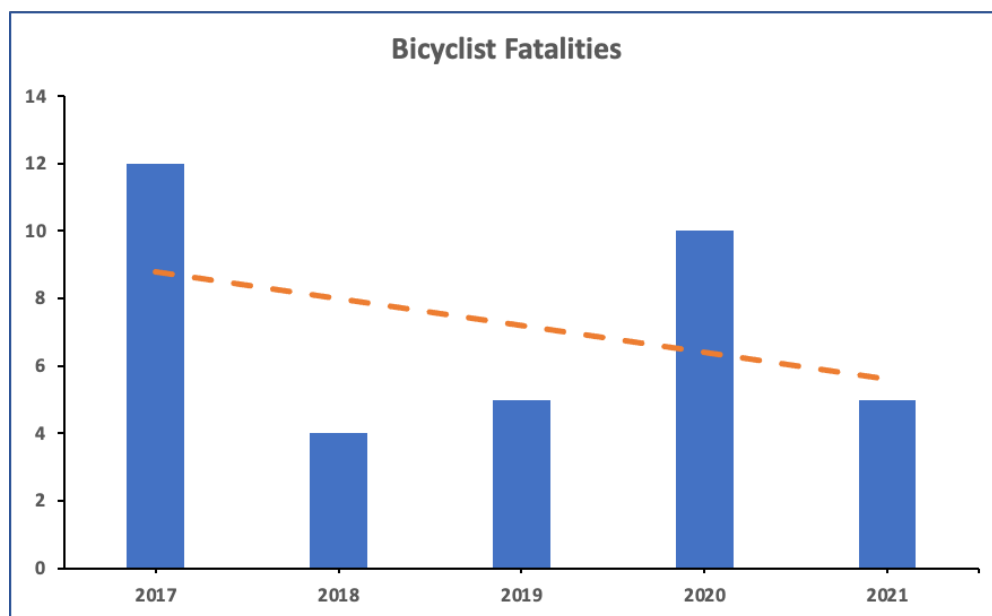
C-11: Bicyclist Fatalities

FFY22 Target:

Decrease bicyclist fatalities 10% from the five-year average of eight in 2020 to seven by December 31, 2022.

Performance as of December 31, 2021:

Based on preliminary 2021 data, the five-year average of bicyclist fatalities was 10, which is 2.8% higher than the desired target.



Source: FARS, IMPACT

Analysis:

In 2021, bicyclist deaths declined 50%, from 10 in 2020 to five. Despite the unfortunate rise in fatalities, the trendline still projects a reduction in bicyclist fatalities over the coming years. Preliminary data (as of October 31, 2022) reveals seven bicyclist fatalities in Massachusetts compared to four deaths reported for the same time in 2021. After seeing a substantial reduction in deaths for 2021, it appears bicyclist fatalities are moving in the wrong direction for 2022.

For FFY23 and FFY24, OGR hopes to expand the number of subrecipients of the MRS grant conducting pedestrian and bicyclist enforcement activities as well as increase expenditures on non-traffic enforcement equipment such as crosswalk signage, reflectors, and bicycle helmets.

