

# Annual Report

## FFY 2023



Massachusetts Office of  
Grants and Research

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Highway Safety Division



## Message from the Executive Director

The Massachusetts Office of Grants and Research (OGR) is pleased to present the Federal Fiscal Year 2023 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 2023 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 FFY23, 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 (pedestrian and bicyclist) safety, police training, and traffic records systems.

FFY23 saw a tremendous increase in overtime enforcement activity by both State and local police during mobilizations compared to FFY22. Through traffic stops, sobriety checkpoints, and saturation patrols, nearly 200,000 citations and written warnings were issued to drivers. There were also 502 Operating Under the Influence (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 over 1,000 new car seats distributed to families in need, 253 newly certified CPS Technicians and 281 recertified technicians, four new Drug Recognition Experts (DRE), and prevented approximately 1,500 underage patrons from obtaining alcohol at local establishments and venues.

The statewide seat belt usage rate rose by over three percentage points in 2023 to 80.44 from 77.00 in 2022. This rise in seat belt usage is a testament to the tireless efforts by both State and local police in conducting overtime enforcement patrols in support of May's Click It or Ticket (CIOT) mobilization. Nearly 2,000 citations were issued for seat belt violations during the campaign period.

Lastly, funding during FFY23 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

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**Contact Information:**

Office of Grants and Research  
Highway Safety Division  
35 Braintree Hill Office Park  
Suite 302  
Braintree, MA 02184  
<http://www.mass.gov/ogr>

Kevin Stanton, Executive Director  
Office of Grants and Research

Bob Smith, Division Manager  
Highway Safety Division  
[robert.j.smith1@mass.gov](mailto:robert.j.smith1@mass.gov)  
781-535-0111

## Summary of FFY23 Highlights

- OGR successfully applied for and received \$12,456,370.75 in Bipartisan Infrastructure Law (BIL) funding from NHTSA. Utilizing the funds received, OGR implemented projects focused on traffic safety concerns including, but not limited to, impaired driving, occupant protection, non-motorist safety, traffic records system improvements, local and State police training, as well as project management.
- The Car Seat Distribution Program provided certified child passenger seats to 70 recipients across the Commonwealth. Recipients included municipal police and fire departments, regional hospitals, and non-profit organizations. Through the program, grantees purchased 3,558 car seats from selected vendor Mercury Distributing for distribution to families and caregivers in need. To date, over 1,000 of these newly acquired seats have been distributed to parents and caregivers in need across all regions of Massachusetts.
- Statewide CPS Training vendor, Baystate Medical Center, organized 23 training classes on CPS-related topics, which attracted nearly 900 attendees and led to certification of 253 new CPS technicians as well as the recertification of 281 current technicians. For FFY23, Massachusetts had a CPS recertification rate of 53%.
- The 2023 Statewide Seat Belt Observation Survey, which took place in June 2023, involved observations of 27,630 drivers and front seat passengers in 23,746 vehicles across 147 locations in Massachusetts. The statistically weighted percentage of front seat occupants using seat belts was 80.44%, more than three percentage points higher than the 77% reported in 2022.
- Through the highly regarded 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 76,000 traffic stops during FFY23 with 61,028 citations and written warnings issued.
- Massachusetts State Police conducted nearly 15,000 hours of overtime enforcement, including 40 sobriety checkpoints and 38 saturation patrols, resulting in 35,000 citations and written warnings being issued, along with 192 OUI arrests.
- The Municipal Police Training Committee (MPTC) conducted 53 classes related to crash reconstruction, speed measurement, alcohol impairment, and drug recognition during FFY23, with a total of 1,130 police officers attending.
- The Alcoholic Beverage Control Commission (ABCC) conducted 5,000 checks of liquor establishments across its two signature alcohol enforcement programs – Sale to Intoxicated Persons and Compliance Checks. These checks resulted in 70 warnings and over 150 charges issued to liquor establishments across the Commonwealth. Additionally, ABCC conducted enforcement of minors transporting/possessing alcohol and adults furnishing alcohol at several concerts that took place in July and August, resulting in the seizure of 25 fraudulent

identifications, 93 bottles of alcohol, and 146 cases of beer.

- Through the 405c-funded MACCS (Motor Vehicle Automated Citation and Crash System) project led by the DCJIS, there has been considerable improvement to the timeliness of the statewide Citation Data System. From May 2022 to April 2023, the average number of days to post electronic and paper citations received from State and local police into the statewide Citation Data System was 8 days - an improvement of 5 days from the 13 days reported from May 2021 to April 2022.

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### **Changes in OGR's Highway Safety Division Staffing during FFY23**

- Kerrie Mahoney joined the staff as a Program Coordinator II in May 2023
- Rich Valeri, Program Coordinator II, resigned in February 2023 to pursue a new opportunity.
- Deb Firlit-Kaplan, Program Coordinator III, retired in June 2023
- Bob Smith joined the staff as Division Manager in September 2023

### **Key Dates and Activities in Highway Safety during FFY23**

December 31, 2022:	FFY 2021 Annual Report submitted to NHTSA
December 1 – 31, 2022:	FFY23 Local Winter Impaired Driving Mobilization
February 2023:	2023 Seat Belt Observation Survey Sampling Plan submitted to NHTSA
April 1 – 30, 2023:	FFY23 Local and MSP Distracted Driving Mobilization
May 1 – 31, 2023:	FFY23 Local and MSP Click It or Ticket (CIOT) Mobilization
June 1 – 40, 2023:	FFY23 Local and MSP Speed Mobilization
June 2023:	Statewide Seat Belt Observation Survey
June 7, 2023:	“Roadmap to Public Safety” virtual town hall for Bristol County
June 9, 2023:	“Roadmap to Public Safety” virtual town hall for Suffolk County
June 13, 2023:	“Roadmap to Public Safety” virtual town hall for Hampden County
July 1, 2023:	FFY24 – 2026 Highway Safety Plan submitted to NHTSA
July 1 – 31, 2023:	FFY23 Local and MSP Speed Mobilization
August 2023:	2023 Statewide Seat Belt Observation Survey submitted to NHTSA
August 2023:	FFY24 Annual Grant Application submitted to NHTSA
Aug. 12 – Sept. 15, 2023:	FFY23 Local and MSP Summer Impaired Driving Mobilization
August 29, 2023:	NHTSA approved FFY24 – 2026 HSP
September 29, 2023:	NHTSA approved FFY24 Annual Grant Application

## **Notes on Data used in the FFY23 Annual Report**

For this Annual Report, OGR relied primarily on 2018 to 2022 crash data and, when available, 2023 data. Two sources are used heavily for data analysis: the Fatality Analysis Reporting System (FARS) and the Massachusetts Department of Transportation (MassDOT) IMPACT Crash Data Portal. All data from FARS (2018 to 2021) is considered final and the data from IMPACT (2022 to 2023) is considered preliminary. It is expected the preliminary data will be finalized at some point in 2024 and once approved, the final numbers could be different from what is provided in this report.

Other data sources that may have been utilized in this report include Merit Rating Board's Quarterly Violations Report (used for analysis of violations issued by local and state police); Executive Office of the Trial Court's case data (used for analysis of court cases involving OUIs); the Executive Office of Public Safety and Security's MassCrime data portal (used for analysis of OUI arrests); the Department of Public Health's online Health Data Tool; Emergency Medical Services (EMS) data; and hospital emergency intake and discharge data.



## Overview of Crashes in FFY23

From October 1, 2022 – September 30, 2023, Massachusetts reported 133,227 crashes across the state, a slight rise of 1.5% from the 131,241 that occurred during FFY22. Total fatal and serious injury crashes accounted for 2.03% of crashes, the lowest percentage reported since 1.87% in FFY19.

Fiscal Year	Total Crashes	Serious Injury Crashes	Fatal Injury Crashes	Total Serious & Fatal Injury Crashes	Pct. Crashes with Serious/Fatal Injuries
FFY19	140,157	2297	327	2624	1.87%
FFY20	110,945	2088	321	2409	2.17%
FFY21	118,277	2230	370	2600	2.20%
FFY22	131,241	2568	413	2981	2.27%
FFY23	133,227	2366	339	2705	2.03%

Source: MassDOT IMPACT

The most important takeaway from the chart above is the dramatic drop in both fatal and serious injury crashes on the roadways of Massachusetts in FFY23. Fatal crashes declined 17.9% and serious injury crashes dropped 7.9% - a welcome result after two years of rising deaths and injuries and a testament to the hard work OGR, its stakeholders, and grantees put in during FFY23 to improve traffic safety.

In terms of fatalities and serious injuries reported, Massachusetts saw deaths and injuries fall substantially in FFY23. Compared to FFY22, fatalities fell 15.8% and serious injuries reported declined 9.9%.

Fiscal Year	Fatalities	Serious Injuries
FFY19	344	2712
FFY20	334	2472
FFY21	390	2662
FFY22	436	3032
FFY23	367	2733

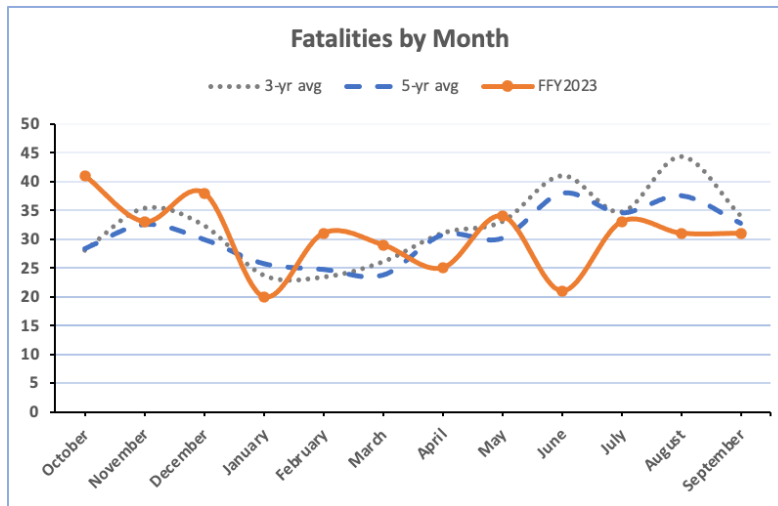
Source: MassDOT IMPACT

A review of FFY23 numbers for fatalities by month across various elements such as age group, day-of-week, and time-of-day will provide a clearer picture of how much safer the roadways were in comparison with the three-year average (FFY20-FFY22) and five-year average (FFY18-FFY22) for fatalities. First though, fatalities by month in FFY23.

Interestingly, the highest fatality count for FFY23 was in October. This month, which marks the beginning of the Federal Fiscal Year, tends to have the least amount of grant-funded activity as grantees are just getting their operations underway and taking care of tasks such as assigning personnel and purchasing traffic safety equipment needed for upcoming activities.

Of the twelve months during FFY23, seven had fatality counts at or lower than the five-year average for that month. What stands out is that five of those seven months occur during warmer months, which is one of the key goals (reduce fatalities during warmer months of April – Sept) promoted in the FFY23 HSP. Going into FFY24, OGR will seek to expand the number of law enforcement subrecipients involved in the Winter Impaired Driving mobilization as well as increase the number of participants in ped/bike enforcement during fall months (October, November).

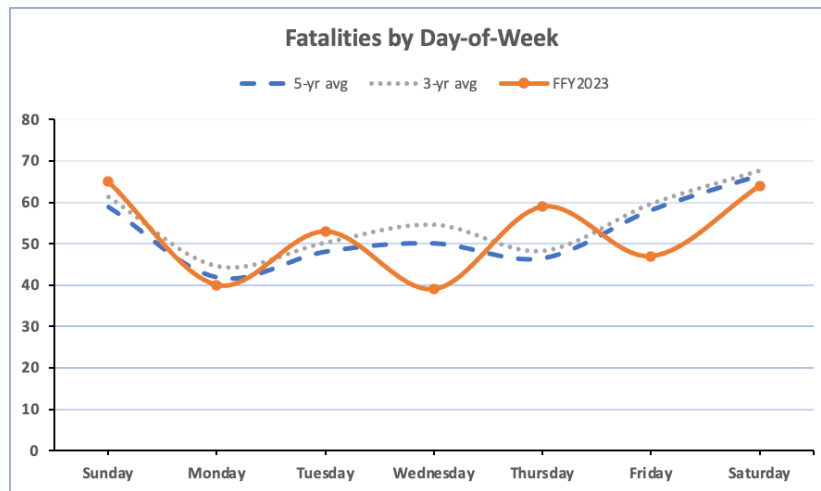




Source: MassDOT IMPACT

By day-of-week, FFY23 saw a substantial decline for Wednesday and Friday, while Monday and Saturday were slightly lower than both the three-year and five-year averages. As stated in the FFY23 HSP, a key goal for enforcement activity was to prioritize patrols for the weekend period (Friday through Sunday). Fatalities during FFY23 did see a drop compared to the three- and five-year averages for Friday and Saturday, but were slightly higher than the averages on Sunday.

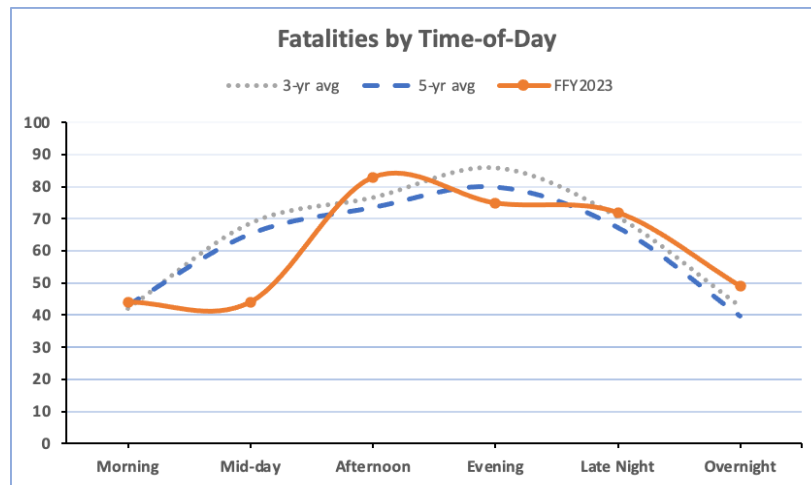
With Thursday having a much higher fatality count than the three- and five-year averages, OGR plans to work with grantees (State and local police, ABCC) to possibly target Thursday for activity more often than in the past to help bring the fatality count in line or lower than average. Friday through Sunday will remain a priority for all enforcement efforts, as those are prime days in which people party, go to major events, and engage much more often in unsafe driving behaviors such as speeding and impaired driving.



Source: MassDOT IMPACT

By time-of-day, FFY23 saw fewer fatalities during the Mid-day period (10am-1:59pm) and Evening hours (6pm-9:59pm) compared to the three- and five-year averages for the same time frames. Morning (6am-9:59am), Late Night (10pm-1:59am) and Overnight hours (2am-5:59am) were all relatively aligned with the three- and five-year averages. The only time frame that was higher than the three- and five-year averages was Afternoon (2pm-5:59pm).

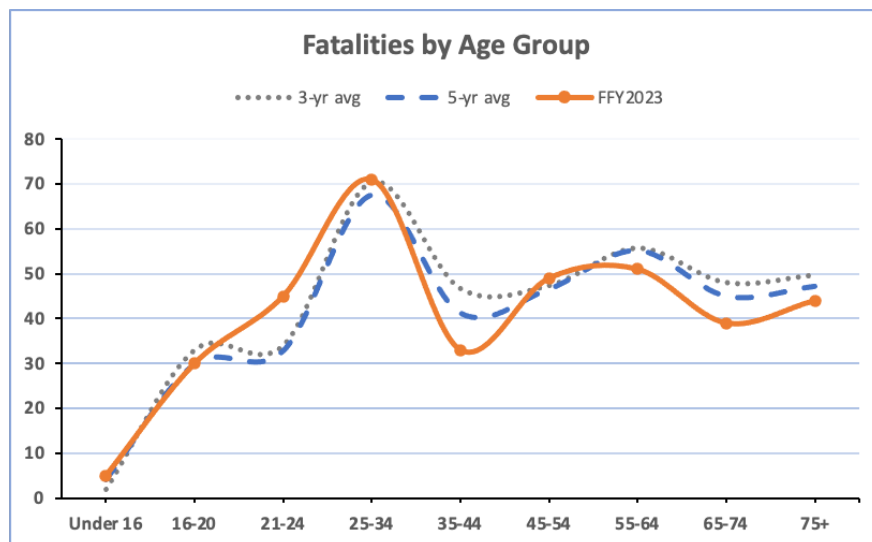
Of the 83 fatalities reported during the Afternoon period in FFY23, 41 were drivers. Out of those drivers, over half were found to be speeding at the time of crash. Given this information, OGR will look to increase enforcement activity during FFY24 speed mobilizations (June, July tentatively) in the earlier part of the Afternoon. Many departments like to run shifts 4pm-8pm to capture the Evening rush, but having overlapping patrols (2pm-6pm and 4pm-8pm) will help cover earlier Afternoon hours.



Source: MassDOT IMPACT

By age group, the fatalities were lower than the three- and five-year averages for the 35-44, and 55+ age groups. The reduction in fatalities among those age 55 or older in FFY23 was a key focus for OGR, as traffic deaths among older adults in Massachusetts had been steadily rising in recent years, especially among pedestrians. Compared to FFY22, fatalities for persons age 55 or older were 27% lower in FFY23 (136 vs 187) and pedestrian deaths for 55+ were substantially reduced (39 vs 58).

Despite the positive development regarding age 55+ fatalities, OGR is concerned about the rise in 21-24 age group fatalities during FFY23. The 45 deaths reported for this age group are much higher than the three-year average of 34 and the five-year average of 32.8. A review of fatalities in FFY23 revealed that a quarter of 21-24 age deaths were motorcycle operators and nearly 30% were passengers.



Source: MassDOT IMPACT

While media messaging in support of either motorcycle safety or occupant protection is not likely as a decision has been made to focus FFY24 messaging with a selected media vendor on impaired driving and pedestrian/bicyclist safety, OGR will strengthen efforts to utilize social media channels (Facebook,

Instagram, and X) to push young adults to be more safety conscious when either on a motorcycle or in a motor vehicle.

With the decline in fatalities, OGR is hopeful FFY23 will be an inflection point for traffic safety in Massachusetts and fatalities will continue falling in the coming years. The dedication and drive by OGR's stakeholders and grant recipients, along with data-driven research in support of funding priorities has been critical in making Massachusetts' roadways safer for all users.

## FFY23 TRAFFIC SAFETY ENFORCEMENT PLAN (TSEP) REVIEW

Per Fast Act regulations, the Annual Report shall have a description of evidence-based enforcement program activities.

In the FFY23 HSP, there were six planned activities designated as part of Massachusetts' evidence-based traffic safety enforcement program from October 1, 2022, to September 30, 2023. Each program prioritized the importance of utilizing data analysis to help target key locations, time-of-day, and day-of-week, among other factors, when conducting overtime enforcement patrols.

The planned activities listed were:

- AL-23-02      MSP Sobriety Checkpoints and Saturation Patrols
- DD-23-02      MSP Distracted Driving Enforcement
- OP-23-02      MSP CIOT Enforcement
- PT-23-05      Municipal Road Safety (MRS)
- PT-23-06      MSP Sustained Traffic Enforcement Program (STEP)
- SC-23-02      MSP Speed Enforcement

During FFY23, these six enforcement activities generated over 49,000 hours of overtime patrols leading to nearly 200,000 citations and written warnings being issued.

FFY23 Results for Traffic Safety Enforcement Programs in Massachusetts							
	MRS	Sobriety Checkpoints	Distracted Driving	CIOT	Speed	STEP	Total
Total Enforcement Hours	34,579	7,173	2,071	2,136	2,924	626	49,509
Total Citations Issued	84,353	6,143	4,475	4,161	6,049	1,338	106,519
Total Written Warnings Issued	59,967	4,046	1,835	2,642	3,741	610	72,841
Speeding Citations	3,878	1,304	566	795	2,132	80	8,755
Speeding Warnings	23,746	1,141	638	1,020	2,163	133	28,841
OUI Arrests	310	183	3	3	3	-	502
Hands Free Citations	1,979	158	2,189	538	413	154	5,431
Safety Belt Citations	1,068	355	259	666	371	68	2,787
Child Safety Citations	65	-	9	10	-	15	99

Compared to FFY22, which had approximately 30,000 hours of enforcement and nearly 63,000 citations and written warnings issued across the same six programs, FFY23's activities saw a 65% jump in enforcement hours and over 200% increase in total citations and written warnings handed out.