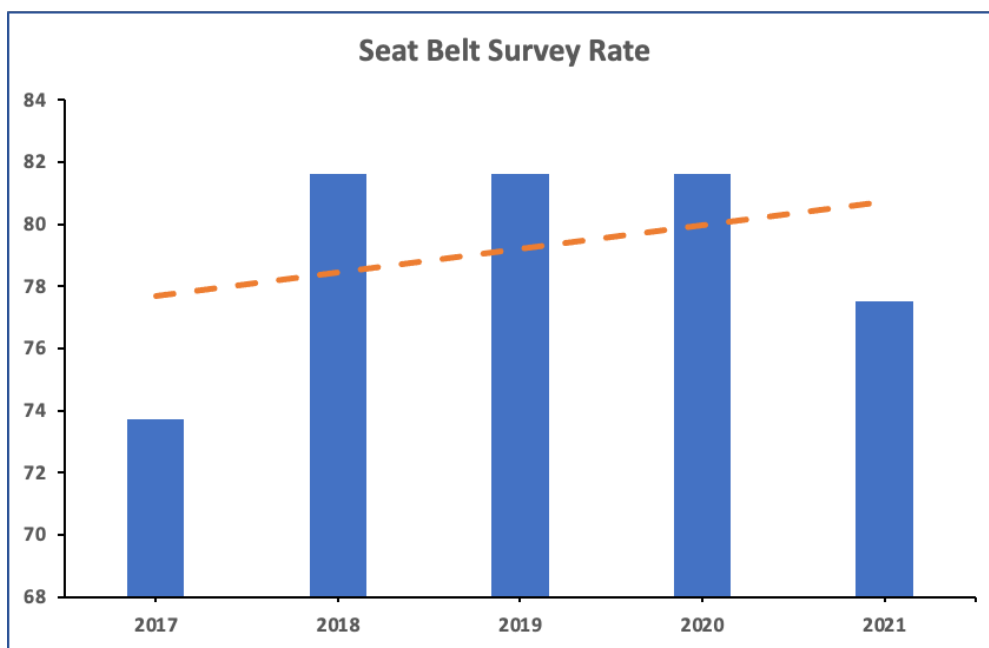
B-1: Observed Seat Belt Use (Passenger Vehicles – Front Seat only)

FFY21 Target:

Increase the observed seat belt use rate by 4% from the five-year average of 78 in 2020 to a five-year average of 81 by December 31, 2022.

Performance as of September 30, 2021:

The observed seat belt rate in 2021 was 77.5 resulting in a five-year average 79, which is 2.3% lower than the desired target.



Source: Annual Statewide Seat Belt Observational Survey

Analysis:

Between June 1 and June 30, 2022, the Annual Statewide Seat Belt Observation Survey was conducted across 147 sites in Massachusetts. The resulting weighted usage rate was 77%, down from 77.5% reported in 2021. Despite the slight decline in usage rate, the five-year average (2018 – 2022) increased to 80 from 79, just shy of the targeted five-year average of 81.

For FFY23 and FFY24, OGR will seek to involve more local police in the CIOT enforcement mobilization period in May as well as provide more funding to State police to increase the number of overtime hours focused on occupant protection. Furthermore, as mentioned previously, OGR is hopeful paid media awareness campaigns will restart in FFY23. The use of paid media in support of occupant protection enforcement efforts by State and local police will help increase seat belt usage awareness and consequently, the annual seat belt usage rate.

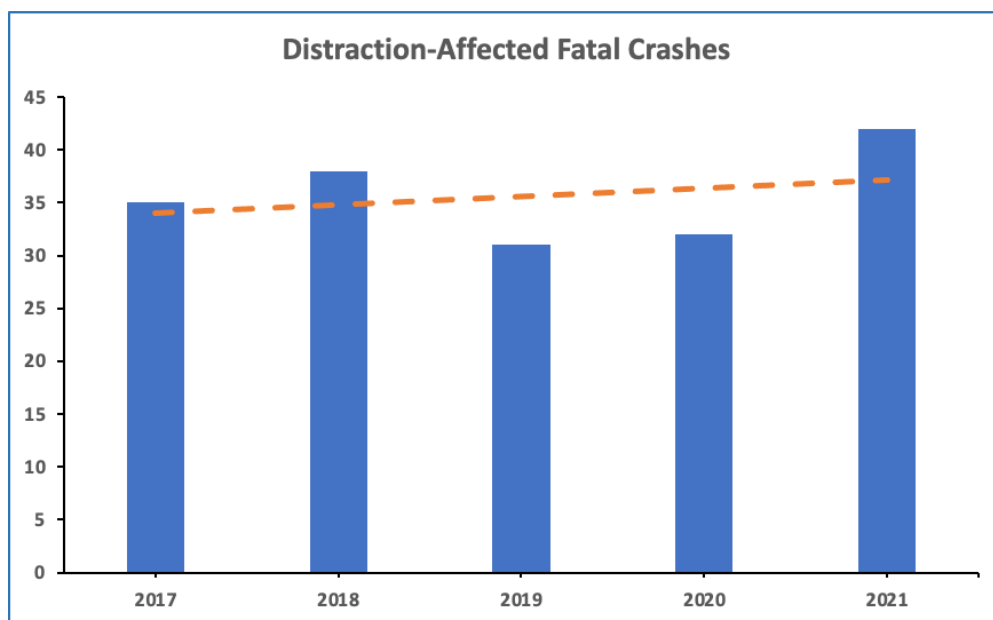
NC-1: Distraction-Affected Fatal Crashes