For FFY23, overtime traffic enforcement activities focused on six critical traffic safety areas: impaired driving, seatbelt usage, distracted driving, speeding, and pedestrian/bicyclist safety. Below is a summary of grant-funded activity that took place in FFY23 for each enforcement area by State and local police.

### Impaired Driving

In FFY23, MRS grantees (local police) conducted two impaired driving enforcement campaigns. The first campaign took place in December 2022 with 130 departments involved, and the second one occurred during August and September 2023 with 98 departments. The two campaigns yielded a total of 8,677 hours of enforcement resulting in 19,328 stops and 14,729 citations and written warnings issued.

The Massachusetts State Police (MSP) conducted 40 sobriety checkpoints and 38 saturation patrols between December 2022 and September 2023. Through 7,173 hours of overtime activity, MSP issued over 10,000 citations and written warnings to drivers.

### **Distracted Driving**

In FFY23, local police conducted one distracted driving enforcement campaign that took place in April 2023. For that campaign, 147 MRS grantees participated and conducted 6,659 hours of enforcement. Nearly 13,700 citations and written warnings were issued during the campaign.

The State police also conducted distracted driving enforcement in April and May 2023 with over 2,000 hours of enforcement reported. MSP issued 6,310 citations and written warnings during this two-month period.

### **Seatbelts – Click It or Ticket (CIOT)**

In FFY23, MRS grantees conducted a seatbelt safety enforcement campaign (Click It or Ticket) that took place in May 2023. For that campaign, 135 police departments participated and conducted 5,400 hours of enforcement. Over 14,000 citations and written warnings were issued during the campaign.

The State police also conducted seatbelt safety enforcement over the months of December, January, May, and June with 2,046 hours of enforcement reported. MSP issued 6,803 citations and written warnings during this these four months of activity.

### **Speeding**

In FFY23, MRS grantees conducted two speed enforcement campaigns. One in June (128 departments) and one in July (129 departments). The two enforcement periods resulted in 9,752 hours of overtime enforcement and issued 20,429 citations and written warnings to drivers.

The State police also conducted overtime enforcement activity aimed at reducing speeding on the roadways of Massachusetts during the months of April, July, and August. Through 2,209 hours of enforcement patrols, MSP issued 7,442 citations and written warnings to drivers.

### **Pedestrian & Bicyclist Safety**

During FFY23, there were six pedestrian/bicyclist safety enforcement campaigns conducted by MRS grantees. The campaigns took place in November, March, May, June, July, and August/September. On average, 23 police departments participated in each safety enforcement period. Overall, the six pedestrian/bicyclist campaigns resulted in 4,090 hours of overtime enforcement with 7,900 stops of drivers, pedestrians, and bicyclists leading to 12,345 citations and written warnings issued. Over 20% of the citations and written warnings were for failure to yield to a person in the crosswalk.

### **Impact of FFY23 TSEP Activities**

While FFY23 did see a slight uptick in the overall number of crashes reported in Massachusetts, the number of fatal crashes and serious injury crashes reported dropped 17.9% and 7.9%, respectively, from FFY22. Total fatalities reported for FFY23 were 15.8% lower, with 367 deaths compared to 436 for FFY22. Serious injuries were down 9.9% from 3,032 in FFY22.

Though all data for 2022 and 2023 is preliminary, the following chart shows a decline in all fatal and serious injury crashes involving the various traffic safety issues (impaired driving, occupant protection, speeding, pedestrian/bicyclist safety, and distracted driving) that were a focus of the TSEP during FFY23.

	FFY2022	FFY2023	% change 2022 to 2023
<b>Total Crashes Reported</b>	131241	133227	1.5%
Fatal Crashes	413	339	-17.9%
Serious Injury Crashes	2568	2366	-7.9%
Fatalities Reported	436	367	-15.8%
Serious Injuries Reported	3032	2733	-9.9%
<b>Fatal or Serious Injury Crashes:</b>			
Alcohol Suspected	196	147	-25.0%
Drugs Suspected	48	47	-2.1%
Involving a Distracted Driving	241	216	-10.4%
Involving Unrestrained Occupant	598	512	-14.4%
Involving Speeding	343	313	-8.7%
Involving a Pedestrian or Bicyclists	526	507	-3.6%

Source: MassDOT IMPACT

For FFY23, there were 168 towns and cities awarded MRS funding. The total number of fatal and serious injury crashes reported for these towns and cities was 1,881 – which was 9% lower than the 2,064 crashes occurring in these same municipalities for FFY22.

In the FFY23 HSP, OGR stated its intention to attract more applicants for the MRS program across eight counties that accounted for 88% of all crashes involving fatalities and serious injuries from 2016 to 2020. Those eight counties were: Bristol, Essex, Hampden, Middlesex, Norfolk, Plymouth, Suffolk, and Worcester. Of the 168 MRS grantees for FFY23, 145 (86%) came from one of the targeted counties listed in the FFY23 HSP. This strategy appears to have made an impact, as fatal and serious injury crashes within six of the eight counties saw a decline from FFY22 to FFY23.

Crashes with Fatal or Serious Injury by County					
County	FFY23 MRS Towns	Pct All FFY23 MRS Towns	FFY22	FFY23	Pct Change from FFY22 to FFY23
WORCESTER	40	23.8%	478	375	-21.5%
MIDDLESEX	26	15.5%	630	577	-8.4%
ESSEX	21	12.5%	284	253	-10.9%
NORFOLK	19	11.3%	272	226	-16.9%
BRISTOL	13	7.7%	305	309	1.3%
PLYMOUTH	12	7.1%	309	321	3.9%
HAMPDEN	11	6.5%	286	240	-16.1%
BARNSTABLE	7	4.2%	131	136	3.8%
HAMPSHIRE	7	4.2%	45	54	20.0%
BERKSHIRE	5	3.0%	79	50	-36.7%
FRANKLIN	4	2.4%	38	32	-15.8%
SUFFOLK	3	1.8%	113	110	-2.7%

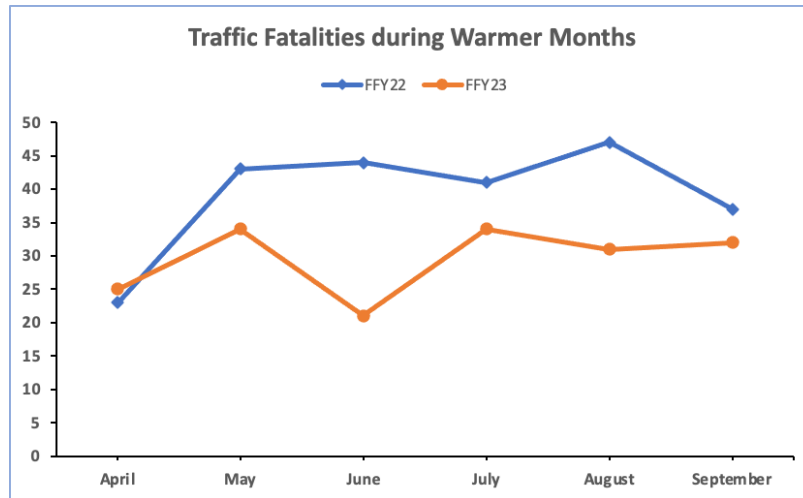
Source: MassDOT IMPACT

In the FFY23 HSP, evidence-based enforcement was also aimed at lowering traffic fatalities across three key data points:

- Lowering the number of fatalities during warmer months (April – September), which accounted for a majority of traffic fatalities from 2016-2020;

- Reducing number of fatalities reported over the three-day period of Friday, Saturday, and Sunday. This three-day period accounted for over 50% of all traffic fatalities from 2016-2020; and
- Lowering the number of fatalities among those age 25-34, who accounted for nearly 20% of all fatalities from 2016-2020 and non-motorists age 65 or older, which represented a third of all non-motorist fatalities from 2016-2020.

For the first data point, lowering the number of fatalities between April and September, the FFY23 TSEP was effective in decreasing deaths on the roadways. In FFY22, there were 235 traffic fatalities reported from April to September. For FFY23, there were 177 deaths reported – a decline of 24.7% from FFY22.

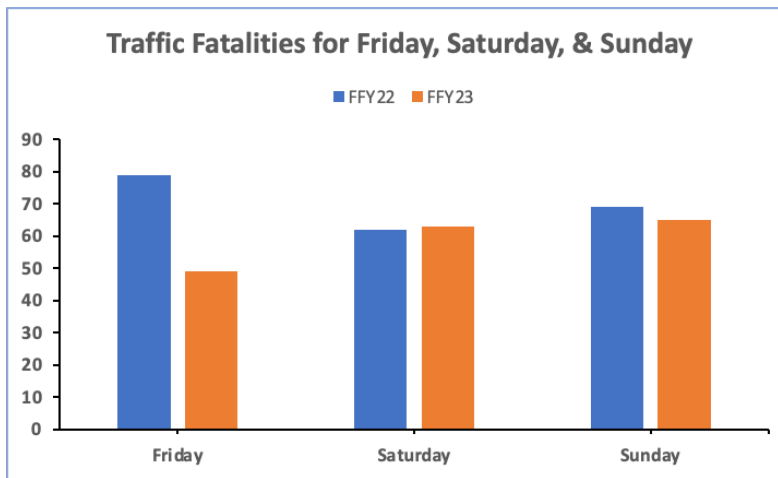


Source: MassDOT IMPACT

MRS grantees conducted 80% of their enforcement activity during these months in FFY23, while MSP did 58% of enforcement over this six-month period. The combined efforts of MRS grantees and MSP appears to have had a positive impact on lowering traffic deaths during warmer months in FFY23.

On the second data point, reducing fatalities over the Friday – Sunday period in FFY23, OGR made a concerted effort to inform law enforcement of the necessity to target these three days for most of their enforcement activity for FFY23. As a result, MRS grantees and MSP prioritized overtime enforcement patrols during these three days, which has had a positive impact on lowering traffic fatalities. For FFY23, the total number of fatalities reported during Friday through Sunday was 177, a drop of 15.7% from the 210 deaths in FFY22.





Source: MassDOT IMPACT

Lastly, the third data point aims to lower fatalities among 25-34 age group and reducing age 65+ non-motorist (pedestrian/bicyclist) deaths. In FFY23, there were 70 fatalities among those age 25-34 and 27 deaths among age 65+ non-motorists. Compared to FFY22, the 25-34 age group saw a slight 1.4% uptick from 69 but saw a 32.5% decline in 65+ pedestrian/bicyclist fatalities from 40.

	Age 25-34 Fatalities	65+ Ped/Bike Fatalities
FFY22	69	40
FFY23	70	27

Source: MassDOT IMPACT

While it appears the law enforcement efforts in FFY23 had a positive effect on traffic safety, the possible correlation of increased enforcement activity in FFY23 leading to lower fatalities and crashes does not imply causation. That said, on the whole, law enforcement was more active in enforcing traffic safety laws during FFY23, which may have increased the likelihood of positively impacting driver, passenger, and non-motorist behavior on the roadways.

Violations Issued by State and Local Police			
	FFY2022	FFY2023	% change 2022 to 2023
All Violations	941,312	1,051,530	11.7%
OUI (Drugs or Alcohol)	10,231	9,963	-2.6%
Failure to use Seatbelt/CPS	20,078	21,411	6.6%
Distracted Driving (Hands Free)	55,476	58,742	5.9%
Speeding	261,288	272,180	4.2%
<b>Total OUI, Seatbelt/CPS, Distracted, Speeding</b>	<b>347,073</b>	<b>362,296</b>	<b>4.4%</b>

Source: Merit Rating Board

Violations issued by local and State police across Massachusetts jumped nearly 12% in FFY23 from FFY22 with total number of OUI, Seatbelt/CPS, Distracted Driving, and Speeding violations increasing 4% compared to the previous FFY. For the TSEP in FFY23, there were 168 local police departments and State police involved. The jump in violations statewide involved all 351 communities and shows that law enforcement across the state strengthened their commitment to traffic safety in FFY23, regardless of whether their department received grant funding for enforcement activities.

Overall, the FFY23 TSEP appears to have had a positive impact on traffic safety across Massachusetts, with fatalities and serious injuries declining substantially from numbers reported in FFY22. Going forward, OGR plans to build upon the successes of FFY23 through actions such as, but not limited to:

- The addition of more MRS towns involved in each mobilization effort via outreach and communication with MRS grantees,
- Funding MSP's young driver education program to allow for even more presentations at high schools than in FFY22, and
- Selecting and contracting a media vendor to help develop and distribute effective traffic safety campaigns focused on impaired driving and pedestrian/bicyclist awareness.

# FFY23 PROJECTS REVIEW

## Program Area: Impaired Driving

Preventing impaired driving crashes on the roadways of the Commonwealth has always been a top priority of OGR. During FFY23, OGR funded numerous programs aimed at reducing impaired driving deaths, serious injuries, and crashes across Massachusetts. These programs included but were not limited to Drive Sober or Get Pulled Over (DSOGPO) mobilizations, ABCC Compliance Checks and Sale to Intoxicated Persons (SIP) Enforcement, MSP Sobriety Checkpoints and Sustained Enforcement, and Breath Test Operator (BTO) and Advanced Roadside Impaired Driving Enforcement (ARIDE) training provided by MPTC.

### Impact of Impaired Driving Projects in FFY23

Before examining the activities of impaired driving programs in FFY23, a look at how effective these programs have been on impaired driving crashes is critical to understanding how funding impacts traffic safety.

In FFY23, there were six key objectives OGR intended to pursue or implement in an effort to reduce impaired driving crashes and fatalities on the roadways. Below are the six points along with the FFY23 results:

1. Focus alcohol-impaired enforcement efforts on weekends (Friday 6am through 6am Monday), targeting principal and minor arterials.
  - *OGR relayed importance of targeting this time frame and roadway types to all MRS grantees during FFY23.*
  - *For FFY23, the number of crashes involving a driver suspected of using alcohol on a principal arterial road during weekends between 6pm – 5:59am was 3.4% lower than what was reported in FFY22 (395 crashes v 409).*
  - *For FFY23, the number of crashes involving a driver suspected of using alcohol on a minor arterial road during weekends between 6pm – 5:59am was 10.9% lower than what was reported in FFY22 (465 crashes v 522).*
2. Increase outreach to attract more potential applicants from counties with a high percentage of all fatal crashes that involve alcohol, such as Barnstable, Bristol and Hampden.
  - *MRS grantees increased to 168 in FFY23 from 154 in FFY22.*
  - *Worcester County had the highest increase in towns, up eight from 32 to 40. Berkshire had the second highest increase, up four from one to five towns in FFY23.*
  - *Increased Hampden County grantees by two from six towns in FFY22 to eight in FFY23.*
  - *Bristol County remained same at 12 towns.*
  - *Barnstable saw drop from 8 towns in FFY22 to 7 in FFY23.*
3. Encourage ABCC to focus a majority of compliance checks within top communities for alcohol-impaired driving – Boston, Springfield, Worcester, Fall River, and Brockton.
  - *In FFY23, ABCC conducted compliance checks in Springfield and Worcester. None were done in Boston, Brockton, or Fall River.*
  - *ABCC did conduct checks in 34 towns within Worcester County and 20 towns in Hampden County, where Springfield is located. The 54 checks across the two counties accounted for 33% of all compliance checks in FFY23.*
  - *Bristol County, where Fall River resides, did have 11 towns visited by ABCC. Plymouth County, where Brockton is located, saw 18 towns on the receiving end of ABCC checks.*
4. Media messaging aimed at motor vehicle occupants should target drivers and passengers less than 35 years of age, emphasizing male drivers.

- *Due to time constraints in contracting a media vendor during FFY23, OGR was unable to pursue media messaging targeted at this demographic.*
  - *OGR expects to have a media vendor under contract by the second quarter of FFY24 and will conduct impaired driving messaging during August/September Summer DSOGPO mobilization.*
5. Regarding Sundays during football season (August – January), law enforcement should target some patrols along minor arterials or local roads between 3pm and 9pm.
- *Throughout FFY23, police departments made efforts to target Sundays between 3pm and 9pm when feasible based on personnel availability.*
  - *During period of October 2022 through January 2023, there were 51 crashes along local and minor arterial roads involving a driver suspected of using alcohol. This is 7% lower than the 55 crashes involving a suspected driver using alcohol along same roadways from October 2021 to January 2022.*
6. Encourage outreach by MPTC to generate more interest in DRE classes among the top drugged driving violation communities.
- *MPTC worked hard to generate more interest in its DRE training during FFY23. Six officers from various police departments across the state took part in the nine-day DRE training class in Milford, MA, from August 14-24, 2023.*

For FFY23, Massachusetts saw a 4.2% decline in the number of crashes involving a driver suspected of using alcohol from FFY22 (3,668 crashes vs 3,828 crashes). Additionally, the number of crashes occurring over the weekend (Friday to Sunday) declined 2.4% in FFY23 compared to FFY22 (2,214 crashes vs 2,274 crashes). While more work can be done, it is important to highlight this decline in an area that has been a focus for improvement regarding impaired driving crashes and fatalities over the years. It is a testament to the tremendous efforts by all grantees – state and local law enforcement, state agencies, and nonprofit organizations – during FFY23 that have undoubtedly made a positive impact on traffic safety across Massachusetts.

**Project Code:** AL-23-01

**Project Title:** Impaired Driving Media

**Synopsis of FFY23 HSP Planned Activity:**

In collaboration with stakeholders, media messaging will support impaired driving efforts during the Drive Sober or Get Pulled Over mobilizations (December 2022; August 2023). Messaging will focus on dangers of using alcohol, marijuana, and other drugs prior to and during driving.

**Summary of FFY23 Activity:**

During FFY23, OGR did not conduct any paid media efforts due to time constraints surrounding contracting out for a media vendor and conducting meaningful work. Approval to pursue a media contract was given approximately 10-12 weeks before the conclusion of the federal fiscal year. As a result, it was determined that the time required to post the media contract, review candidate submissions, and sign a contract would leave insufficient time to craft effective media messaging with the selected vendor.

Despite the lack of spending, OGR was active on social media throughout FFY23, including during the national mobilizations and impaired driving-focused efforts of the Municipal Road Safety (MRS) program.

For FFY24, OGR has already begun the process of procuring a new media vendor to conduct pedestrian and bicycle safety, impaired driving, occupant protection, and distracted driving campaigns.

**Allotted Funding:** \$5,527,044.35

**Expenditures:** \$0

**Fund Source(s):** 405d

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**Project Code:** AL-23-02

**Project Title:** MSP Sobriety Checkpoints & Saturation Patrols

**Synopsis of FFY23 HSP Planned Activity:**

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

**Summary of FFY23 Activity:**

Funding was provided for MSP to conduct overtime enforcement efforts supporting sobriety checkpoints and saturation patrols. During FFY23, MSP publicized upcoming checkpoints and saturation patrols by revealing the dates and county but not the specific location. Checkpoints involved stopping vehicles at random to determine if the driver had/has consumed alcoholic beverages, while saturation patrols or “blanket patrols” focused on a specific area or roadway looking for impaired drivers. In both instances, proximity to clusters of known liquor establishments is key. MSP BAT mobile vehicles were deployed to checkpoints when operationally feasible. When available, a certified Drug DRE was also assigned to the sobriety checkpoints to help ascertain if a driver was under the influence of a drug.



*Source: Massachusetts State Police*

Using data analysis, MSP focused efforts in or near communities with high levels of alcohol-impaired driving crashes in recent years including, but not limited to, Andover, Boston, Brockton, Chicopee, Fall River, Haverhill, Leominster, New Bedford, and Springfield.

For FFY23, MSP conducted over 7,000 hours of overtime enforcement through the course of 40 sobriety checkpoints and 38 saturation patrols. Saturation patrols typically began around 8pm and checkpoints at 11pm. Both would conclude at approximately 2am or 3am. Outside of major holidays (e.g., Thanksgiving, Christmas, and New Year’s Eve) MSP ran checkpoints or saturation patrols only on Friday and Saturday nights, which has been the most prevalent period for impaired driving in Massachusetts. From 2017-2021, 60% of fatal crashes involving drivers with BAC of .08 or higher took place during this time frame.

FFY23 MSP Sobriety Checkpoints & Saturation Patrols	
Sobriety Checkpoints	40
Saturation Patrols	38
HVE Enforcement Hours	7173
OUI Alcohol Arrests	161
OUI Drug Arrests	22
Speeding Citations	1304
Speeding Warnings	1141
Safety Belt Citations	355
Hands-Free Citations	158
Move Over Violations	273

MSP increased their enforcement hours in FFY23 by 24% compared to FFY22. Contributing to this increase was that MSP subcontracted with several local police departments to augment staffing levels during checkpoints. While 2022 and 2023 data available on MassDOT’s IMPACT portal is preliminary, it appears the number of fatal and non-fatal crashes involving a driver suspected of alcohol impairment during the first nine months of 2023 was 17.5% lower than the same period in 2022. From January to September 2023, there were 914 crashes compared to 1,108 for January to September 2022. OGR is optimistic MSP’s sobriety checkpoints and saturation patrols have impacted this decline in crashes where alcohol is suspected.