FFY22 Target:

Decrease the five-year average of distraction-affected fatal crashes 6% from 31 in 2020 to 29 by December 31, 2022

Performance as of December 31, 2021:

Based on preliminary 2021 data, the five-year average of distraction-affected fatal crashes was 36, which is 18.5% higher than the desired target.



Source: FARS, IMPACT

Analysis:

Distraction-affected fatal crashes are notoriously difficult to determine with accuracy. Individuals involved in a collision may not be inclined to mention distractions, especially looking at a phone, when interviewed by police officers, and obtaining cell phone records can be time-consuming and expensive. With the exception of a driver’s admission, determining distracted behavior in a crash is very difficult.

Preliminary data (as of October 31, 2022) finds that nine distraction-affected fatal crashes took place, which is significantly lower than what was reported in 2021. Despite this promising decline, it must be noted the actual distraction-affected crash number will not be finalized until latter part of 2023.

For FFY23, OGR hopes to resume media awareness programs that have previously been on hold due to limited funding. Any messaging will be aimed at adults between the age of 25 – 45, which make up the majority of drivers found distracted in a crash, with emphasis on keeping eyes on the road and not the cell phone. The same approach is planned for FFY24 in a concerted effort to bring down the number of distracted drivers from 2021’s number.

Traffic Records Performance Targets for FFY22 Review

Performance Target #1:

Decrease the percentage of crash reports submitted by MSP with invalid or incomplete entries in Accepted with Warning (AWW) fields (utilizing criteria by RMV with Crash Data System data in UMassSafe Data Warehouse) from 3.7% as of 8/31/19 to 2.78% by December 31, 2022. Provide mid-project progress toward the target as of May 31, 2021.

Results: *The project did not meet its performance target. Despite a problem with the UMassSafe Data Warehouse, OGR was able to determine the proportion of analyzed fields with incomplete or invalid data remained relatively consistent between the benchmark time and project conclusion. However future gains are expected when more MSP troopers and cadets are trained. All project deliverables to enhance MSP's crash reporting training curriculum were successfully completed.*

Performance Target #2:

Exceed the January to December 2020 benchmarks for the RMV FARS Unit - for the timeliness, completeness, and quality - by 1% for January to December 2021.

Results: *The project did not meet its performance target. The January to October 2020 benchmarks were 86.94% for timeliness, 83.77% for completeness, and 79.87% for overall case quality. The January to October 2021 benchmarks were 86.11% for timeliness, 86.33% for completeness, and 75.34% for overall case quality.*

Performance Target #3:

By June 30, 2022, DCJIS will install approximately 170 mobile printers for police vehicles and provide related training at an estimated 20 departments new to MACCS.

Results: This project exceeded its performance target, installing 324 printers at 41 police departments by June 30, 2022.

Performance Target #4:

Increase the number of Massachusetts driver records integrated with Massachusetts crash and injury surveillance (hospital case mix) data from 38,000 from July 1, 2021, to 152,000 by September 30, 2022.

Results: *The project surpassed its performance target, as 153,062 Massachusetts driver records were integrated with FY16 - 18 Massachusetts crash and injury surveillance (hospital case mix) data. The Massachusetts DPH also reduced the project length to June 30, 2022.*

Performance Target #5:

A completeness/validity measurement of the field 'cited' in CDS driver data will be improved by 20% from a baseline of 36.9% (64,241/173,957 drivers) for 1/1/20- 12/31/20 to 44.3% for July 1, 2021, to June 30, 2022.

Results: *This project didn't meet its performance target due to an administrative challenge surrounding the hiring of a proposed clerk at RMV that resulted in the cancellation of the project before activity could begin.*

Performance Target #6:

Increase the number of ambulance trip records successfully transmitted to the NEMSIS national repository from the Massachusetts Ambulance Trip Record Information System (MATRIS) from 0 as of March 31, 2021, to **800,000** by March 1, 2022.

Results: *This project was cancelled before activity began and thus did not meet the performance goal.*

Performance Target #7:

Increase the number of trauma centers and community hospitals submitting mandatory trauma reporting to the new trauma registry within 90 days of quarter closure from 0 as of March 31, 2021, to 20 by March 31, 2022.

Results: *This project was cancelled before activity began and thus did not meet the performance goal.*

Performance Target #8:

Increase BPD electronic crash reporting to the CDS from an estimated 7% rate as of July 1, 2020, to 70% or more by June 30, 2021.

Results: *This project was not able to meet its original performance target. After the project started the target was revised to reflect that BPD had only ever been paper reporting. The new goal became to increase the percentage of electronic crash reporting by the BPD to the CDS from 5.8% via paper reporting as of April 2021 to 70% via electronic reporting by December 31, 2021. In December 2021 BPD began limited electronic reporting and the exact rate is still to be determined.*

Performance Target #9:

Enhance MSP location data reported to CDS by improving the latitude and longitude data accuracy within 75 feet for 42.5% of fatal crashes during 2019 and 2020, to being accurate within 75 ft. for 70% of fatal crashes by September 20, 2022.

Results: *This project was cancelled before activity began as MSP was unable to secure in time from US DOT the necessary Buy America Act Waiver. Thus, the project did not meet the performance goal.*

Performance Target #10:

Based on input from major traffic records stakeholders including those on the Massachusetts Traffic Records Coordinating Committee, by June 30, 2022, the MRB will develop a detailed assessment document summarizing the stakeholders' current citation data uses and needs as well as desired capabilities for the proposed citation data portal.

Results: *The project didn't meet its performance target date, but did complete a detailed assessment document summarizing the stakeholders' current citation data uses and needs as well as desired capabilities for the proposed citation data portal by July 31, 2022.*

Performance Target #11:

Decrease the rate in which occupant coded fields (protective system, sex, transported by, injury severity, ejected) are left empty in police crash reports queried within MassDOT's crash data portal, IMPACT, by 20% (2.23 relative percentage points) from 11.15% (62,369/621,595) in the period of January through June 2021 to 8.92% between April and June 2023.

Results: *The project began in April 2022 and is still working toward its performance target.*

Performance Target #12:

Increase the number of linked crash-acute hospital case mix records held by MA CRISS in which the injury severity field is assessed for accuracy, completeness, and uniformity from 0 as of August 1, 2022, to 40,000 by June 30, 2023.

Results: *The project surpassed its performance target by assessing the accuracy of injury status codes in crash data in 77,498 linked MA CRISS records (2018-2019) and the completeness and uniformity in 878,381 unlinked crash records (2018-2020) by September 30, 2022.*

Performance Target #13:

Between July 1, 2022, and June 30, 2023, DCJIS will install approximately 400 mobile printers for police vehicles and provide associated training for an estimated 36 departments new to MACCS.

Results: *This project began in June 2022 and is still working toward its performance target.*

Five-Year Data on Massachusetts Fatality Measures & Fund Activities

The crash data presented below for 2017 through 2021 is primarily from two sources: FARS and MassDOT IMPACT database. All 2021 data is preliminary.