Funding was also used by MSP to hire a part-time employee who began working for their Traffic Programs Section in March 2023. This employee was instrumental in this program’s success, providing much needed administrative support in the form of data collection, tracking, reporting, and subcontracting with local police departments.

**Allotted Funding:** \$1,484,992.00  
**Expenditures:** \$21,562.48 [402], \$881,727.74 [405d]  
**Fund Source(s):** 402, 405d

**Project Code:** AL-23-03

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

**Synopsis of FFY23 HSP Planned Activity:**

Funding provided to Massachusetts Executive Office of the Trial Court (EOTC) to allow Trial Court judges to attend training on issues related to impaired driving. This training will include DRE, court-monitored pre-trial OUI release protocols, ignition interlock supervision, pre- and post-conviction sanction options at local and/or national trainings on these topics.

**Summary of FFY23 Activity:**

According to EOTC, there have been tremendous changes in leadership over the last two years. These changes led to limited opportunities to track reconciliation of projects such as this one (Judicial Training) while also dealing with day-to-day operation of the Trial Court.

OGR has awarded funding to EOTC for FFY24 in anticipation of funding being used as described in their application which states that up to five judges will be sent to two different conferences – a local one in MA and a national one in Reno, NV. Both conferences will focus on the legal aspects of impaired



driving. With diminished COVID concerns and stable EOTC leadership, OGR is optimistic funding will be utilized for this project in FFY24.

**Allotted Funding:** \$18,135.00  
**Expenditures:** \$0  
**Fund Source(s):** 405d

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**Project Code:** AL-23-04

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

**Synopsis of FFY23 HSP Planned Activity:**

Funding provided to MSP Office of Alcohol Testing (OAT) to help certify approximately 800 Breath Test Operators (BTO) through classroom instruction aimed at helping officers detect impaired drivers better. These trainings will be offered at various MPTC facilities across the state. Funding also to be used to purchase Preliminary Breath Test (PBT) units and OUI Toxicology Kits for distribution to local and State police units.

**Summary of FFY23 Activity:**

During FFY23, OAT conducted 22 in-person BTO training classes involving 349 participants while also training over 1,500 law enforcement personnel through its online modules. Over 335 Blood Toxicology Kits and 32 Urine Toxicology Kits were distributed to local police departments across the state.

Funding was also used to purchase five new Drager Alcotest 9510 breath test instruments to help increase the number of effective operating BTO units available to State police officers. Additionally, selected personnel were sent to Indiana University’s Alcohol & Highway Safety Course held in May 2023 at the institution’s Bloomington, IN, campus. The primary emphasis of this program is on alcohol chemistry, pharmacology, and physiology in relation to traffic safety, covering basic alcohol chemistry and physiology, principles of measurement of alcohol in blood and breath, and presentation of alcohol information in the courtroom.

**Allotted Funding:** \$169,222.00  
**Expenditures:** \$167,264.54  
**Fund Source(s):** 405d

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**Project Code:** AL-23-05

**Project Title:** MSP Drug Recognition Expert (DRE) Training

**Synopsis of FFY23 HSP Planned Activity:**

Funding provided to MSP to expand its DRE program through the successful training of at least fifteen (15) officers as DREs to assist checkpoint and sobriety operations on the roadways. A portion of the funding was allotted to hold an on-site DRE training class as well as purchase PBTs and accuracy



check equipment for DREs. Additionally, MSP intends to send a small contingent of current DREs to the national IACP Drugs and Impaired Driving (DAID) Conference in August 2023.

**Summary of FFY23 Activity:**

During FFY23, MSP utilized funding to ensure its current cadre of troopers recertified while recruiting new DRE candidates to expand its DRE program. MSP hosted a DRE school for five candidates and sent them to North Carolina for field certification in August 2023, which resulted in all five troopers receiving DRE certification. Funding also allowed MSP to purchase 10 Draeger PBTs and 34 units of Dry Gas, which is needed to operate the PBTs.

MSP was able to send three certified DREs to the national IACP DAID conference that took place in San Diego, CA, in August 2023 – two more than were sent in FFY22.

As of September 30, 2023, Massachusetts has 102 DREs available statewide, down 9% from same time in 2022. OGR hopes to bring the number back up in FFY24 through more outreach to police departments about the necessity of having DREs on staff.

**Allotted Funding:** \$150,222.00  
**Expenditures:** \$73,365.38  
**Fund Source(s):** 405d

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**Project Code:** AL-23-06

**Project Title:** MPTC – Alcohol Impaired Driving Enforcement Training

**Synopsis of FFY23 HSP Planned Activity:**

Provide funding to MPTC to conduct up to 30 trainings throughout the year focused on Standardized Field Sobriety Testing (SFST) to recertify current instructors, train new SFST instructors, and educate police officers on recognizing impaired driving. MPTC will offer classes at locations easily accessible by interested law enforcement personnel from all corners of the Commonwealth. Funding will also be used to support a part-time SFST Coordinator, who is responsible for implementing and maintaining the statewide SFST training program.

**Summary of FFY23 Activity:**

With funding provided by OGR, MPTC was able to conduct 13 classes related to SFST during FFY23. Through these classes, which included SFST Instructor, SFST Refresher, and three-Day SFST, over 170 officers participated with 164 receiving certificates of completion. The classes led to the addition of 29 new SFST instructors to the current 93 certified SFST instructors in Massachusetts.

Due to low enrollment, two scheduled SFST Refresher classes were cancelled.

Funding also helped support a part-time Statewide SFST Coordinator. During FFY23, there was a change in leadership with prior coordinator Jaime Magarian (Ret. Mass State Police) resigning in May 2023. Steve Mullaney (Ret. Mass State Police) assumed the position on an interim basis in August 2023. A permanent Statewide SFST Coordinator is expected to be in place for FFY24.

Going forward, for FFY24, the amount of funding for this project has been increased to allow MPTC to provide more SFST trainings than in FFY23. With the addition of 29 new instructors, MPTC is well positioned to increase the number of classes offered from the 13 provided in FFY23.

**Allotted Funding:** \$77,321.00  
**Expenditures:** \$60,209.30  
**Fund Source(s):** 405d

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**Project Code:** AL-23-07

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

**Synopsis of FFY23 HSP Planned Activity:**

Funding provided to MPTC to conduct two DRE classes and 40 ARIDE courses in hopes of adding up to 30 new DREs and training up to 700 officers on ARIDE. Funding will also allow statewide DRE Coordinators to attend IACP conferences during FFY23 as well as cover instructor fees, travel to North Carolina for DRE field training, PBTs for instructors, tablets for new DREs, and licenses to utilize ITSMR DRE Evaluation Software.

**Summary of FFY23 Activity:**

With funding provided by OGR, MPTC was able to conduct six sessions of a two-day class on ARIDE and a nine-day DRE school during FFY23. Through these classes, 79 officers were trained and certified on ARIDE and six completed the DRE school – of which four passed the final DRE exam and panel review.

The ARIDE classes were held at various police departments across Massachusetts, including Westminster, Swampscott, Andover, and Littleton.

Funding also supported a part-time Statewide Coordinator, Peter Buck [Chief of Police, Petersham Police Department]. During FFY23, the Statewide Coordinator attended several regional and national conferences, including the Institute of Police Technology & Management Traffic Symposium in Orlando, FL (June 2023). Chief Buck also gave a presentation at Quabbin Regional High School in March 2023 called “Current Drug Trends – Signs and Symptoms.” It was a two-hour lecture on current drug trends presented to parents, students, and faculty.

Funding was also used to purchase 20 Drager 6820 PBTs and Drager PBT mouth pieces, which were utilized in ARIDE training and the DRE school.

**Allotted Funding:** \$748,859.00  
**Expenditures:** \$111,537.50  
**Fund Source(s):** 405d

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**Project Code:** AL-23-08

**Project Title:** ABCC – Underage Drinking Compliance Checks Program

**Synopsis of FFY23 HSP Planned Activity:**

Funding provided to ABCC for overtime pay to conduct enhanced liquor enforcement compliance checks in approximately 200 communities to reduce underage drinking and impaired driving. ABCC will also include concert and special event enforcement operations at liquor stores and parking lots near venues such as the Xfinity Center in Mansfield and Gillette Stadium in Foxborough.

**Summary of FFY23 Activity:**

Funding was provided to ABCC to conduct enhanced liquor compliance checks at licensed establishments and special events in an effort to prevent the sale and consumption of alcohol by underaged individuals. ABCC conducted checks at 3,432 establishments (up from 1,727 in FFY22) across 161 communities (out of a possible 275 targeted) in FFY23. The resulting failure rate was 4.43% (152 failures), which is higher than the 3% reported in FFY22.

For FFY23, ABCC conducted compliance checks across 10 of 14 counties in Massachusetts. Worcester led all counties with 34 towns visited, followed by Hampden with 20 towns. During CY2022, these two counties accounted for 30% (40 of 130) of drivers age 20 or younger under the influence of alcohol involved in a fatal or non-fatal crash. These two counties also issued a third of all OUI-Alcohol, 1<sup>st</sup> offense, violations in 2022 as well.

In FFY22, there were 63 drivers age 20 or younger suspected of using alcohol involved in either a fatal or non-fatal crash across the 161 towns targeted by ABCC in FFY23. After conducting compliance checks, the 161 towns ABCC visited reported 56 drivers age 20 or younger suspected of using alcohol involved in either a fatal or non-fatal crash – a drop of 11% from FFY22.

County	Towns	Percent
Worcester	34	21%
Hampden	20	12%
Norfolk	18	11%
Plymouth	18	11%
Berkshire	17	11%
Middlesex	16	10%
Barnstable	15	9%
Bristol	11	7%
Essex	6	4%
Hampshire	6	4%
Dukes	0	0%
Franklin	0	0%
Nantucket	0	0%
Suffolk	0	0%
<b>Total</b>	<b>161</b>	

MUNICIPALITIES WHERE ABCC FFY23 COMPLIANCE CHECKS OCCURRED							
Acushnet	Brookline	East Brookfield	Holliston	Millis	Pembroke	Spencer	Webster
Adams	Carver	East Longmeadow	Holyoke	Millville	Pittsfield	Springfield	Wellfleet
Agawam	Charlton	Eastham	Hudson	Milton	Plainfield	Stockbridge	West Boylston
Ashburnham	Chatham	Easton	Huntington	Monson	Plainville	Stoneham	West Bridgewater
Ashby	Chelmsford	Falmouth	Kingston	New Bedford	Plympton	Stoughton	West Brookfield
Attleboro	Cheshire	Fitchburg	Lakeville	Newbury	Provincetown	Stowe	West Newbury
Auburn	Chester	Foxboro	Lanesborough	Newton	Randolph	Sturbridge	West Springfield
Ayer	Chesterfield	Freetown	Lee	Norfolk	Raynham	Sudbury	West Stockbridge
Barnstable	Chicopee	Grafton	Leicester	North Adams	Reading	Sutton	Westborough
Becket	Clinton	Granville	Lenox	North Attleborough	Richmond	Swansea	Westfield
Beverly	Cummington	Groveland	Leominster	North Brookfield	Rockland	Taunton	Westport
Blackstone	Dalton	Hampden	Mansfield	North Reading	Russell	Tewksbury	Westwood
Blandford	Dedham	Hancock	Mashpee	Northborough	Salisbury	Tolland	Weymouth
Bolton	Dennis	Hanover	Mattapoisett	Northbridge	Sandwich	Truro	Whitman
Bourne	Douglas	Hanson	Medfield	Norwell	Sharon	Tyringham	Wilbraham
Boxborough	Dover	Harvard	Medway	Norwood	Shirley	Uxbridge	Williamstown
Boylston	Dracut	Harwich	Mendon	Orleans	Shrewsbury	Wales	Windsor
Brewster	Dudley	Hingham	Merrimac	Otis	Somerville	Ware	Worthington
Bridgewater	Duxbury	Holbrook	Middleborough	Oxford	Southbridge	Wareham	Wrentham
Brimfield	East Bridgewater	Holland	Millbury	Palmer	Southwick	Warren	Yarmouth
Brookfield							

Additionally, ABCC conducted enforcement of minors transporting/possessing alcohol and adults furnishing alcohol at several concerts that took place in July and August, resulting in the seizure of 25 fraudulent identifications, 93 bottles of alcohol, and 146 cases of beer. Based on the national standard for determining “binge drinking,” which is defined as consuming five or more drinks on occasion for men and four or more for women, these confiscations prevented the delivery of alcohol to approximately 1,500 underage individuals.

Clearly, the \$62,000 increase in funding for ABCC for compliance checks in FFY23 has had a positive impact on activity. It allowed for significantly more liquor establishments to be checked (3,432 vs 1,727) across more municipalities (161 vs 126).

**Allotted Funding:** \$159,562.00  
**Expenditures:** \$137,381.10  
**Fund Source(s):** 405d

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**Project Code:** AL-23-09

**Project Title:** ABCC – Enforcement Program to Prevent the Sale of Alcohol to Intoxicated Person

**Synopsis of FFY23 HSP Planned Activity:**

Funding provided to ABCC for overtime pay to investigators participating in undercover operations at licensed establishments throughout the Commonwealth to determine if the licensee serves intoxicated individuals. Focus will be on establishments with the most significant number of violations in recent years as well as specific establishments identified by local police as a recurring violator.

**Summary of FFY23 Activity:**

Funding was provided to ABCC for investigators to participate in undercover operations within municipalities with the highest concentrations of bars that have been identified as the ‘place of last drink’ (POLD) for convicted drunk drivers. ABCC conducted 21 SIP operations resulting in the investigation of 1,567 bars, 21 charges of sale to an intoxicated person, and 70 warnings. An additional 547 bars were the subject of high visibility interdiction-type, on-premises field training that also involved arranging safe transportation home and/or placing individuals in protective custody. Operations took place during the winter 2022 and summer 2023 DSOGPO mobilizations as well as during St. Patrick’s Day week in March 2023. ABCC will conduct follow-up operations at bars that were charged or warned to maintain enforcement presence and ensure establishments change their serving practices.

The increase in funding for this program in FFY23 has had a positive impact on outcomes. With an additional \$66,000, ABCC had 50% more operations (21 vs 14), 11.2% more bars investigated (1,567 vs 1,409), 200% more SIP charges (21 vs 7), 150% more warnings (70 vs 28), and an 11% increase in the number of bars subject to high visibility on-premise training (547 vs 493) compared to FFY22 activity.

**Allotted Funding:** \$163,863.00  
**Expenditures:** \$151,027.54  
**Fund Source(s):** 405d

**Project Code:** AL-23-10

**Project Title:** Program Management – Impaired Driving Program

**Synopsis of FFY23 HSP Planned Activity:**

Funding provided to support staff needed to properly manage impaired driving programming described in this section. Funding covers any travel, professional development expenses, conference fees, and office supplies.

**Summary of FFY23 Activity:**

In FFY23, funding was used to support staff for management of impaired driving-related projects as well as cover any travel, conference fees, and office supplies as needed.

**Allotted Funding:** \$170,000.00

**Expenditures:** \$138,482.84

**Fund Source(s):** 402

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**Expenditures for FFY23 by project:**

<b>Project Code</b>	<b>Project Title</b>	<b>Expenses Reported</b>
AL-23-01	Impaired Driving Media	\$ 0.00
AL-23-02	MSP Sobriety Checkpoint & Saturation Patrols	\$ 903,290.22
AL-23-03	MA Trial Court Judicial Education Program	\$ 0.00
AL-23-04	MSP OAT BTO Testing	\$ 167,264.54
AL-23-05	MSP DRE Training	\$ 73,365.38
AL-23-06	MPTC – SFST Training	\$ 60,209.30
AL-23-07	MPTC – DEC Program	\$ 111,537.50
AL-23-08	ABCC – Underage Drinking Compliance Checks	\$ 137,381.10
AL-23-09	ABCC – Enforcement Prevent SIP	\$ 151,027.54
AL-23-10	Program Management – Impaired Driving	\$ 138,482.84

**Total expenditures for Impaired Driving projects in FFY23:**

**\$1,742,558.42**

## Program Area: Occupant Protection

Increasing Massachusetts' seat belt use rate is another top priority for OGR. According to NHTSA and the CDC, buckling up reduces the risk of fatal injury in a crash by 45% in a passenger car and up to 60% in a light truck. Wearing a seat belt also prevents occupants from being ejected 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 belt saves lives.

### Impact of Occupant Protection Projects in FFY23

Before examining the activities of occupant protection programs in FFY23, it is critical to look at how effective these programs have been on incidence of unrestrained motor vehicle occupants involved in a crash in order to understand how funding impacts traffic safety.

In the FFY23 HSP, there were four key objectives OGR intended to pursue or implement in an effort to reduce occupant protection fatalities and serious injuries on the roadways. Below are the key points along with FFY23 results:

- 1) Messaging should target occupants between the ages of 25 and 34 with a focus on drivers.
  - *No media messaging conducted in FFY23.*
  - *OGR expects to select a media vendor during 2<sup>nd</sup> Quarter of FFY24.*
  - *Unclear at current time if media messaging will be involved in May's Click It or Ticket enforcement mobilization.*
- 2) April should be a month for MRS grantees as well as MSP to conduct additional enforcement patrols, especially during nighttime (6pm to 5:59am). The highest total motor vehicle occupant fatalities annually were reported during the month of April from 2016 to 2020.
  - *In FFY23, there were 98 unrestrained MV occupant fatalities – a decline of 20% from 122 in FFY22.*
  - *In FFY23, the number of unrestrained fatalities from Friday-Sunday between 6pm-5:59am was 28, which was 38% lower than the 45 reported in FFY22.*
  - *Total of 8,348 hours of overtime enforcement was conducted by MSP and local police grantees in April 2023, which was 20% higher than the 6,957 hours conducted in April 2022.*
  - *Despite overall decline in unrestrained fatalities and increased enforcement hours in April 2023, the number of unrestrained fatalities in April 2023 was higher (10) than the eight reported in April 2022.*
- 3) Police enforcement activities should primarily occur over the three-day period of Friday, Saturday, and Sunday – this is when over half of all motor vehicle occupant fatalities took place.
  - *OGR conducted outreach to MSP and MRS grantees about importance, based on data analysis, of having a majority of enforcement patrols scheduled during the Friday to Sunday period.*
  - *According to IMPACT data, motor vehicle occupant fatalities did drop in FFY23 compared to FFY22. The number of fatalities in FFY23 (43) was nearly 40% lower than the 71 reported in FFY22.*
- 4) Worcester, Bristol, and Hampden County are the leading counties for unrestrained fatalities. OGR plans to make concerted outreach efforts to police departments within these counties to encourage them to apply for funding.
  - *In FFY23, a total of 64 towns applied for and received MRS funded from OGR to conduct overtime enforcement patrols from these three counties. This is 11 more than the 53 towns involved in MRS activity from the same counties in FFY22.*
  - *Worcester saw an increase of eight towns (32 to 40), Hampden increased by two (9 to 11), and Bristol by one (12 to 13).*
  - *Going forward, OGR will be onboarding non-profit organizations through a new non-profit focused grant opportunity in an effort to increase non-enforcement outreach efforts across Massachusetts.*



In FFY23, these occupant protection programs helped push Massachusetts' seat belt usage rate up by over three percent to 80.44 and positively impacted the projected number of unrestrained motor vehicle occupant fatalities in CY 2023, which is 101. This projected number is 27% lower than the 138 reported in 2022.

### **Occupant Protection Programs in FFY23**

**Project Code:** OP-23-01

**Project Title:** Occupant Protection Media

#### **Synopsis of FFY23 HSP Planned Activity:**

In collaboration with stakeholders, traffic safety messaging will support statewide media campaign to address occupant protection efforts during the May 2022 CIOT mobilization and into early summer 2022. Target audience for messaging based on unrestrained crash data for Massachusetts as well as results from the most recent statewide seat belt observation survey: males under 34 years of age, commercial and pick-up truck drivers, and Hispanic and African-American males.

#### **Summary of FFY23 Activity:**

During FFY23, OGR did not conduct any paid media efforts due to time constraints surrounding contracting out for a media vendor and conducting meaningful work. Approval to pursue a media contract was given approximately 10-12 weeks before the conclusion of the federal fiscal year. As a result, it was determined that the time required to post the media contract, review candidate submissions, and sign a contract would leave insufficient time to craft effective media messaging with the selected vendor.

Despite the lack of spending, OGR was active on social media throughout FFY23, including during the national mobilizations and occupant safety portion of the Municipal Road Safety (MRS) program.

For FFY24, OGR has already begun the process of procuring a new media vendor to conduct pedestrian and bicycle safety, impaired driving, occupant protection, and distracted driving campaigns.

**Allotted Funding:** \$805,499.61

**Expenditures:** \$0

**Fund Source(s):** 405b

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**Project Code:** OP-23-02

**Project Title:** MSP Occupant Protection Enforcement

#### **Synopsis of FFY23 HSP Planned Activity:**

Funding to be provided to MSP for overtime occupant protection-focused enforcement during the 2022 holiday season and during the May 2023 CIOT campaign.

#### **Summary of FFY23 Activity:**



This project was merged with OP-23-06 (MSP CPS Program) through an amendment approved by NHTSA on January 5, 2023. The newly created program under OP-23-06 was “MSP Occupant Protection Program.”

**Allotted Funding:** \$0  
**Expenditures:** \$0  
**Fund Source(s):** 405b

**Project Code:** OP-23-03

**Project Title:** Car Seat Distribution Program

**Synopsis of FFY23 HSP Planned Activity:**

Through a competitive solicitation, OGR will provide certified car seats to municipalities, state agencies, and nonprofit organizations. Subrecipients to be selected based on the quality of their CPS programs, demonstrated need for car seats, community partnerships, and outreach plan to attract low-income families to checkpoints and safety events.

**Summary of FFY23 Activity:**

In FFY23, this program provided 3,558 car seats to 70 public safety and nonprofit organizations for distribution to low-income families and residents in need. Over 1,000 new seats were distributed by grantees in FFY23. Compared to FFY22, the number of seats purchased jumped 55%, the number of grantees rose 56%, and the number of new seats issued rose 47%. This was due to the introduction of a rolling application period (March 28, 2023, to July 7, 2023) that was longer than the FFY22 application period. Because of the longer submission period, more grantees applied and were accepted. The breakdown in grantees for FFY23:

- 64% police departments
- 16% nonprofit organizations
- 11% nonprofit hospitals
- 9% fire departments

In terms of distribution of grantees by region/county, there was at least one grantee from 12 of the 14 counties in Massachusetts. For FFY23, there were no recipients from either Dukes or Nantucket counties. Middlesex, which is the largest county by population and number of communities, accounted for slightly over 20% of all grantees, followed by Worcester, Essex, Bristol, and Hampshire. Grantees from these five counties represented 70% of all grantees in FFY23.

Based on FFY22 data provided by MassDOT’s IMPACT database, these five counties accounted for approximately 40% of all unrestrained children (age 8 or younger) involved in a crash from October 1, 2021, to September 30, 2022. OGR is hopeful the impact of the grantees’ outreach and car seat distribution throughout

County	# of Grantees	Pct All Grantees
Middlesex	14	20.3%
Worcester	12	17.4%
Essex	8	11.6%
Bristol	7	10.1%
Hampshire	7	10.1%
Suffolk	6	8.7%
Norfolk	5	7.2%
Berkshire	3	4.3%
Barnstable	2	2.9%
Franklin	2	2.9%
Hampden	2	2.9%
Plymouth	1	1.4%

these five counties will lower the number of unrestrained children reported in a crash going forward.

Via OGR’s ongoing partnerships with the Massachusetts Department of Children and Families and the Women, Infants, and Children Nutrition Program, education has been provided to social workers and program managers at both agencies on the availability of car seats and the assistance technicians can provide, which has enabled grantees to more easily reach low-income families and provide seats to them.

A breakdown of the car seats distributed during FFY23:

Seats were distributed extensively across all regions of the state with Middlesex County accounting for 19% of all seats given out. Western Massachusetts (Franklin, Hampden, Hampshire, and Berkshire) represented 22% of the 1,015 car seats distributed.

County	Seats Distributed
MIDDLESEX	191
WORCESTER	163
ESSEX	149
BRISTOL	123
BERKSHIRE	108
HAMPSHIRE	57
HAMPDEN	52
NORFOLK	49
BARNSTABLE	42
PLYMOUTH	35
SUFFOLK	25
FRANKLIN	11
NH Resident	9
RI Resident	1

Examining car seat recipients’ community of residence, Worcester led all municipalities with 8.6% of seats distributed, followed by Fall River (8.2%) and Lawrence (7.6%). Collectively, these three communities – all with a median income over 30% lower than the state average of \$96,505 and poverty rates far higher than the state average of 10.4% - accounted for a quarter of all seats distributed in FFY23.

*Top Ten Communities for Car Seat Distribution in FFY23*

	Seats Distributed	Median Income	Pct in Poverty
<b>MASSACHUSETTS</b>		<b>\$ 96,505</b>	<b>10.4%</b>
Worcester	87	\$ 63,911	19.5%
Fall River	83	\$ 52,734	19.7%
Lawrence	77	\$ 53,977	19.4%
Wakefield	68	\$ 125,592	4.2%
Pittsfield	38	\$ 66,859	13.8%
Haverhill	33	\$ 81,989	10.6%
Taunton	24	\$ 72,782	12.7%
Littleton	22	\$ 151,488	7.0%
Quincy	21	\$ 90,668	11.2%
Springfield	18	\$ 47,677	25.3%

Lastly, the top ten grant-funded agencies by total car seats distributed. Three nonprofit health organizations, five local police departments, one local fire department and State police accounted for

60% of the car seats given out in FFY23. UMass Memorial, which is located in Worcester, led all grantees with 11% of seats provided to families and caregivers in need.

CPS Grantee	Seats Distributed
UMass Memorial	116
Lawrence General Hospital	87
Fall River Police Department	78
Wakefield Police Department	70
Littleton Fire Department	60
Massachusetts State Police	51
Southern Berkshire Public Health Collaborative	49
Quincy Police Department	39
Haverhill Police Department	31
Barnstable Police Department	25

Massachusetts' tireless efforts to ensure parents and caregivers have access to high-quality certified child passenger seats over the years has been instrumental in keeping the number of fatalities among passengers age 8 or younger low. Between October 1, 2018, and September 30, 2023, there have only been four fatalities of a child age 8 or under in a motor vehicle. Of the four, two were reported to be in a car seat at the time of impact.

**Allotted Funding:** \$500,000.00  
**Expenditures:** \$338,850.40  
**Fund Source(s):** 402

**Project Code:** OP-23-04

**Project Title:** Child Passenger Safety Training Program

**Synopsis of FFY23 HSP Planned Activity:**

OGR will hire an experienced contractor to recruit, train, and maintain a sufficient number of certified CPS technicians and instructors in Massachusetts. The selected contractor will plan and conduct technician, renewal, update, special needs, school bus, and ambulance classes across the state and continue providing monthly awareness courses to social workers at the Department of Children and Families.

**Summary of FFY23 Activity:**

Funding was provided to the selected vendor, Baystate Medical Center, to administer the statewide CPS program. For FFY23, Baystate coordinated 23 CPS training classes attended by nearly 900 people that led to 253 new CPS technicians and the recertification of 281 current technicians. There are currently 1,000 CPS technicians, 23 technician proxies, and 28 instructors in Massachusetts.

In addition to certification classes, instructors also provided hands-on presentations for expectant parents at the Hanscom Air Force Base and for nursing students at Montachusets Technical School in Fitchburg.

Baystate also coordinated 12 CPS Awareness classes at the Department of Children and Families facility in Southborough, which led to 628 newly hired social workers being taught the importance of child seat safety.

For FFY23, Massachusetts had a CPS recertification rate of 53%, which was slightly below the national average of 55%.

**Allotted Funding:** \$425,000.00  
**Expenditures:** \$291,668.95  
**Fund Source(s):** 405b

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**Project Code:** OP-23-05

**Project Title:** Statewide Seat Belt Observation Survey

**Synopsis of FFY23 HSP Planned Activity:**

Funding will be provided to vendor to conduct the statewide seat belt observation survey utilizing approved NHTSA methodology after the conclusion of the May 2023 CIOT mobilization. The vendor will also be tasked with developing the sampling plan to reselect the roadways for observation. This is a requirement set by NHTSA to be done every five years. The site reselection and sampling plan for use in 2023 are to be submitted to NHTSA by February 2023.

**Summary of FFY23 Activity:**

Funding was provided to UMassSAFE (through the UMass Donahue Institute) to conduct a statewide safety belt observation survey utilizing approved NHTSA statistical methodology. From June 1 – 28, 2023, UMassSAFE observed 27,630 drivers and front seat passengers in 23,746 vehicles across 147 sites across Massachusetts. Observations were spread out over four different 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 2023 survey, the statistically weighted percentage of front-seat occupants properly using seat belts during the observation period was 80.44 percent. This is a 3.44 percentage point increase from the 77.0 percent reported in 2022. OGR is hopeful that the rise in seat belt usage in 2023 is the beginning of a positive trend after a couple years of belt usage under 80.

Some interesting findings from the survey:

- Women continue to have a much higher belt usage rate than men (86% vs 75%).
- Passenger presence remains a significant factor in whether a driver uses a seat belt. Driver alone had a belted rate of six percentage point less than those with a passenger (79% vs 85%)
- By apparent race, Black drivers and front-seat passengers had the highest usage rate with 81.57%.
- Weekend period observations had the highest belt rate with 83.65 % out of the four possible time frames. Among weekday observations, Weekday P.M. Peak Period reported the highest rate with 82.49%.

The sampling plan and site reselections for 2023 were submitted to NHTSA in December 2022 and formally approved by NHTSA in February 2023.

**Allotted Funding:** \$171,233.30  
**Expenditures:** \$159,497.16  
**Fund Source(s):** 405b

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**Project Code:** OP-23-06

**Project Title:** MSP Occupant Protection Program

**Synopsis of FFY23 HSP Planned Activity:**

This project was previously called “MSP CPS Program” in the FFY23 HSP, but an amendment (approved by NHTSA on January 5, 2023) allowed it to be merged with the “MSP CIOT Enforcement Program” (OP-23-02) and renamed “MSP Occupant Protection Program.” OP-23-02 was eliminated for FFY23.

OGR will provide funds to the MSP for overtime occupant protection focused enforcement during the 2022 holiday season and the May 2023 CIOT campaign.

Enforcement efforts will increase compliance with occupant protection laws during the day and night and occur at times and locations shown to have high incidences of motor vehicle crashes based on the most current state and local crash data. Other violations, such as speeding and texting, may also be secondarily targeted during these mobilizations. OGR will also provide media support for the CIOT mobilization.

MSP will also run monthly seat check events at five different barracks and five larger-scale check events from May to September of 2023. These events will be publicized broadly on social media and via direct contact with community organizations. MSP will continue to partner with the Department of Children and Families, YMCA, and Boys and Girls Clubs to ensure low-income families are aware of these events.

Funds will be used to cover overtime expenses for troopers to staff these events, purchase car seats for distribution during them, and send MSP's lead technicians to the Lifesavers Conference (Seattle in April 2023) and/or Kidz in Motion Conference (Oklahoma City, OK, in August 2023).

**Summary of FFY23 Activity:**

During FFY23, MSP conducted overtime enforcement patrols with a focus on occupant protection over the holiday period in 2022 (December 1 – New Year’s Day) and the statewide CIOT campaign (May 1 – June 4, 2023). Below are the results of the enforcement efforts:

The rate of citations issued per hour over the two periods of enforcement was 2.03, which is slightly lower than the 2.33 reported in FFY22. No quotas were placed on troopers participating in enforcement efforts at any time.

FFY 2023 MSP OP Enforcement Activity	
HVE Patrol Hours	2046
Total Citations Issued	4161
Total Warnings Issued	2642
Safety Belt Citations	666
CPS Citations	10
Speeding Citations	795
Speeding Warnings	1020
Hand-Held Device	538
Move Over Violations	166
OUI Alcohol & Drugs	3
Other Arrests	34

MSP utilized its database management system to determine where to conduct overtime patrols based on crash incidence rates involving speeding and unbelted motor vehicle occupants.

Along with enforcement patrols, MSP hosted or participated in 24 car seat check events during FFY23 at nine different locations across Massachusetts. The locations were: Acton, Cheshire, Greenfield (2), East Longmeadow (2), Holyoke, Hudson, Lee, Leominster, Longmeadow, Mansfield, Middleborough, Middleton, Milton, Northbridge, Northampton, Springfield (2), Sturbridge, Westford, Wilbraham (2), and Worcester. Across these events, MSP completed 276 seat checks and provided 26 new car seats to families in need. MSP also hosted a CPS Technician Certification Course in July 2023 resulting in 20 new CPS Technicians and one technician certified as an instructor. During their regular shifts, troopers conducted an additional 87 seat checks. While activity was not covered by the FFY23 grant, previous years funding was used to certify MSP’s technicians.

Funding was used to purchase 12 iPads for use by CPS technicians at checkpoints, which allowed for ease of data entry via the National Digital Car Seat Check Form, and to send technicians to Lifesavers in Seattle and the Kidz in Motion Conference held in Oklahoma City, OK.

**Allotted Funding:** \$346,515.48  
**Expenditures:** \$275,973.46  
**Fund Source(s):** 405b

**Project Code:** OP-23-07

**Project Title:** Program Management – Occupant Protection

**Synopsis of FFY23 HSP Planned Activity:**

Funding provided to support staff needed to properly manage occupant protection programming described in this section. Funding covers any travel, professional development expenses, conference fees, and office supplies.

**Summary of FFY23 Activity:**

In FFY23, funding was used to support staff for management of occupant protection projects as well as cover any travel, conference fees, and office supplies as needed.

**Allotted Funding:** \$176,300.00  
**Expenditures:** \$148,434.63  
**Fund Source(s):** 402

**Expenditures for FFY23 by project:**

<b>Project Code</b>	<b>Project Title</b>	<b>Expenses Reported</b>
OP-23-01	Occupant Protection Media	\$ 0.00
OP-23-02	MSP Occupant Protection Enforcement	\$ 0.00
OP-23-03	Car Seat Distribution Program	\$ 338,850.40
OP-23-04	Child Passenger Safety Training Program	\$ 291,668.95
OP-23-05	Statewide Seat Belt Observation Survey	\$ 159,497.16
OP-23-06	MSP Occupant Protection Program	\$ 275,973.46
OP-23-07	Program Management – Occupant Protection	\$ 148,434.63

**Total expenditures for Occupant Protection projects in FFY23: \$ 1,214,424.60**



## Program Area: Speeding and Distracted Driving

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 funding and media campaigns in support of mobilization efforts.

### Impact of Speed-Related and Distracted Driving-Related Projects in FFY23

Before examining the activities of speed-related and distracted driving programs in FFY23, a look at how effective these programs have been on the incidence of crashes and fatalities involving speeding is critical to understanding how funding impacts traffic safety.

In the FFY23 HSP, there were four key points OGR intended to pursue or implement in an effort to reduce speed-related fatalities on the roadways:

- 1) Key demographic for any media messaging should be drivers under age 35, with a focus on male drivers as they account for a majority of speeding fatalities.
  - *There was no media messaging in FFY23 aimed at speed and aggressive driving behaviors. OGR expects to select a media vendor in the 2<sup>nd</sup> Quarter of 2023 that will help craft and distribute speed safety messaging.*
  - *Although no funds were spent on paid media, OGR was active on social media in support of enforcement mobilizations, including use of content and material provided by NHTSA.*
- 2) Overtime enforcement activity by law enforcement should focus on the weekend (Friday 6pm to Monday 5:59am) and nighttime (6pm to 5:59am).
  - *OGR conducted outreach to MSP and MRS grantees about the importance, based on data analysis, of having a majority of enforcement patrols scheduled during the weekend (Friday – Sunday) and at nighttime (6pm to 5:59am).*
  - *FFY23 saw speed-related fatalities decline from 76 in FFY22 to 71. Of the 71 fatalities, 39 occurred over the weekend – a drop of 11% from 44 reported in FFY22.*
  - *FFY23 also saw a decline in speed-related fatalities occurring between 6pm and 5:59am. Of the 71 speed-related fatalities in FFY23, 43 took place during those hours. This is 19% lower than the 53 reported in FFY22.*
- 3) The period from April to September had higher fatalities per month from 2016 to 2020, and any overtime enforcement or media messaging should key in on these six months for maximum impact.
  - *For FFY23, there were 34 speed-related fatalities reported from April to September. This is 15% lower than the 40 reported in FFY22.*
- 4) Outreach to law enforcement in top counties for speed-related fatal crashes and fatalities – Worcester, Hampden, Bristol – will be a top priority for OGR to increase applicants for grant-funded programs from these counties to reduce speeding deaths.
  - *In FFY23, a total of 64 municipalities from these three counties applied for and received MRS funding from OGR to conduct overtime enforcement patrols. This is 11 more than the 53 municipalities from the same counties involved in MRS activity in FFY22.*
  - *Worcester saw an increase of eight municipalities (32 to 40), Hampden increased by two (nine to 11), and Bristol by one (12 to 13).*

In the FFY23 HSP, there were four key points OGR intended to pursue or implement in an effort to reduce distracted driving fatalities on the roadways:

- 1) High mortality rate of pedestrian age 65 or older in distracted driving crashes is cause for concern; local police should prioritize enforcement patrols near or at crosswalks in the vicinity of neighborhoods with a high percentage of older residents.
  - *Based on IMPACT data, fatal or serious injury crashes involving a distracted driver and a pedestrian age 65 or older had dropped in FFY23. There were seven crashes in FFY23, down from the 10 reported in FFY22.*
- 2) With distracted driving crashes more prevalent in the later part of the calendar year, OGR should focus media messaging on distracted driving from July to December and target two demographics: drivers under 35 and non-motorists (pedestrians primarily) over age 55.
  - *No media messaging was conducted in FFY23 focused on distracted driving. OGR expects to have a media vendor under contract within 2<sup>nd</sup> Quarter of FFY24. OGR was active on social media in support of distracted driving mobilizations.*
  - *At this time, it does not appear that distracted driving mobilization (April) support will be part of the media messaging outreach planned for FFY24.*
  - *If media messaging is pursued in FFY24, target months (after April DD campaign) would be July/August and November/December. The two-month periods saw increases in distracted driving crashes from FFY22.*
- 3) OGR will seek to increase MRS applicants from top counties for distracted driving fatal crashes – Bristol, Norfolk, and Plymouth – to have more law enforcement agencies participating in April's Distracted Driving mobilization.
  - *For FFY23, MRS grantees from these three counties increased by three, to 46 from 43 in FFY22. Bristol increased by one (12 towns to 13), Norfolk remained unchanged at 19, and Plymouth rose by two (12 towns to 14).*
  - *Despite the increase in grantees from Bristol, Norfolk, and Plymouth, the overall number of MRS grantees that participated in the 2023 April Distracted Driving mobilization was less than in 2022. Yet the total enforcement hours were far greater than in 2022. For April 2023, 147 towns participated in the distracted driving mobilization, resulting in 6,659 hours of enforcement; for April 2022, the total was 153 towns resulting in 5,274 hours of overtime patrols.*
- 4) Any overtime enforcement should be conducted during the daytime between 9am and 6pm, focusing on Sunday, Monday, and Friday.
  - *OGR made an effort to advise MRS grantees and MSP on importance of focusing distracted driving enforcement patrols during these key periods.*
  - *For FFY23, total fatal and serious injury crashes involving distracted driving was 10% lower than in FFY22, with 216 crashes compared to 241.*
  - *For FFY23, total fatal and serious injury crashes involving a distracted driving between the hours of 9am and 6pm was 14% lower than in FFY22, with 106 crashes compared to 123.*
  - *For FFY23, total fatal and serious injury crashes involving a distracted driving on Sunday, Monday, and Friday was 9.6% higher than in FFY22, with 91 crashes compared to 83.*

In FFY23, these speeding and distracted driving reduction programs helped lower the incidence of speed-related and distracted driving crashes in Massachusetts. The number of crashes involving a fatality or serious injury where the driver was speeding was 343 in FFY22, but in FFY23, that number dropped 8.5% to 314. For fatal or serious injury crashes involving a distracted driver, the decline was even greater in FFY23. There were 216 crashes reported in FFY23, which is over 10% lower than the 241 reported in FFY22.

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## **Speeding-Related Programs**

**Project Code:** SC-23-01

**Project Title:** Speed and Aggressive Driving Media

### **Synopsis of FFY23 HSP Planned Activity:**

In collaboration with stakeholders, OGR will support a statewide campaign for summer 2023 speed enforcement mobilizations by Massachusetts State Police and local departments involved in the Municipal Road Safety (MRS) program. Based on state data, OGR will target communication efforts on male drivers under 35 years of age in the following counties: Worcester, Hampden, and Bristol. OGR will lead social media and press outreach efforts to garner earned media.