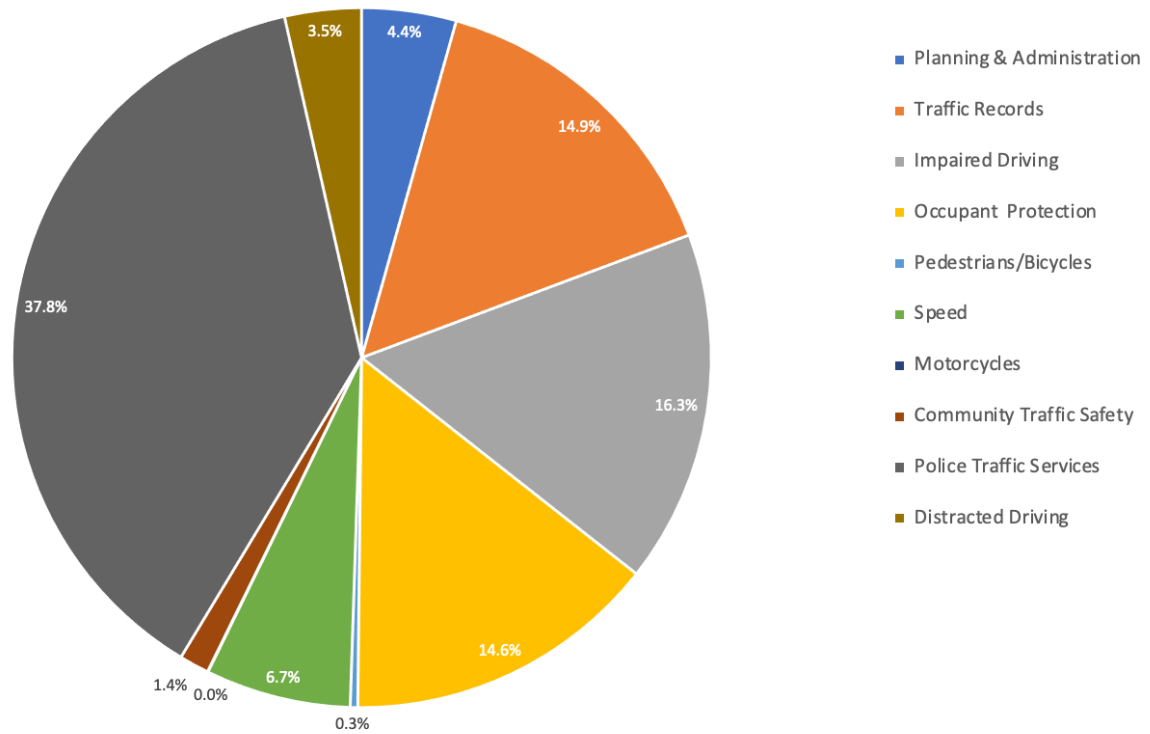
Crash Data	2017	2018	2019	2020	2021	2022**
Fatalities	348	354	336	343	418	355
Fatality Rate/100M VMT	0.55	0.53	0.51	0.64	0.73	
Serious Injuries	2,573	2,560	2,737	2,354	2,887	2,286
Unrestrained Occupant Fatalities	133	106	97	98	127	82
Alcohol-Impaired Driving Fatalities (BAC = .08+)	122	122	112	98	131	48
Speed-Related Fatalities	103	100	80	97	83	45
Motorcyclist Fatalities	51	58	46	52	82	51
Unhelmeted Motorcyclist Fatalities	1	5	0	2	6	1
Drivers (Age 20 or under) Involved in a Fatal Crash	36	27	32	35	46	52
Pedestrian Fatalities	72	77	77	52	76	81
Bicyclist Fatalities	12	4	5	10	5	7
Distraction-Affected Fatal Crashes	35	38	31	32	42	44

Grant Funded Activities	FFY18	FFY19	FFY20	FFY21	FFY22
Safety Belt Violations Issued during FFY22 Enforcement	5,599	5,909	2,394	2,549	3,632
Impaired Driving Arrests during FFY22 Enforcement	304	280	94	69	266
Speeding Violations Issued during FFY22 Enforcement	7,829	9,851	5,686	3,819	9,615

	2018	2019	2021	2021	2022
Observed Seat Belt Usage	82%	82%	82%	78%	77%

**IMPACT data for 2022 is as of October 31, 2022. Final preliminary numbers will not be known until after December 31, 2022.

	402	405b	405c	405d	405f	405h	Total	Percent of Total
Planning & Administration	\$ 336,356.97	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 336,356.97	4.4%
Traffic Records	\$ 174,655.85	\$ -	\$ 975,803.98	\$ -	\$ -	\$ -	\$ 1,150,459.83	14.9%
Impaired Driving	\$ 121,042.38	\$ -	\$ -	\$ 1,134,900.94	\$ -	\$ -	\$ 1,255,943.32	16.3%
Occupant Protection	\$ 340,746.74	\$ 781,946.15	\$ -	\$ -	\$ -	\$ -	\$ 1,122,692.89	14.6%
Pedestrians/Bicycles	\$ 26,532.76	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 26,532.76	0.3%
Speed	\$ 517,705.94	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 517,705.94	6.7%
Motorcycles	\$ 2,008.13	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,008.13	0.0%
Community Traffic Safety	\$ 106,061.42	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 106,061.42	1.4%
Police Traffic Services	\$ 2,551,457.78	\$ (1,952.99)	\$ -	\$ 105,833.33	\$ -	\$ 257,558.06	\$ 2,912,896.18	37.8%
Distracted Driving	\$ 273,118.10	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 273,118.10	3.5%
Total	\$ 4,449,686.07	\$ 779,993.16	\$ 975,803.98	\$ 1,240,734.27	\$ -	\$ 257,558.06	\$ 7,703,775.54	



Acronym Glossary

Administrative Office of the Trial Court (AOTC)

Advanced Roadside Impaired Driving Enforcement (ARIDE)

Alcoholic Beverages Control Commission (ABCC)

Automated License and Registration System (ALARS)

Blood Alcohol Concentration (BAC)

Breath Alcohol Testing (B.A.T.)

Breath Test (BT)

Center for Disease Control (CDC)

Child Passenger Safety (CPS)

Click It or Ticket (CIOT)

Continuing Education Unit (CEU)

Data-Driven Approaches to Crime and Traffic Safety (DDACTS)

Drive Sober or Get Pulled Over (DSOGPO)

Drug Recognition Expert (DRE)

Executive Office of Public Safety and Security (EOPSS)

Fixing America's Surface Transportation (FAST Act)

Fatality Analysis Reporting System (FARS)

Federal Fiscal Year (FFY)

Governors Highway Safety Association (GHSA)

Highway Safety Division (HSD)

High Visibility Enforcement (HVE)

International Association of Chiefs of Police (IACP)

Junior Operator License (JOL)

Law Enforcement Liaison (LEL)

Moving Ahead for Progress in the 21st Century Act (MAP-21)

Massachusetts Department of Transportation (MassDOT)

Massachusetts Department of Public Health (DPH)

Massachusetts District Attorneys Association (MDAA)

Massachusetts Executive-Level Traffic Records Coordinating Committee (METRCC)

Massachusetts Law Enforcement Challenge (MLEC)

Massachusetts Rider Education Program (MREP)
Massachusetts State Police (MSP)
Massachusetts Traffic Records Analysis Center (MassTRAC)
Municipal Police Training Committee (MPTC)
National Highway Traffic Safety Administration (NHTSA)
Office of Alcohol Testing (OAT)
Office of Grants and Research (OGR)
Operating Under the Influence (OUI)
Registry of Motor Vehicles (RMV)
Sales to Intoxicated Persons (SIP)
Standardized Field Sobriety Testing (SFST)
Traffic Occupant Protection Strategies (TOPS)
Traffic Records Coordinating Committee (TRCC)
Traffic Safety Enforcement Plan (TSEP)
Traffic Safety Resource Prosecutor (TSRP)
Vehicle Miles Traveled (VMT)