### **Summary of FFY23 Activity:**

During FFY23, OGR did not conduct any paid media efforts due to time constraints surrounding contracting out for a media vendor and conducting meaningful work. Approval to pursue a media contract was given approximately 10-12 weeks before the conclusion of the federal fiscal year. As a result, it was determined that the time required to post the media contract, review candidate submissions, and sign a contract would leave insufficient time to craft effective media messaging with the selected vendor.

Despite the lack of spending, OGR was active on social media throughout FFY23, including during the national mobilizations and speed-related portion of the Municipal Road Safety (MRS) program. Outreach included use of content and materials provided by NHTSA.

For FFY24, OGR has already begun the process of procuring a new media vendor to conduct pedestrian and bicycle safety, impaired driving, occupant protection, and distracted driving campaigns.

**Allotted Funding:** \$562,340.00

**Expenditures:** \$0

**Fund Source(s):** 402

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**Project Code:** SC-23-02

**Project Title:** MSP Speed Enforcement

### **Synopsis of FFY23 HSP Planned Activity:**

Funding to be provided to MSP to conduct speed-related enforcement activities in an effort to decrease the number of speeding violations and crashes along the Commonwealth's major highways. A planned speed enforcement mobilization will run concurrently with enforcement efforts by local police supported by the MRS grant program in June 2023. Another speed enforcement campaign by MSP will take place from July 1 through early September 2023 – known as the “100 Deadliest Days of Summer.” Additionally, MSP will conduct high-visibility patrols at speeding “hot spots” throughout FFY23.

### Summary of FFY23 Activity:

During FFY23, MSP conducted enforcement activities focused on speed and aggressive driving in April, July, August and September 2023. The efforts during these three months resulted in 2,924 hours of enforcement and 6,049 citations issued – of which 35% were for speeding.

Overall, speed enforcement activity by MSP resulted in a citation per hour rate of 2.07, which is slightly lower than the 2.33 reported in FFY22.

Funding was also used by MSP to purchase 75 new radars (radio waves), 129 LiDAR radars (laser), and three radar messaging signs.

FFY23 MSP Speed Enforcement Activity	
Enforcement Hours	2924
Total Citations	6049
Speeding Citations	2132
Speeding Warnings	2163
Safety Belt Citations	371
Hands-Free Citations	413
Move Over Violations	197

Though not funded through FFY23 grant funds, OGR supported these efforts by partnering with MSP and AAA Northeast to hold a press conference highlighting the risks of speeding and other dangerous driving behavior in advance of the “100 Deadliest Days of Summer” enforcement period.

**Allotted Funding:** \$837,660.00  
**Expenditures:** \$744,037.17  
**Fund Source(s):** 402

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**Project Code:** SC-23-03

**Project Title:** Program Management – Speed Management

### Synopsis of FFY23 HSP Planned Activity:

Funding provided to support staff needed to properly manage speed management programming described in this section. Funding covers any travel, professional development expenses, conference fees, and office supplies.

### Summary of FFY23 Activity:

In FFY23, funding was used to support staff for management of speed management-related projects as well as cover any travel, conference fees, and office supplies as needed.

**Allotted Funding:** \$45,000.00  
**Expenditures:** \$44,832.38  
**Fund Source(s):** 402

## **Distracted Driving-Related Programs**

**Project Code:** DD-23-01

**Project Title:** Distracted Driving Media

### **Synopsis of FFY23 HSP Planned Activity:**

In collaboration with stakeholders, OGR will support a statewide campaign to address attentive driving efforts during the April 2023 Distracted Driving mobilization. OGR will collaborate with the Massachusetts Registry of Motor Vehicles (RMV) and MassDOT to promote awareness of the Commonwealth's "Hands-Free Law" while also messaging about the dangers of distracted driving and the importance of alert driving.

### **Summary of FFY23 Activity:**

During FFY23, OGR did not conduct any paid media efforts due to time constraints surrounding contracting out for a media vendor and conducting meaningful work. Approval to pursue a media contract was given approximately 10-12 weeks before the conclusion of the federal fiscal year. As a result, it was determined that the time required to post the media contract, review candidate submissions, and sign a contract would leave insufficient time to craft effective media messaging with the selected vendor.

Despite the lack of spending, OGR was active on social media throughout FFY23, including during the national mobilizations and distracted driving portion of the MRS program. Outreach included use of content and materials provided by NHTSA.

For FFY24, OGR has already begun the process of procuring a new media vendor to conduct pedestrian and bicycle safety, impaired driving, occupant protection, and distracted driving campaigns.

**Allotted Funding:** \$319,174.00

**Expenditures:** \$0

**Fund Source(s):** 402

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**Project Code:** DD-23-02

**Project Title:** MSP Distracted Driving Enforcement

### **Synopsis of FFY23 HSP Planned Activity:**

Funding to be provided to MSP to conduct distracted driving law enforcement in April 2023. This campaign will coincide with the distracted driving enforcement mobilization period conducted by local police departments participating in the MRS grant program.

## Summary of FFY23 Activity:

In FFY23, MSP conducted a distracted driving enforcement campaign during the months of April and May 2023. The campaign's purpose was to alert motorists to the dangers of distracted driving and cite drivers in violation of the Hands-Free Law that has been in place since February 2020. Violations issued for Hands-Free infractions accounted for nearly half of total citations reported during the enforcement campaign.

FFY23 MSP Distracted Driving Campaign	
Total Enforcement Hours	2071
Total Citations	4475
Hands-Free Law Violations	2189
Speeding Citations	566
Speeding Warnings	638
Safety Belt Citations	259
Child Restraint Citations	9
Move Over Law Citations	102

For FFY23, the citations per hour rate was 2.16. This was slightly lower than the 2.25 reported in FFY22. The number of enforcement hours was 15% lower than in the previous FFY. Despite having less hours reported for FFY23, the number of crashes involving a distracted driver that resulted in either a fatality or serious injury was substantially lower over April and May 2023 compared to the same period in 2022.

Over the two-month period of April/May 2022, there were 65 distracted driver-involved crashes resulting in either a fatality or serious injury. For April/May 2023, the number was 38 – which is a 42% reduction in crashes.

OGR is confident MSP will continue its successful distracted driving enforcement efforts in FFY24 and expects MSP to expand enforcement patrols to take place in other months in addition to April and May.

**Allotted Funding:** \$249,929.00

**Expenditures:** \$212,256.98

**Fund Source(s):** 402

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**Project Code:** DD-23-03

**Project Title:** Program Management – Distracted Driving

### Synopsis of FFY23 HSP Planned Activity:

Funding provided to support staff needed to properly manage distracted driving programming described in this section. Funding covers any travel, professional development expenses, conference fees, and office supplies.

### Summary of FFY23 Activity:

In FFY23, funding was used to support staff for management of distracted driving-focused projects as well as cover any travel, conference fees, and office supplies as needed.

**Allotted Funding:** \$21,400.00  
**Expenditures:** \$21,371.46  
**Fund Source(s):** 402

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**Expenditures for FFY23 by project:**

<b>Project Code</b>	<b>Project Title</b>	<b>Expenses Reported</b>
SC-23-01	Speed and Aggressive Driving Media	\$ 0.00
SC-23-02	MSP Speed Enforcement	\$ 744,037.00
SC-23-03	Program Management – Speeding	\$ 44,832.38
DD-23-01	Distracted Driving Media	\$ 0.00
DD-23-02	MSP Distracted Driving Enforcement	\$ 212,244.00
DD-23-03	Program Management – Distracted Driving	\$ 21,371.46

**Total expenditures for Speeding projects in FFY23:** \$ 788,869.38

**Total expenditures for Distracted Driving projects in FFY23:** \$ 233,371.46

**Total for Speed & Distracted Driving:** \$ 1,022,240.84



## Program Area: Higher-Risk Transportation System Users

In Massachusetts, motorcyclists, pedestrians, and bicyclists are considered higher-risk transportation system users. During FFY23, OGR oversaw numerous programs designed to improve traffic safety for these roadway users as well as those who share the roads with them through a combination of enforcement and educational outreach efforts.

### Impact of Higher-Risk Transportation System User Projects in FFY23

Before examining the activities of motorcyclist and pedestrian/bicyclist safety programs in FFY23, a look at how effective these programs have been on the incidence of crashes and fatalities involving motorcyclists, pedestrians, and bicyclists is critical to understanding how funding impacts traffic safety.

In the FFY23 HSP, there were four key points OGR intended to implement in an effort to reduce motorcyclist fatalities on the roadways:

- 1) For motorcycle safety outreach and messaging, males under 35 are the target demographic.
  - *No media messaging aimed at motorcyclists funded in FFY23. OGR expects to have a media vendor under contract at some point in 2<sup>nd</sup> Quarter FFY24, but it appears that motorcyclist safety messaging will not be part of the marketing campaigns planned for FFY24 (June/July – pedestrian safety; Aug/Sept – impaired driving).*
- 2) Any messaging or enforcement activity related to motorcyclist safety should occur during warmer months (April – October) and primarily over Saturday/Sunday period between 12pm and 8pm.
  - *Despite lack of media messaging and enforcement activity related to motorcycle safety, FFY23 did see a decline in motorcycle fatalities to 52 from 57 in FFY22.*
  - *There were 43 motorcycle fatalities between April-October FFY23, which is lower than the 51 reported in the same period FFY22.*
- 3) For messaging raising driver awareness about motorcycles sharing the roadway with them, the counties of Bristol, Middlesex, Hampden, and Plymouth – the top counties with motorcycle crashes involving another motor vehicle – would be the primary focus.
  - *As mentioned above, there was no media messaging related to motorcycle safety in FFY23*
  - *Yet, motorcycle fatalities in these four counties were lower than in FFY22. Across Bristol, Middlesex, Hampden, and Plymouth, there were 25 motorcycle deaths in FFY23 – of which 14 were collisions with another motor vehicle. In FFY22, there were 30 deaths and 17 involving a collision with another motor vehicle.*
- 4) Media messaging should incorporate safety information on the dangers of speeding and driving impaired as both factors occur often with motorcycle drivers in fatal crashes.
  - *No media messaging related to motorcycle safety was done in FFY23, nor is there any expected for FFY24 even with the new media vendor.*

In the FFY23 HSP, there were three key points OGR intended to implement in an effort to reduce pedestrian and bicyclist fatalities on the roadways:

- 1) Suffolk County, with half of its fatalities from 2016 to 2020 composed of non-motorists, should be a key focus of messaging and enforcement activities. OGR will reach out to Boston Police Department about applying for grant funding to help reduce pedestrian and bicyclist fatalities in the state's capital. Boston accounted for 50 of 61 non-motorist fatalities in Suffolk County.
  - *As one of the 168 MRS grantees in FFY23, Boston conducted a total of 28 hours of overtime enforcement of which none were focused on pedestrian/bicyclist safety.*
  - *Chelsea and Revere, also part of Suffolk County, were FFY23 MRS grantees as well. Chelsea conducted 63 hours of pedestrian/bicyclist safety enforcement out of a total of 240 hours of enforcement completed. Revere performed 46 hours of ped/bike enforcement out of 220 total hours of overtime enforcement.*

- *In FFY23, there were 11 pedestrian and bicyclist fatalities in Suffolk County. This is one less than the 12 reported in FFY22.*
  - *Going forward, OGR will reach out to the State Police Barracks in Boston (Troop H-4) about applying for funding related to pedestrian and bicyclist safety.*
- 2) Any media messaging should take two angles: (1) Appealing to drivers to be aware of non-motorists sharing the road, especially when approaching a crosswalk; and (2) Appealing to older non-motorists (55+) to be vigilant when using the roadways, especially when using a crosswalk.
- *No media messaging was conducted in FFY23. OGR expects to select a media vendor in the 2<sup>nd</sup> Quarter of FFY24. The selected vendor will help OGR craft an effective pedestrian and bicyclist safety campaign targeted for June/July of 2024.*
  - *The safety campaign will take into account the need to appeal to drivers' awareness of non-motorists along the roadway as well as the importance of pedestrians age 55 or older to take extra precautions when crossing a crosswalk.*
  - *OGR selected Suffolk County as the site of one of three virtual outreach sessions during June 2023, based largely on the high number of older non-motorist fatalities. Traffic safety concerns in the county – including non-motorist safety, were discussed during the meeting between OGR staff, traffic safety stakeholders, and members of the public.*
- 3) Encourage police to conduct any non-motorist safety enforcement campaign during cooler/colder month (October to March) and focus on a time frame between 3pm and midnight.
- *Pedestrian and bicyclist fatalities during colder months (Oct-Mar) in FFY23 dropped 6% to 46 from 49 in FFY22. For warmer months (Apr-Sept), the decrease was even more dramatic, with fatalities falling nearly 50% in FFY23 to 27 from 50 in FFY22.*
  - *By time frame, the 3pm to midnight period saw a decline in fatalities in FFY23 with 50 deaths compared to 57 in FFY22. Yet, as a percentage of all ped/bike fatalities reported, the 50 deaths in FFY23 represented 68% of all fatalities. In FFY22, the 57 deaths reported during this period made up 58% of the 99 ped/bike fatalities.*

During FFY23, the efforts by grantees involved with the various programs for motorcycle safety, pedestrian safety, and bicyclist safety led to a decline in fatalities among motorcyclists and pedestrians across Massachusetts. Motorcyclist fatalities dropped 6.5% from 62 in FFY22 to 58 and pedestrian deaths decreased 15.4% from 91 in FFY22 to 77. Bicyclist fatalities remained unchanged from FFY22 to FFY23 with eight reported in both years. With the addition of a media vendor to help with safety messaging, OGR is optimistic fatalities among higher-risk transportation users will continue falling in the coming years.

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## **MOTORCYCLE SAFETY PROGRAMS**

**Project Code:** MC-23-01

**Project Title:** Motorcycle Safety Media

### **Synopsis of FFY23 HSP Planned Activity:**

OGR will support two media campaigns in partnership with the RMV's Motorcycle Rider Education Program (MREP). The first will educate motorcyclists about rider safety and the dangers of speeding and impaired driving. The second will focus on motor vehicle drivers and the need to safety share the roadways with motorcyclists. The campaigns will target the period from April to October, in which 89% of all motorcyclist fatalities occurred from 2016 to 2020.

### **Summary of FFY23 Activity:**

During FFY23, OGR did not conduct any paid media efforts due to time constraints surrounding contracting out for a media vendor and conducting meaningful work. Approval to pursue a media contract was given approximately 10-12 weeks before the conclusion of the federal fiscal year. As a result, it was determined that the time required to post the media contract, review candidate submissions, and sign a contract would leave insufficient time to craft effective media messaging with the selected vendor.

Despite the lack of spending, OGR was active on social media throughout FFY23 with safety messaging aimed at both motorcycle riders and drivers alike.

For FFY24, OGR has already begun the process of procuring a new media vendor to conduct pedestrian and bicycle safety, impaired driving, occupant protection, and distracted driving campaigns.

**Allotted Funding:** \$469,656.09  
**Expenditures:** \$0  
**Fund Source(s):** 405f, 402

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**Project Code:** MC-23-02

**Project Title:** Program Management – Motorcycle Safety

**Synopsis of FFY23 HSP Planned Activity:**

Funding provided to support staff needed to properly manage motorcycle safety programming described in this section. Funding covers any travel, professional development expenses, conference fees, and office supplies.

**Summary of FFY23 Activity:**

In FFY23, funding was used to support staff for management of motorcyclist safety projects as well as cover any travel, conference fees, and office supplies as needed.

**Allotted Funding:** \$10,000.00  
**Expenditures:** \$8,108.20  
**Fund Source(s):** 402

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**PEDESTRIAN AND BICYCLIST SAFETY PROGRAMS**

**Project Code:** PS-23-01

**Project Title:** Pedestrian and Bicyclist Safety Media

**Synopsis of FFY23 HSP Planned Activity:**

In collaboration with partners such as MassDOT, OGR will support a pedestrian and bicyclist safety media campaign in which all road users are encouraged to share the road safely. The campaign will

take place throughout the year and will focus on adults age 45 or older within major cities with the highest pedestrian fatalities, including Boston, Worcester, Springfield, Quincy, and Brockton.

**Summary of FFY23 Activity:**

During FFY23, OGR did not conduct any paid media efforts due to time constraints surrounding contracting out for a media vendor and conducting meaningful work. Approval to pursue a media contract was given approximately 10-12 weeks before the conclusion of the federal fiscal year. As a result, it was determined that the time required to post the media contract, review candidate submissions, and sign a contract would leave insufficient time to craft effective media messaging with the selected vendor.

Despite the lack of spending, OGR was active on social media throughout FFY23, including during the national mobilizations and the pedestrian/bicyclist safety portion of the MRS program.

For FFY24, OGR has already begun the process of procuring a new media vendor to conduct pedestrian and bicycle safety, impaired driving, occupant protection, and distracted driving campaigns.

**Allotted Funding:** \$392,923.00

**Expenditures:** \$0

**Fund Source(s):** 405h

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**Project Code:** PS-23-02

**Project Title:** Program Management – Pedestrian and Bicyclist Safety

**Synopsis of FFY23 HSP Planned Activity:**

Funding provided to support staff needed to properly manage pedestrian and bicyclist programming described in this section. Funding covers any travel, professional development expenses, conference fees, and office supplies.

**Summary of FFY23 Activity:**

In FFY23, funding was used to support staff for management of pedestrian and bicyclist safety projects as well as cover any travel, conference fees, and office supplies as needed.

**Allotted Funding:** \$12,000.00

**Expenditures:** \$8,108.20

**Fund Source(s):** 402

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**Expenditures for FFY23 by project:**

<b>Project Code</b>	<b>Project Title</b>	<b>Expenses Reported</b>
MC-23-01	Motorcycle Safety Media	\$ 0.00
MC-23-03	Program Management – Motorcycle Safety	\$ 8,108.20
PS-23-01	Pedestrian & Bicyclist Safety Media	\$ 0.00
PS-23-03	Program Management – Ped/Bike Safety	\$ 8,108.20

**Total expenditures for Motorcycle Safety projects in FFY23:** **\$ 8,108.20**

**Total expenditures for Pedestrian & Bicyclist Safety projects in FFY23:** **\$ 8,108.20**

**Total for Motorcycle Safety & Ped/Bike Safety:** **\$ 16,216.40**

## Program Area: Traffic Records

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. In order to be accurate and usable, data has to be constantly updated. Unfortunately, Massachusetts has numerous challenges with regard to 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 traffic safety stakeholders.

### Impact of Traffic Records Projects on FFY23 Targets

In the FFY23 HSP, there were three performance measures with a target related to traffic records:

**Performance Target #1:** Decrease the rate at 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:** By the June 30, 2023, end date for UMassSafe's Crash Report E-Manual: Law Enforcement Agency Targeted Resources to Improve Crash Data Quality Project (TR 23-02), UMassSafe was awaiting the full deployment of the project deliverables before determining if it had met the project's performance measure. Following the full deployment, a check of the data source involved, MassDOT's IMPACT portal, required a re-calculation of the initial benchmark for January-June 2021 as 9.7% (59,738/617,385) of occupant coded fields as invalid/incomplete. Also, the performance measure period was shifted to June 2023-November 2023. There was an improvement in the percent of occupant coded fields left empty to 9.5% (69,029/729,455), representing a 0.2 percentage point decrease, or a relative 2.2% improvement.

**Performance Target #2:** Between July 1, 2022 and June 30, 2023, DCJIS will install approximately 400 mobile printers for police vehicles and provide associate training for 36 departments new to MACCS.

- **Results:** Between July 1, 2022 and June 30, 2023, DCJIS installed 551 printers for police vehicles at 44 departments new to its MACCS Project (TR 22-15 and TR 23-03).

**Performance Target #3:** 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 Department of Public Health (DPH) *MA CRISS Project* (TR 23-04) had to modify its performance target after the above target was set. The new performance measure sought to increase the accuracy, completeness, and uniformity of crash data by increasing the number of linked crash-hospital discharge records for drivers and non-motorists in which the alcohol and drug fields were assessed for *accuracy and uniformity* from 0 as of July 1, 2022, to 3,373 as of November 30, 2022, and the number of unlinked crash records for drivers and non-motorists in which the alcohol and drug fields were assessed for (TR 23-06) *completeness and internal consistency* from 0 as of July 1, 2022, to 334,661 as of November 30, 2022. By November 30, 2022, DPH was able to assess the accuracy and uniformity of the alcohol and drug fields in 3,373 integrated MA CRISS records and the completeness and internal consistency of the alcohol and drug fields in 334,661 crash records.



Due to a raft of amendments made regarding Traffic Records during FFY23, there were five more Performance Targets added. The target and results are provided below:

**Performance Target #4:** Within two weeks following the anticipated September 1, 2023, launch of Merit Rating Board's (MRB) citation data portal, survey principal users identified in the needs assessment done during the project's phase one to determine the level of satisfaction of these users with access through the new portal to needed citation data they previously identified.

- **Results:** The MRB's *Accessible Citation Data Project* (TR 23-06) was not completed by the end of the performance period that coincided with the end of FFY23 on 9/30/23. The portal was 70% complete by this point. With funds unused during FFY23, the project will be restarted in FFY24 and is expected to be completed (including the survey) by 6/30/24.

**Performance Target #5:** To reduce the average number of days from when citations are issued by Boston Police Department (BPD) personnel to when these citations are posted to the statewide citation data system, from 21 for the baseline period of August 15, 2021, to August 14, 2022, to 19 days during the performance period of August 15, 2022, to August 14, 2023.

- **Results:** The BPD's *E-Citation Transition Project* (TR 23-07) resulted in its current vehicle fleet being fully equipped with printers to enable its personnel to participate in MACCS by the project end date of September 30, 2023. However, BPD's average day to post for all types of citations (paper and electronic submission) increased to 26 days during the performance period. This was primarily due to the installation of the printers being delayed until late summer 2023 and the vast majority of the citations still being done by paper submission through the end of the period.

**Performance Target #6:** Between June 1, 2023, and December 31, 2023, update the Massachusetts Crash Reporting Form and Crash Data System (CDS) to collect, process, and share via MassDOT's IMPACT portal the necessary vulnerable road user data confirmed through the phase one focus groups/outreach.

- **Results:** As of the end of FFY23, changes to the electronic crash reporting form and the CDS were in progress but had not been put in production from the RMV's *Inclusion of Vulnerable Road Users in Crash Reporting to RMV Project* (TR 23-08). Data will be shared once the new data is received into the CDS. This is not expected until after January 2024. During the performance period all changes to the paper crash reporting form had been made and a new section has been added that is specific to Vulnerable Users.

**Performance Target #7:** To date in State FY 2023 (July 1, 2022, to May 2, 2023), MSP-CARS responded to 232 serious/fatal injury crashes. Of these, 58 crashes (25%) involved a pedestrian or bicyclist. Investigating Troopers measured the frictional value of the roadway in approximately 22% of these crashes involving non-motorists. MSP aims to increase the percentage of crashes involving non-motorists where frictional value of the roadway data is collected to **75%** between October 1 and December 31, 2023.

- **Results:** The MSP was unable to provide project progress data for its *Improving Data Accuracy from the Scenes of Motor Vehicle Crashes Project* (TR 23-09) because it had had only recently received the equipment and conducted the training associated with their FFY 23 grant award. It will provide this data once it receives the final equipment and training from its FFY 24 grant award that ends December 31, 2023.

**Performance Target #8:** Between July 1, 2023, and June 30, 2024, MA Department of Criminal Justice Services (DJCJIS) will work to install approximately 500 mobile printers for police vehicles and provide



associated training for an estimated 53 departments new to the *Massachusetts Automated Citation and Crash System (MACCS) Project*.

**Results:** This phase of DCJIS’s MACCS project (TR 23-10) made progress toward this performance target, with 81 printers installed between July 1, 2023, and September 30, 2023, in police vehicles at 17 departments that had not previously been involved with MACCS.

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## **TRAFFIC RECORDS PROGRAMS**

**Project Code:** TR-23-01

**Project Title:** Traffic Records Projects

### **Synopsis of FFY23 HSP Planned Activity:**

One or more Availability of Grant Funding (AGF) processes will be conducted to provide 405c funding on a competitive basis to projects that help improve the accessibility, accuracy, completeness, integration, timeliness, and uniformity of one or more core traffic records systems. There are six core traffic records systems: crash data system, roadway inventory file, vehicle registration, driver history, citation/adjudication, and EMS/injury surveillance system. This project is a ‘holding’ account for future traffic records projects.

### **Summary of FFY23 Activity:**

Two FFY23 AGF processes were conducted to provide Section 405c 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 six core traffic records systems. Improving these systems enhances the ability to identify priorities for a diverse range of local, state, and federal traffic safety programs impacting multiple areas of Massachusetts. 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 had to help meet at least one unmet recommendation from the Commonwealth’s 2019 Traffic Records Assessment. Projects 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.

**Allotted Funding:** \$596,932.26

**Expenditures:** \$0

**Fund Source(s):** 405c

**Project Code:** TR-23-02

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

**Synopsis of FFY23 HSP Planned Activity:**

This project will enable the University of Massachusetts – Amherst’s UMassSAFE to further enhance the Massachusetts Law Enforcement Crash Report E-Manual at [masscrashreportmanual.com](http://masscrashreportmanual.com). Building on the current iteration, the project will result in greater content, features, and functionality for the tool.

**Summary of FFY23 Activity:**

The Massachusetts Law Enforcement Crash Report E-Manual is a one-stop guide and resource hub detailing every aspect of completing a Massachusetts crash report available at [masscrashreportmanual.com](http://masscrashreportmanual.com).

UMassSafe received a FFY23 405c grant award to expand the E-Manual’s features and functionality. Two new interactive overlays to assist with Data Dictionary navigation were developed for the ProPhoenix and QED RMS systems. The Crash Report Quality Scorecard, a system that assesses and scores the completeness of Law Enforcement Agency-submitted crash reports, was developed, enabling law enforcement agency supervisors to view whether certain crash report fields completed by their department are commonly left blank. The Traffic Records News Page was expanded, with articles on the Massachusetts Strategic Highway Safety Plan, the Northeast Commercial Vehicle Safety Summit, T-Force Analytics, and the ways MACCS makes crash and citation reporting easier, more accurate, and more reliable for state and local police. An email subscription component to notify users of new content was implemented. Additionally, UMassSafe worked to improve the technical performance of the E-Manual website. Finally, the E-Manual’s new features were promoted via a webinar demonstration and promotional postcard mailings.

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

**Allotted Funding:** \$149,362.00  
**Expenditures:** \$143,018.24  
**Fund Source(s):** 405c

**Project Code:** TR-23-03

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

**Synopsis of FFY23 HSP Planned Activity:**

This project continues efforts that have been ongoing since 2017 to achieve statewide use of MACCS and builds off an FFY22 405c funded project toward that end by DCJIS. DCJIS will acquire and install

approximately 400 mobile printers for police vehicles and provide associated training to assist an estimated 36 departments waiting to join MACCS.

**Summary of FFY23 Activity:**

With a FFY23 405c grant award, DCJIS continued its efforts to roll-out MACCS to all state and local police.

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.

DCJIS and its vendor installed 527 printers in law enforcement vehicles, including at 48 departments new to MACCS, during FFY23 through this project and the TR-23-10 project. 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.

As of September 2023, there were 280 local police departments and the Massachusetts State Police participating in MACCS.

The project enhanced the accuracy, completeness, integration, timeliness, and uniformity attributes of the citation/adjudication and crash data system of Massachusetts. This project 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:** \$166,254.00  
**Expenditures:** \$165,090.05  
**Fund Source(s):** 405c

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**Project Code:** TR-23-04

**Project Title:** MA Crash-Related Injury Surveillance System (MA CRISS): Data Quality Assessment and Analysis

**Synopsis of FFY23 HSP Planned Activity:**

This project continues efforts by DPH – Injury Surveillance Program’s (DPH-ISP) MA CRISS to integrate crash, acute hospital case mix, and driver license/history data for multiple years. With input of key stakeholders, ISP will also conduct an analysis of integrated MA CRISS data to provide stakeholders with relevant findings that can guide traffic safety measures. Funding will also partially support two positions: current MA CRISS epidemiologist Jeanne Hathaway and a contract epidemiologist with advanced analytic, data linkage, and SAS programming skills.

**Summary of FFY23 Activity:**

With a FFY23 405c grant award, DPH integrated new driver data into MA CRISS, conducted a survey of traffic safety partners' priorities, used integrated MA CRISS data to assess the quality of the alcohol and drug fields in crash data, and completed an analysis of injured drivers identified as speeding. DPH developed reports and presentations summarizing findings from these analyses and a FFY22 assessment of the quality of the injury status code in crash data. Recommendations were developed based on each analysis with input from internal DPH and external traffic safety partners. DPH presented findings from our assessment of the quality of the injury status code at an ETRCC meeting in April 2023 and the quality of the alcohol and drug fields to the MA Traffic Safety Coalition in September 2023. DPH surpassed our FFY23 benchmark/performance measure by assessing the accuracy and uniformity of the alcohol and drug fields in 3,373 integrated MA CRISS records and the completeness and internal consistency of the alcohol and drug fields in 334,661 crash records by November 30, 2022.

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

**Allotted Funding:** \$97,048.00  
**Expenditures:** \$82,771.54  
**Fund Source(s):** 405c

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**Project Code:** TR-23-05

**Project Title:** Program Management – Traffic Records

**Synopsis of FFY23 HSP Planned Activity:**

Funding provided to support staff needed to properly manage traffic records programming described in this section. Funding covers any travel, professional development expenses, conference fees, and office supplies.

**Summary of FFY23 Activity:**

In FFY23, funding was used to support staff for management of traffic records-related projects as well as cover any travel, conference fees, and office supplies as needed.

**Allotted Funding:** \$177,301.00  
**Expenditures:** \$177,267.65  
**Fund Source(s):** 402

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**Project Code:** TR-23-06

**Project Title:** Merit Rating Board's Accessible Citation Data – Phase II

**Synopsis of FFY23 HSP Planned Activity:**

Funding provided to MRB to build off a FFY22 405c funded Phase I projects and have a vendor help them build a publicly accessible citation data web-based portal. This new online tool will provide users with dashboards, pre-defined reports, raw data downloads, and query visualization to quickly access the citation data needed to develop, implement, and evaluate traffic safety programs or conduct related analysis.

**Summary of FFY23 Activity:**

Building off a phase one effort using FFY22 405c funding, this project enabled the MassDOT/MRB to have a vendor start building a publicly accessible citation data web-based tool that will be part of the IMPACT Crash Data Portal. During the phase one project, MRB conducted extensive outreach to citation data stakeholders in Massachusetts to determine their current uses and needs for citation data as well as what content and features they want in such a portal. This new tool will provide users with dashboards, pre-defined reports, raw data downloads, and query visualization to quickly access the citation data they need to develop, implement, and evaluate traffic safety programs or conduct related analysis. Due to a late start with their FFY23 405c grant award, MRB and its vendor were only able to complete 70% on the portal by the end of the FFY. It is expected that the portal will be completed in FFY24 using unspent 405c funds from FFY23.

This project enhanced the accessibility of the citation data system in Massachusetts. The project helped meet the unmet data dictionary recommendation for the citation data system from the 2019 Massachusetts Traffic Records Self-Assessment.

**Allotted Funding:** \$550,000.00

**Expenditures:** \$311,764.48

**Fund Source(s):** 405c

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**Project Code:** TR-23-07

**Project Title:** Boston Police Department's eCitation Transition Project

**Synopsis of FFY23 HSP Planned Activity:**

Funding provided to BPD to help the department outfit approximately 560 police vehicles with printers and related hardware necessary to participate in the eCitation portion of MACCS. Upon completion of this project, all BPD patrol vehicles will be fully equipped for MACCS.

**Summary of FFY23 Activity:**

Historically citation data to the state flowed from BPD primarily through a paper method. Using a FFY23 405c grant award, BPD outfitted its current fleet of 370 police vehicles with printers and related hardware necessary to participate in MACCS. The data downloads from MACCS now enable BPD, through its records management system, to conduct better analysis of citation data for traffic safety and enforcement purposes.

This project enhanced the accuracy, completeness, integration, timeliness, and uniformity of the crash data system in Massachusetts. This project helped address the unmet data quality control program recommendations for the citation and crash systems from the 2019 Massachusetts Traffic Records Self-Assessment.

**Allotted Funding:** \$567,000.00  
**Expenditures:** \$536,049.65  
**Fund Source(s):** 405c

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**Project Code:** TR-23-08

**Project Title:** MassDOT/RMV's Inclusion of Vulnerable Road Users in Crash Reporting to RMV

**Synopsis of FFY23 HSP Planned Activity:**

Funding provided to MassDOT/RMV to update the Massachusetts crash reporting form (CR65) and its Crash Data System (CDS) to enable the greater collection, processing, and sharing of vulnerable road users (VRU) data. With this additional VRU data publicly available on IMPACT, a wide range of traffic records stakeholders will be able to access it for traffic safety planning, implementation, and evaluation purposes.

**Summary of FFY23 Activity:**

With a FFY23 405c grant award, this project enabled the MassDOT/ RMV to update the Massachusetts crash reporting form (CR65) and its CDS to enable the greater collection, processing, and sharing of VRU data. The RMV also worked on updating state and local law enforcement records management systems. Ultimately, this additional VRU data will be available in MassDOT's crash data portal, IMPACT. With this additional VRU data publicly available in IMPACT, a wide range of traffic records stakeholders will be able to access it for traffic safety planning, implementation, and evaluation purposes. A first phase of the project, using state capital funds, involved outreach to project stakeholders and holding focus groups to decide the new VRU data fields to add to the crash reporting form. This phase also determined CDS and state/local RMS data system enhancements as well as training and public outreach necessary for the project. In the second phase of this project, 22 new VRU data elements (and definitions) were added to the MA crash reporting form. Distribution of the updated form began to law enforcement still using paper crash reporting and to the Municipal Police Training Committee. This project will continue into FFY24.

This project enhanced the accessibility, completeness, and integration of the crash data system in Massachusetts. The project helped in part to address the unmet recommendations to improve the interfaces of the CDS (specifically with the injury surveillance/EMS data sets) and its data quality control program from the 2019 Massachusetts Traffic Records Self-Assessment.

**Allotted Funding:** \$177,400.00  
**Expenditures:** \$177,400.00  
**Fund Source(s):** 405c

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**Project Code:** TR-23-09

**Project Title:** MSP Improving Data Accuracy from Scene of Motor Vehicle Crashes

**Synopsis of FFY23 HSP Planned Activity:**

Funding provided to MSP to help improve the accuracy, completeness, and uniformity of fatality and serious injury data collected at motor vehicle crash scenes. These improvements will result in a timelier share of this data with local, state, and federal partners working on traffic safety countermeasures and roadway improvements. To accomplish this, members of the MSP Collision Analysis and Reconstruction Section (CARS) will be provided a specialized training (*Pedestrian/Bicycle Crash Investigations*) and improved field equipment (accelerometers, drag sleds, and straight scales). This training will enhance the ability of investigators to establish cause in fatal and serious injury crashes, in particular involving pedestrians and bicyclists.

**Summary of FFY23 Activity:**

With a FFY23 405c grant award, MSP improved the accuracy, completeness, and uniformity of fatality and serious injury data collected at motor vehicle crash scenes. These improvements are starting to result in the timelier sharing of this data with local, state, and federal partners working on traffic safety/enforcement countermeasures and roadway improvements. Members of the MSP CARS were provided a specialized training (*Pedestrian/Bicycle Crash Investigations*) and improved field equipment (accelerometers, cases, and straight scales). The training will enhance the ability of investigators to establish cause in fatal and serious injury crashes, in particular involving pedestrian and bicyclists. The equipment will be used to better measure tire/roadway friction and analyze roadway materials to determine involvement in the crashes. This project will continue into FFY24 so an additional training can be held and further equipment acquired.

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

**Allotted Funding:** \$59,341.00

**Expenditures:** \$44,619.59

**Fund Source(s):** 405c

**Project Code:** TR-23-10

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

**Synopsis of FFY23 HSP Planned Activity:**

This project continues efforts since 2017 to achieve statewide use of MACCS and builds off prior 405c funded projects towards that end by the DCJIS. MACCS improves office and motoring public safety on the roadways across the Commonwealth; streamlines data collection; enhances data quality; and increases reporting timeliness to local, state, and federal entities.



## Summary of FFY23 Activity:

DCJIS continued its efforts since 2017 to roll-out MACCS to all state and local police.

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.

DCJIS and its vendor installed 527 printers in law enforcement vehicles, including at 48 departments new to MACCS, during FFY23 through this project and the TR 23-03 project. 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.

As of September 2023, there were 280 local police departments and the Massachusetts State Police participating in MACCS. The MACCS project will continue into FFY24.

The project enhanced the accuracy, completeness, integration, timeliness, and uniformity attributes of the citation/adjudication and crash data system of Massachusetts. This project 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:** \$245,500.00

**Expenditures:** \$234,646.42

**Fund Source(s):** 405c

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## Expenditures for FFY23 by project:

Project Code	Project Title	Expenses Reported
TR-23-01	Traffic Records Projects	\$ 0.00
TR-23-02	Crash Report E-Manual	\$ 143,018.24
TR-23-03	MACCS	\$ 165,090.05
TR-23-04	MA CRISS	\$ 82,771.54
TR-23-05	Program Management – Traffic Records	\$ 177,267.65
TR-23-06	MRB Phase II Citation Data	\$ 311,764.48
TR-23-07	BPD eCitation Transition	\$ 536,049.65
TR-23-08	MassDOT/RMV Vulnerable Road Users	\$ 177,400.00
TR-23-09	MSP Improve Data Accuracy	\$ 44,619.59
TR-23-10	DCJIS MACCS	\$ 234,646.42

**Total expenditures for Traffic Records projects in FFY23:**

**\$ 1,877,366.87**

## Program Area: Police Traffic Services, Community Traffic Safety, and Support

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 described projects in prior sections are dependent on the effectiveness of police training efforts. The projects covered in this section include municipal police training, law enforcement liaison (LEL) and Massachusetts District Attorneys Association (MDAA) Traffic Safety Resource Prosecutor (TSRP).

This program area also covers community traffic safety projects as well as planning and administrative activity necessary for the smooth and orderly operation of OGR's Highway Safety Division.

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### **Police Traffic Services Projects**

**Project Code:** PT-23-01  
[PT-23-01-01 Crash Investigations; PT-23-01-02 Speed Management]

**Project Title:** MPTC – Municipal Police Specialized Training

#### **Synopsis of FFY23 HSP Planned Activity:**

Funding to be provided to MPTC to conduct classes for municipal police officers on motor vehicle crash investigation and speed measurement training. Classes will be offered at various MPTC training facilities across the state. Funding will cover instructor and Statewide Coordinator fees, the purchases of a v-sense reconstruction package, drag sled, training manuals, and office supplies.

#### **Summary of FFY23 Activity:**

Funding was provided to MPTC to conduct training classes to improve crash investigation ability among local and municipal police departments in Massachusetts. For FFY23, nine classes were offered between April and September 2023 covering 672 hours of training and attracting 134 attendees. Of the 134 participants, 130 received certification upon successfully passing the final exam – a 97% pass rate. Through these courses, six new crash investigation instructors were also certified.

The nine classes offered were: Basic Crash Investigation (3), Advanced Crash Investigation (3), Crash Reconstruction Investigation (2), and Crash Investigation Refresher (1).

MPTC also offered classes in speed measurement and LiDAR during FFY23 as well. There were 16 three-day Speed Measurement classes conducted, resulting in the certification of 646 police officers across the Commonwealth. There were eight specialized one-day LiDAR Operator certification classes conducted in FFY23 with 91 officers completing it. Lastly, one Speed Measurement Device Operator Instructor Development Course (aka Train-the-Trainer) was conducted, leading to seven new instructors added to the 48 currently certified instructors in Massachusetts.

Classes for all specialized trainings were held at police academies and police departments across Massachusetts, including Boylston, Lynnfield, Natick, Plymouth, and Worcester.

Compared to FFY22, MPTC conducted 48% more classes and attracted 30% more participants in FFY23.

For FFY24, OGR has increased the level of funding for this program to allow MPTC to offer a more classes for municipal police officers to attend and to expand the offerings to include speed measurement training as well. By doing this, OGR is confident more officers will become certified, leading to increased knowledge among law enforcement personnel across the state.

**Allotted Funding:** \$240,444.00

*[\$161,563.50 for Crash Investigation; \$78,880.50 for Speed Management]*

**Expenditures:** \$177,244.41

**Fund Source(s):** 402

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**Project Code:** PT-23-02

**Project Title:** MDAA Traffic Safety Resource Prosecutor (TSRP)

**Synopsis of FFY23 HSP Planned Activity:**

Funding to be provided to MDAA to support a Traffic Safety Resource Prosecutor (TSRP), who will conduct trainings and provide technical assistance to prosecutors and law enforcement personnel regarding impaired driving cases and court proceedings, among other things. Other responsibilities include updating the Massachusetts Prosecutors OUI Manual, keeping current information on MDAA's vehicular crimes webpages, and informing criminal justice stakeholders (prosecutors, judges, law enforcement officers) of changes to statutory and/or case law regarding motor vehicle crimes.

**Summary of FFY23 Activity:**

Funding was provided to MDAA to support a full-time TSRP, Jessica Stone, now in her second year at this position. During FFY23, the TSRP has done the following:

- Responded to more than 133 direct requests for technical assistance from prosecutors, law enforcement partners, and government agencies related to vehicular crimes.
- Assisted in the editing process with MSP in the rewriting of the statutory rights and consent form given to individuals under arrest for OUI-Liquor offenses as well as disseminating the final version to prosecutors and members of municipal police departments and MPTC.
- Issued a second publication run of the 2022 edition of the OUI Manual due to popular demand. The TSRP expects to publish a 2024 edition of the OUI Manual, which will incorporate results/findings from several key cases that took place in 2023.
- Maintained MDAA's page on Prosecutors' Encyclopedia, a prosecutors-only wiki-style page containing Massachusetts-specific resources, including notable case decisions, manuals, and template motions in limine (decided by the judge outside of the presence of the jury).
- Developed, led, and/or participated in numerous trainings, including *Motions Practice Training for New Prosecutors* (November 2022), *Crash Reconstruction & Motor Vehicle Homicide for Prosecutors* (May 2023), *Breath Testing & an Overview of OAT and Certifying the Alcotest 9510* (March 2023), and *MSP Sobriety Checkpoint & SFST Training* (July 2023). Well over 200 prosecutors, state police troopers, law students, judges, and local police officers attended these trainings.
- Hosted or took part in several webinars including *OUI 101: Back to Basics* (August 2023), *An Overview of the DRE Program* (November 2022), and *OUI Drugs: Building and Proving Your Case* (December 2022).
- Issued approximately thirty case summaries focused on notable motor vehicle-related decisions to prosecutors and law enforcement partners.

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 an OUI charge not being dismissed or reduced on a technicality has greatly decreased, making the roadways safer across Massachusetts.

Aside from producing an update OUI Manual, the TSRP plans to host two new trainings in FFY24 aimed at helping prosecutors better prepare for OUI-related cases. The first one, called “Trial Advocacy for New Prosecutors,” will provide a wide array of content critical for new attorneys in prosecuting cases in the courtroom. It includes a very detailed section on impaired driving. The second training, “Crash to Conviction” will utilize real cases as ‘case studies’ to teach how OUI cases are processed from the initial investigation through the entire court process. The TSRP also plans to visit DA offices across the state with an attorney from RMV to help train attorneys on license suspensions and other Registry matters. These three training opportunities in FFY24 will arm prosecutors with crucial knowledge needed to develop a successful plan of action to prosecute OUI offenders.

**Allotted Funding:** \$196,797.00 [\$100,000 – 405d; \$96,797 – 402]

**Expenditures:** \$174,849.30

**Fund Source(s):** 405d, 402

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**Project Code:** PT-23-03

**Project Title:** MSP Law Enforcement Liaison (LEL)

**Synopsis of FFY23 HSP Planned Activity:**

Funding to be provided to MSP for training and travel-related expense for selected LEL to attend meetings, trainings, and national conferences in support of traffic safety issues including, but not limited to, impaired and distracted driving, occupant protection, and drug recognition expert training.

**Summary of FFY23 Activity:**

Funding was provided to MSP for travel-related expenses incurred by the LEL for attendance at meetings, trainings, and local/regional/national conferences related to traffic safety issues. The designated LEL, Lt. Eric Bernstein, attended three key conferences in FFY23:

- Northeast Transportation Safety Conference – October 4-5, 2022 @ Portland, ME
- Lifesavers Conference – April 2-4, 2023 @ Seattle
- GHSA Annual Conference – August 12-16, 2023 @ New York City

Aside from learning the latest information and developments regarding a wide array of traffic safety topics such as safety belts, distracted driving, speed enforcement, and impaired driving, the LEL also engaged in networking with peers across the country.

For FFY24, the designated LEL plans on attending two national conferences: Lifesavers Conference (April 7-9, 2024 @ Denver) and the International Association of Chiefs of Police Conference (October 19-22, 2024 @ Boston). Other local or regional events may be considered depending on the availability

of the Lt. Bernstein, who is a full-time employee of the Massachusetts State Police serving as Commander of Traffic Programs Section.

**Allotted Funding:** \$8,000.00  
**Expenditures:** \$4,913.71  
**Fund Source(s):** 402

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**Project Code:** PT-23-04

**Project Title:** MSP Young Drivers Education

**Synopsis of FFY23 HSP Planned Activity:**

Funding to be provided to MSP to conduct up to 20 demonstrations of the Rollover Simulator and Simulated Impaired Driving Experience (SIDNE) vehicle at local high schools, on weekends, and at popular events across the state in an effort to educate young drivers on the importance of wearing a seat belt and the dangers of impaired driving. A portion of funding will be used for overtime, conducting educational presentations, and purchasing a low-speed seat belt decline sled demonstrating importance of using a seat belt. MSP plans to contract with ThinkFast Interactive to host educational programming for teens.

**Summary of FFY23 Activity:**

With FFY23 funding, MSP utilized on-site interactive learning to educate young drivers across Massachusetts on the dangers of riding without a seat belt, driving distracted or impaired, and speeding. Through coordination with ThinkFast Interactive, MSP was able to conduct demonstrations and/or educational presentations at 16 high schools across the Commonwealth including Whittier Tech (Haverhill), Hanover High School, Chicopee High School, and Bristol-Plymouth Tech (Taunton).

A portion of funding was used to purchase a distracted driving simulator and pedal carts with googles for use in impaired driving demonstrations. These items were used along with the rollover simulator to educate children, teens, and their families at school and community events. Funding was also used to conduct an audit of MSP's State Courts Against Road Rage (SCARR) program.

In FFY24, MSP plans to increase the number of presentations to 20 high schools, up from 16 in FFY23.

**Allotted Funding:** \$139,484.00  
**Expenditures:** \$101,073.78  
**Fund Source(s):** 402

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**Project Code:** PT-23-05

**Project Title:** Municipal Road Safety (MRS)

**Synopsis of FFY23 HSP Planned Activity:**

MRS is a competitive grant award program given to local police departments to enable flexibility to participate in various traffic safety elements in an effort to reduce fatalities on the roadways of Massachusetts. The grant program has three major elements: Traffic Safety, Pedestrian & Bicyclist Safety, and Non-Enforcement Safety Activities. Overtime enforcement by municipal police in support of national traffic safety mobilizations occurring in FFY23 including Click It or Ticket, Driver Sober or Get Pulled Over, and Distracted Driving is funded through this grant offering.

**Summary of FFY23 Activity:**

The FFY23 MRS Grant program provided funds to local police departments to participate in traffic safety activities aimed at reducing fatalities, injuries, and economic losses from motor vehicle crashes. The MRS grant was offered on a competitive basis to all 351 communities across Massachusetts. In FFY23, funding was awarded to 168 local police departments – up 9% from 154 in FFY22. Grant recipients had the option to participate in one or more of the three elements of the MRS program:

- Traffic Safety
  - Includes high-visibility enforcement during six campaign periods
  - Offers the opportunity to purchase specific equipment to enhance traffic enforcement efforts
- Pedestrian & Bicyclist Safety
  - Includes Ped & Bike enforcement during six campaign periods
  - Offers the opportunity to purchase safety items and educational materials to enhance pedestrian and bicyclist safety
- Non-Enforcement Activities
  - Allows departments to develop and participate in innovative activities or work with nonprofit organizations to promote road safety. Can also include officer training, education, etc.

The first element, Traffic Enforcement, provided funding to conduct six High-Visibility Enforcement (HVE) campaigns during FFY23: Winter Impaired Driving (December 1 – 31, 2022), Distracted Driving (April 1 – 30, 2023), Click It or Ticket (May 1 – 31, 2023), June Speed (June 1 – 30, 2023), July Speed (July 1 – 31, 2023), and Summer Impaired Driving (August 12 – September 15, 2023).

Total enforcement hours reported for FFY23 were substantially higher than the estimated 20,000 reported in FFY22. Stops were 35% higher than in FFY22 (76,453 vs 56,664). Total citations and written warnings issued were 14% more than the 53,610 reported in FFY22.

FFY23 MRS Traffic Enforcement	
Total Enforcement Hours	30,489
Total Traffic Stops	76,453
Total Citations Issued	10,879
Total Written Warnings Issued	50,149
Speeding Citations	3,781
Speeding Warnings	22,820
OUI Arrests	310
Hands Free Citations	1,979
Hands Free Warnings	9,888
Safety Belt Citations	1,068
Child Safety Citations	65



While the total citations and written warnings were up from FFY22, the proportion between the two became even more drastic in FFY23. In FFY22, the proportion of citations and written warnings of the 56,664 reported was 32% to 68%, respectively. This FFY the proportion was even more pronounced with citations dropping to 18% and written warnings jumping to 82%. Regardless of whether a citation or written warning is issued, being stopped and educated by law enforcement on proper driving behaviors has had a positive impact. The combined total of crashes involving either a fatality or serious injury by the 168 MRS towns in FFY23 was 1,867. This total is 30% lower than the number of crashes reported during FFY22 for the same 168 towns, which was 2,065.

Of the 168 grantees, 108 departments took advantage of the opportunity to purchase equipment to help enhance their traffic enforcement efforts. Grantees were allowed to purchase four possible traffic safety items: Handheld Radar Units, Handheld LiDAR Units, Pole-mounted Speed Radar Signs, and Traffic Data Recorders. Radar units were the most popular items to purchase, followed by speed radar signs, LiDAR units, and data recorders. Equipment purchased by MRS grantees for traffic enforcement purposes accounted for 20% (\$659,364.24) of the total funding set aside for the grant.

The second element, Pedestrian & Bicycle Safety, provided funding to MRS grantees that wanted to conduct pedestrian and bicyclist safety enforcement activities across six designated enforcement periods: November 1 – 30, 2022; March 1 – 31, 2023; May 1 – 31, 2023; June 1 – 30, 2023; July 1 - 31, 2023; and August 1 – September 15, 2023. Participants in this element conducted over 4,000 hours of enforcement resulting in 7,900 stops and 12,345 total citations and written warnings issued. The number of stops reported in FFY23 was 5.8% higher than the 7,464 reported for FFY22. Total citations and written warnings were 3.3% higher than the 11,948 reported in FFY22.

FFY23 MRS Ped/Bike Enforcement	
Total Enforcement Hours	4,090
Total Stops	7,900
Total Citations Issued	2,527
Total Written Warnings Issued	9,818
<b>Motor Vehicle Stops</b>	
Motor Vehicle Stops	7,276
Failure to Yield to Pedestrians Citations	786
Failure to Stop at Red Light Citations	164
Failure to Yield to Bicyclist Citations	5
Failure to Yield to Pedestrians Warnings	1,836
Failure to Stop at Red Light Warnings	808
Failure to Yield to Bicyclist Warnings	18
Speeding Citations	97
Speeding Warnings	926
<b>Pedestrian Stops</b>	
Pedestrian Stops	106
Pedestrian Citations	7
Pedestrian Warnings	6
<b>Bicyclist Stops</b>	
Bicyclist Stops	518
Bicyclist Citations	107
Bicyclist Warnings	510

As with traffic enforcement, the impact of pedestrian and bicyclist enforcement activities helped improve traffic safety for non-motorists. In FFY23, there were 402 fatal and serious injuries to pedestrians and bicyclists in motor vehicle crashes among the 168 MRS communities, which is 4.5% lower than the 421 fatalities and serious injuries reported across the same communities in FFY22.

Only 42 grantees spent funding on approved pedestrian/bicyclist safety items. They purchased items such as bicycle helmets, bicycle reflectors, reflective vests, and educational pamphlets. Bike helmets



were the most popular purchase with grantees buying nearly 1,500 helmets for distribution in their respective communities.

The third and final element is Non-Enforcement Activities, which 41 grantees opted to utilize in FFY23. funding helped departments with a wide array of traffic safety-related activities such as officer recertification training (ARIDE, CPS, Radar/LiDAR), bike safety events, car seat checkpoints, and conducting presentations at local schools.

Looking forward to FFY24, OGR has awarded MRS funding to 186 municipal police departments – a record number of applications received for the MRS grant to date. OGR is confident the increase in awards will result in more grantees eager to improve the safety of roadway users across the Commonwealth in FFY24 and onwards.

**Allotted Funding:** \$4,868,630.58 [\$851,069.38 – 405h; \$4,388,624.96 – 402]  
**Expenditures:** \$3,224,310.65 [\$532,312.96 – 405h; \$1,478,151.74 – 402]  
**Fund Source(s):** 405h, 402

**Project Code:** PT-23-06

**Project Title:** MSP Sustained Traffic Enforcement Program (STEP)

**Synopsis of FFY23 HSP Planned Activity:**

Funding will be provided to MSP for deployment of sustained and selective “zero tolerance” overtime patrols in locations of high crash rates involving impaired driving and unbelted motor vehicle occupants. This funding will allow MSP to increase traffic safety enforcement throughout the year rather than only during mobilization periods.

**Summary of FFY23 Activity:**

For FFY23, MSP deployed sustained and selective “zero tolerance” traffic enforcement overtime patrols focused on key traffic safety concerns including impaired driving, seat belt usage, distracted driving, and speeding. High-Visibility Enforcement (HVE) was conducted in collaboration, when possible, with local police departments within the same general area. All STEP activity took place between December 2022 and July 2023 with the majority of enforcement hours (60%) occurring in December.

FFY23 MSP STEP Activity	
Enforcement Hours	626
Total Citations	1338
Speeding Citations	80
Speeding Warnings	133
Safety Belt Citations	68
CPS Citations	15
Hands-Free Citations	154
Move Over Citations	594

Compared to FFY22, MSP issued 6% more citations in FFY23 despite conducting slightly fewer hours of overtime enforcement (680 in FFY22). From February 2023 to July 2023, MSP focused its

enforcement efforts across Hampden County with five patrols conducted in Holyoke, seven in Chicopee and two in Springfield.

Based on data compiled from IMPACT, the STEP activity by MSP in Hampden appears to have had a positive impact on traffic safety. From February 1, 2022, to July 31, 2022, the number of fatal crashes and serious injury crashes reported in Hampden County was 27 and 110, respectively. For the same period in 2023, there were 20 fatal and 96 serious injury crashes reported – a decline of 26% and 13%, respectively, from 2022.

**Allotted Funding:** \$65,000.00  
**Expenditures:** \$63,003.07  
**Fund Source(s):** 402

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**Project Code:** PT-23-07

**Project Title:** Program Management – Police Traffic Services

**Synopsis of FFY23 HSP Planned Activity:**

Funding provided to support staff needed to properly manage police traffic services programming described in this section. Funding covers any travel, professional development expenses, conference fees, and office supplies.

**Summary of FFY23 Activity:**

In FFY23, funding was used to support staff for management of police traffic service-related projects as well as cover any travel, conference fees, and office supplies as needed.

**Allotted Funding:** \$424,700.00  
**Expenditures:** \$320,649.53  
**Fund Source(s):** 402

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**Community Traffic Safety Projects**

**Project Code:** CP-23-01

**Project Title:** Community Traffic Safety Projects for Underserved Communities

**Synopsis of FFY23 HSP Planned Activity:**

Through a competitive selection process, funding will be awarded to non-participating Municipal Road Safety (MRS) communities for data-driven traffic safety awareness projects. Municipalities are to focus on one or more areas: impaired driving, occupant protection, distracted driving, pedestrian and bicyclist safety, and local transportation safety equity.

### **Summary of FFY23 Activity:**

There was no funding spent for community traffic safety projects in FFY23 due to staff turnover within the OGR Highway Safety Division (HSD). The resignation of former Division Director Jeff Larason in September 2022 and the departure of former Program Coordinators Richard Valeri in February 2023 and Deb Firlit-Kaplan in June 2023 prompted a shift in priorities. OGR decided to focus on maintaining existing grant programs and recruit, hire, and train new employees to make the HSD fully staffed again. With staff issues solved, the Community Traffic Safety program will be initiated in FFY24 with the posting of an AGF on or around January 17, 2024.

**Allotted Funding:** \$500,000  
**Expenditures:** \$0  
**Fund Source(s):** 405h

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**Project Code:** CP-23-02

**Project Title:** Program Management – Community Traffic Safety Projects

### **Synopsis of FFY23 HSP Planned Activity:**

Funding provided to support staff needed to properly manage community traffic safety projects programming described in this section. Funding covers any travel, professional development expenses, conference fees, and office supplies.

### **Summary of FFY23 Activity:**

In FFY23, funding was used to support staff for management of community traffic safety projects as well as cover any travel, conference fees, and office supplies as needed.

**Allotted Funding:** \$40,000.00  
**Expenditures:** \$37,351.61  
**Fund Source(s):** 402

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### **Planning & Administration Projects**

**Project Code:** PA-23-01

**Project Title:** Administration of Statewide Traffic Safety Program

### **Synopsis of FFY23 HSP Planned Activity:**

Funding provided to support staff needed to properly administrate the FFY23 Statewide Traffic Safety Program as described in the FFY23 HSP. Funding will cover travel, professional development expenses, conference fees, and office supplies.

## Summary of FFY23 Activity:

Funding was used to allow support staff to implement, monitor, and evaluate programs and projects detailed in the FFY23 HSP. Funding was also used for staff to produce the FFY22 Annual Report and FFY24-26 HSP, among other tasks.

**Allotted Funding:** \$1,322,207.78

**Expenditures:** \$238,670.61

**Fund Source(s):** 402

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## Expenditures for FFY23 by project:

Project Code	Project Title	Expenses Reported
PT-23-01	MPTC Police Specialized Training	\$ 177,244.41
PT-23-02	MDAA TSRP	\$ 174,849.30
PT-23-03	MSP LEL	\$ 4,913.71
PT-23-04	MSP Young Drivers Education	\$ 101,073.78
PT-23-05	Municipal Road Safety (MRS)	\$ 3,224,310.65
PT-23-06	MSP Sustained Enforcement (STEP)	\$ 63,003.07
PT-23-07	Program Management – Police Traffic Services	\$ 320,649.53
CP-23-01	Community Traffic Safety (CTS) Projects	\$ 0.00
CP-23-02	Program Management - CTS	\$ 37,351.35
PA-23-01	Administration of Traffic Safety Programs	\$ 238,670.61

**Total expenditures for Police Traffic Service projects in FFY23:** \$ 4,066,044.45

**Total expenditures for Community Traffic Safety projects in FFY23:** \$ 37,351.35

**Total expenditures for Planning & Administration projects in FFY23:** \$ 238,670.61

**Total expenditures for all PTS, CTS, and P&A projects:** \$ 4,342,066.41

## PERFORMANCE REPORT (FFY23 TARGETS)

A requirement of the Annual Report is to examine the progress made so far on the performance targets set in the FFY23 HSP. In the chart below, the five-year average for performance targets is provided. Since the measures set in the FFY23 HSP have an end date of December 31, 2023, these measures are all considered 'in progress' regardless of whether the measure has met or exceeded the targets set in the FFY23 HSP. OGR is confident that activity conducted throughout the first quarter of FFY24 (October 1, 2023 – December 31, 2023) will result in some or all measures meeting their projected targets.

Code	Target Name	Performance Measure	FFY23 HSP Target	Current Five-Year Average as of 12/31/22	Met Target as of 12/31/22?
C-1	Traffic Fatalities	Five-Year Average	355	376	No
C-2	Serious Injuries	Five-Year Average	2568	2710	No
C-3	Fatalities per 100M VMT	Five-Year Average	0.59	0.61	In progress
C-4	Unrestrained MV Occupant Fatalities	Five-Year Average	100	110	No
C-5	Alcohol-Impaired Driving Fatalities (BAC = .08+)	Five-Year Average	108	109	In progress
C-6	Speed-Related Fatalities	Five-Year Average	90	93	In progress
C-7	Motorcyclist Fatalities	Five-Year Average	58	57	Yes
C-8	Unhelmeted Motorcyclist Fatalities	Five-Year Average	2	3	In progress
C-9	Drivers (Age 20 or under) Involved in Fatal Crashes	Five-Year Average	32	40	No
C-10	Pedestrian Fatalities	Five-Year Average	69	76	No
C-11	Bicyclist Fatalities	Five-Year Average	6	7	In progress
B-1	Observed Seat Belt Usage Rate	Five-Year Average	82	79.9	No
NC-1	Distraction-Affected Fatal Crashes	Five-Year Average	28	31	In progress

This section covers each performance measure target and discusses how adjustments will be made in FFY24 to meet current and future performance targets. Each performance measures graph will have a dotted line representing the linear trendline for the five-year average.

Fatality data for 2018 through 2021 is provided by NHTSA's Fatality Analysis Reporting System (FARS) and all preliminary 2022 and 2023 data comes from MassDOT's IMPACT Crash Portal.

Seat Belt Usage values comes from the Annual Statewide Safety Belt Observation Survey conducted each June to gauge the level of seat belt usage across the Commonwealth.

MassDOT provided Vehicle Miles Traveled (VMT) for 2022. The VMT reported for 2022 was 63,620 million, up 11% from the 57,103 million tallied in 2021. In the coming years, MassDOT expects VMT to continue its upward trend as driving behaviors return near or to pre-pandemic levels, with more employees returning to their respective offices on a regular basis with the proliferation of hybrid work options and return-to-office orders. Other factors that could impact VMT in the future are housing prices, gas prices, and reliable transportation services.

Massachusetts saw an increase in population (400,000) from 2010 to 2020, yet only 164,000 new housing units were built during that period. This shortage in new housing units, coupled with telework options, is fueling a population shift to areas further from metropolitan areas such as Boston, Worcester, and Springfield as residents seek affordable housing. This could lead to longer commutes for employees, whether on a hybrid or traditional work structure.

Gas prices, which have remained high yet consistent in recent months (average \$3.75 in October 2023), is forecasted to decline in the next year per reporting at <https://gasprices.aaa.com>. If this occurs, it is

likely the VMT for 2024 onward (depending on how low gas prices go) will rise as drivers become less concerned about gas costs when determining mode of transportation for getting somewhere.

If gas prices remain high, there is more interest by residents in using public modes of transportation such as subway, commuter rail, and bus. Yet, current issues involving unreliable travel on Massachusetts Bay Transportation Authority (MBTA) subways and commuter rail (new tracks being installed, delays or shutdowns in track usage) have kept ridership far below pre-pandemic levels.

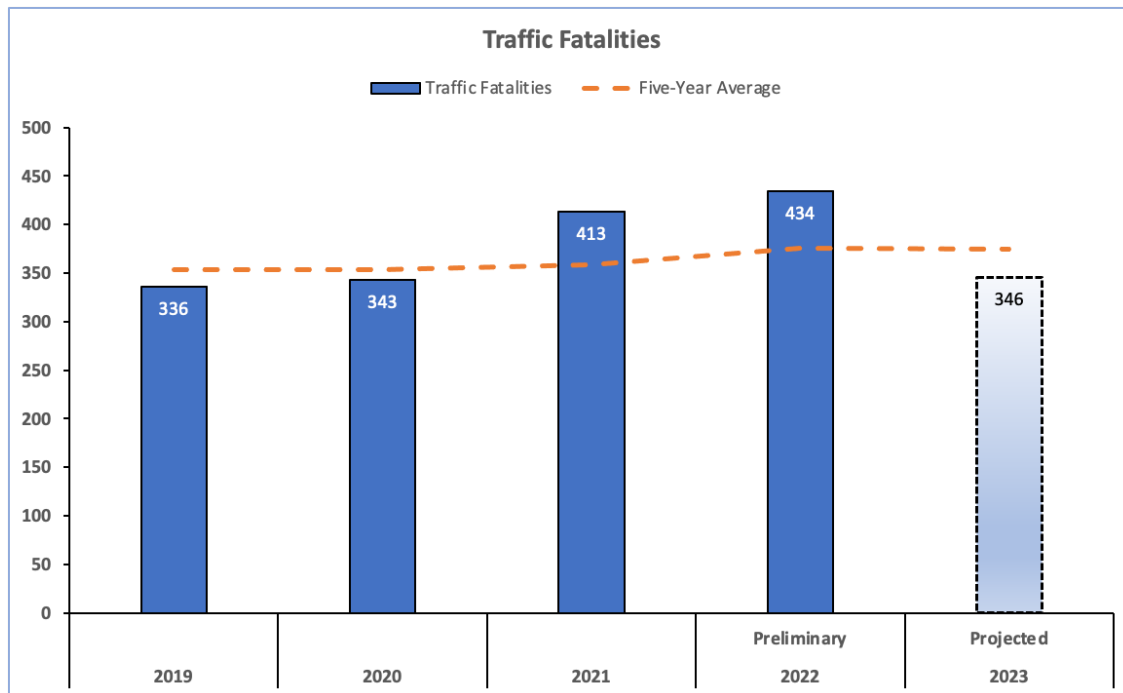
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## C-1 Traffic Fatalities

**FFY23 Target:** 1.69% drop in the five-year average from 361 in 2021 to 355 by December 31, 2023.

### **Performance as of December 31, 2022:**

Based on preliminary data, the five-year average for traffic fatalities in 2022 was 376, which is 5.9% higher than the desired target of 355.



Source: FARS, IMPACT

### **Analysis:**

In 2022, traffic fatalities increased to 434 from 413 in 2021, marking a third straight year in which fatalities rose. Despite this unfortunate trend, there is good news on the horizon. Through October 31, 2023, there have been 288 traffic fatalities reported. In comparison, at the same point in 2022, there had been 355 fatalities recorded. Based on a monthly fatality rate of 28.8 (288/10), the projected fatalities at the conclusion of 2023 are estimated to be 346, which would be a 20.4% drop from 434 in 2022. Regardless of the final tally of fatalities for 2023, it will certainly be lower than 400 and will be more in line with totals reported in 2019 and 2020.

For FFY24, OGR will continue to improve and enhance enforcement programs to help further reduce unsafe driving behaviors on the roadways of Massachusetts. As in FFY22, over half of all fatal crashes in FFY23 occurred across four counties: Bristol, Hampden, Middlesex, and Worcester. Yet, of these four counties, two saw a double-digit decline in fatal crashes (Middlesex, Worcester) and two remained unchanged (Bristol, Hampden). OGR plans to work more closely with MRS grantees, utilizing data analysis and GIS mapping, to better target enforcement efforts across their respective counties in order to bring fatalities down in FFY24 and onward.

OGR is also optimistic the selection of a media vendor in FFY24 will lead to effective messaging campaigns focused on impaired driving and pedestrian/bicyclist safety in the latter part of the year (June-September).

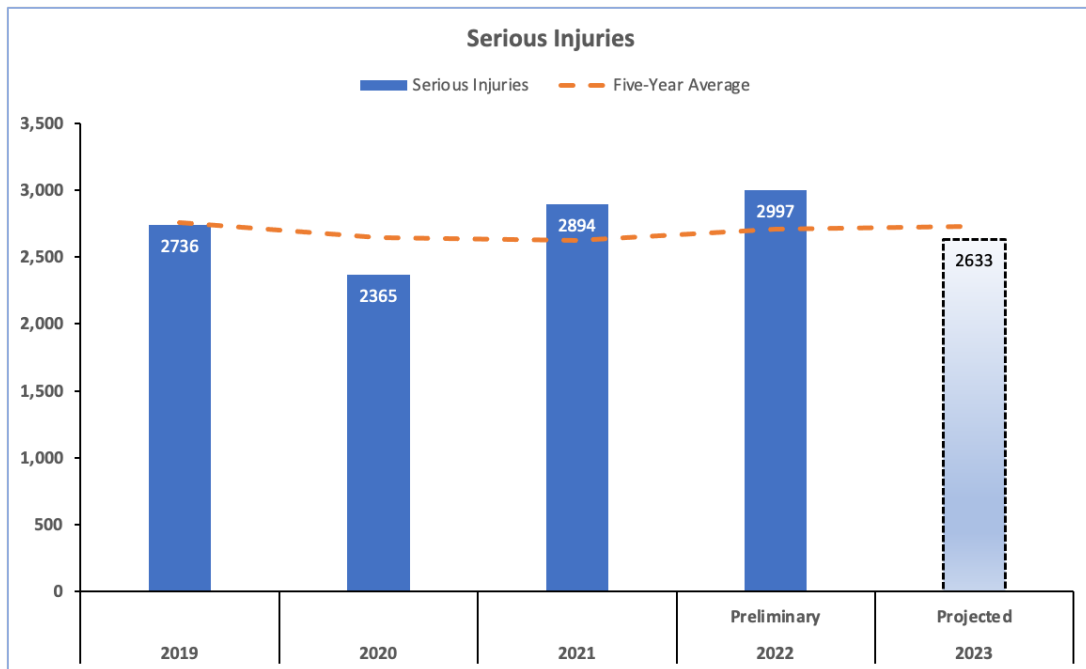


## C-2 Serious Injuries

**FFY23 Target:** 1.99% decrease in the five-year average from 2,620 in 2021 to 2,568 by December 31, 2023.

### **Performance as of December 31, 2022:**

Based on preliminary data, the five-year average for serious injuries in 2022 was 2,710, which is 5.5% higher than the desired target of 2,568.



Source: IMPACT

### **Analysis:**

In 2022, serious injuries increased to 2,997 from 2,894 in 2021, marking a second straight year in which serious injuries rose. As of October 31, 2023, there has been 2,194 serious injuries reported in crashes across the Commonwealth, which is 11% lower than the 2,473 serious injuries recorded by the same point in 2022. Based on a monthly serious injury rate of 219.4 (2,194/10), the projected serious injuries at the conclusion of 2023 are estimated to be 2,633, which would be a 12.2% drop from 2022.

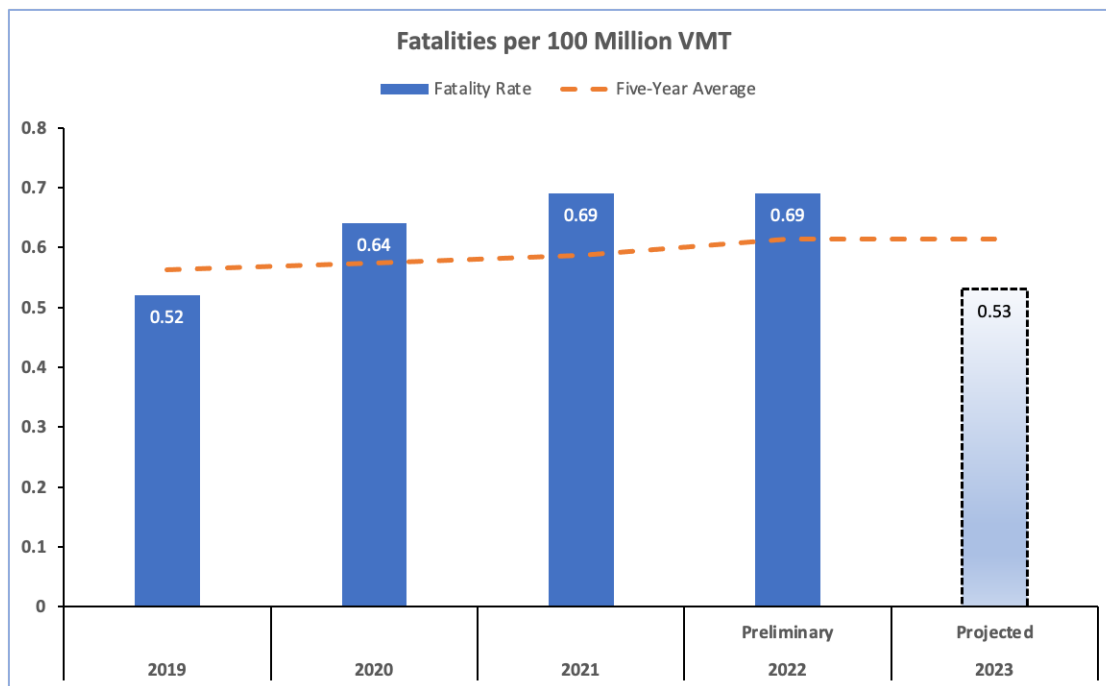
With the rise in seat belt usage rate in 2023 – up to 80.44 from 77 – OGR is optimistic about motor vehicle occupants across Massachusetts becoming more attentive to the need to buckle up. According to NHTSA, using a belt reduces the risk of serious injury in a crash by 50%. Coupled with advances in automobile safety technology such as automatic braking systems, lane departure warnings, as well as the implementation of media messaging campaigns related to traffic safety and the inclusion of more local MRS grantees to conduct enforcement, OGR believes serious injuries will continue falling in FFY24.

## C-3 Fatality/VMT Rate

**FFY23 Target:** 1.69% decline in the five-year average from 0.60 in 2021 to 0.59 by December 31, 2023.

### **Performance as of December 31, 2022:**

Based on preliminary data, the five-year average for fatality/VMT rate in 2022 was 0.61, which is 3.4% higher than the desired target of 0.59.



Source: FARS, IMPACT, DOT

### **Analysis:**

In 2022, the fatality/VMT rate remained unchanged from 2021 at 0.69. For 2023, MassDOT estimated VMT for Massachusetts is 65,517 million – a 3% increase from 2022. With fatalities for 2023 projected to be 346 by December 31, 2023, the fatality/VMT rate for the year is projected to be 0.53. Despite the expected decline in fatality/VMT rate for 2023, the five-year average will remain at 0.61 – the same as in 2022.

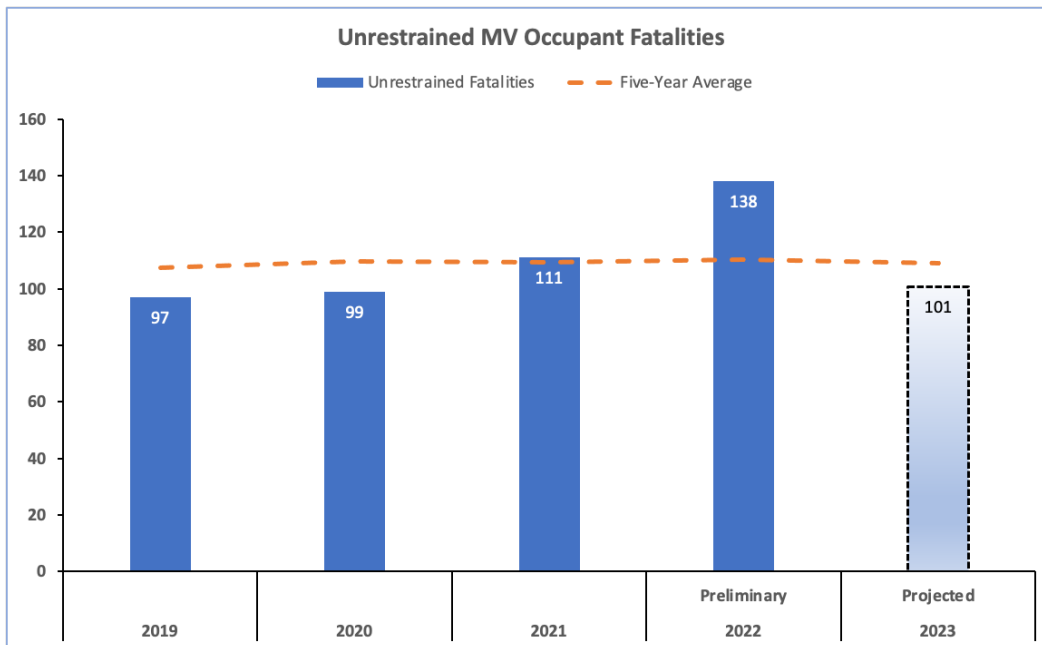
For FFY24, OGR is optimistic the fatality rate will continue falling as VMT is expected to rise, and the number of traffic fatalities are projected to regress to pre-COVID levels in the coming years. According to MassDOT, the state's total VMT is expected to rise approximately 2% each year going forward. For FFY24, the estimated VMT is 66,977 and FFY25 is 68,109. If fatalities remain at or around 350 for those years, the fatality/VMT rate will be 0.53 or lower which will bring the five-year average down from its current 0.61 in 2023.

## C-4 Unrestrained Motor Vehicle Occupant Fatalities

**FFY23 Target:** 4% decline in the five-year average from 105 in 2021 to 100 by December 31, 2023.

### **Performance as of December 31, 2022:**

Based on preliminary data, the five-year average for unrestrained occupant fatalities in 2022 was 110, which is 10% higher than the desired target of 100.



Source: FARS, IMPACT

### **Analysis:**

In 2022, the number of unrestrained motor vehicle fatalities jumped 23.2% from 111 in 2021 to 138. This marked the third straight year in which unrestrained deaths rose. As of October 31, 2023, there have been 84 unrestrained fatalities, which is 23% lower than the 109 reported at the same date in 2022. Based on a monthly fatality rate of 8.4 (84/10), the projected unrestrained fatalities at the conclusion of 2023 are 101, which would be a 23.4% drop from 2022.

With the statewide seat belt rate rising to over 80% for the first time in a couple years, it's important to acknowledge the efforts and possible impact of over 7,500+ hours of enforcement patrols by law enforcement during May's Click It or Ticket mobilization. For FFY24, OGR expects the State and local police to build upon their successful enforcement efforts in FFY23 regarding seat belt safety by conducting more enforcement hours during times when the majority of unrestrained deaths occur.

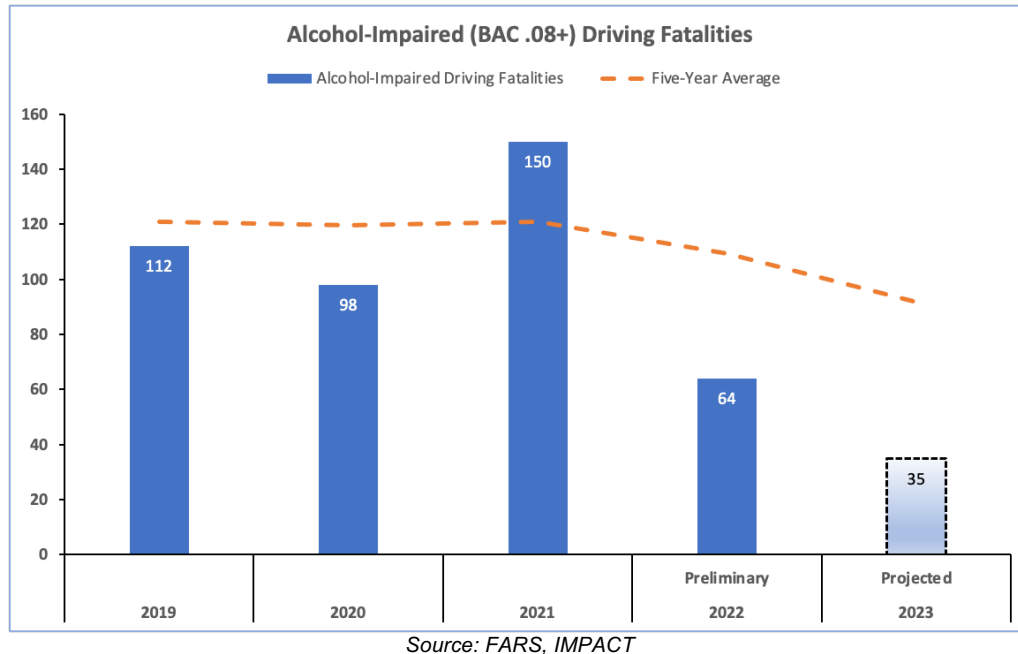
OGR is hopeful the current Massachusetts legislature (193<sup>rd</sup>) will finally pass a primary seat belt enforcement law. On December 11, 2023, there was a hearing held in Senate about the most recent primary seat belt bill (S.1521/H.2395) in which supporters and critics had a chance to make a case for or against the implementation of the proposed bill into law. Once the legislature reconvenes in 2024, a vote on the bill is expected to take place. If approved, the law would allow police to pull over drivers for the sole reason of not wearing their seat belt. NHTSA has found that states with primary seat belt laws have a much higher seat belt usage rate than states without such a law.

## C-5 Alcohol-Impaired Driving Fatalities (BAC = 0.08 or higher)

**FFY23 Target:** 3% decline in the five-year average from 112 in 2021 to 108 by December 31, 2023.

### **Performance as of December 31, 2022:**

Based on preliminary data, the five-year average for alcohol-impaired driving fatalities in 2022 was 109, which is 0.9% higher than the desired target of 108.



### **Analysis:**

In 2022, the number of alcohol-impaired driving fatalities dropped to 64 from 150 reported in 2021. Despite the dramatic decline in fatalities, the final value will certainly be higher. For the 2021 Annual Report, the preliminary number of alcohol-impaired fatalities as of early December 2021 was 46, and the final value ending up being 150. The process involved in determining alcohol-involvement by BAC levels takes time, leading to delays – up to two years – before the most accurate numbers are available.

For FFY24, OGR is excited about the inclusion of media messaging in support of impaired driving enforcement during the months of August and September. A media vendor is expected to be selected and under contract within the first half of calendar year 2024. The vendor will help develop and distribute media messaging focused on the dangers of impaired driving and its impact on not only the motor vehicle occupants but also non-motorists using the roadways.

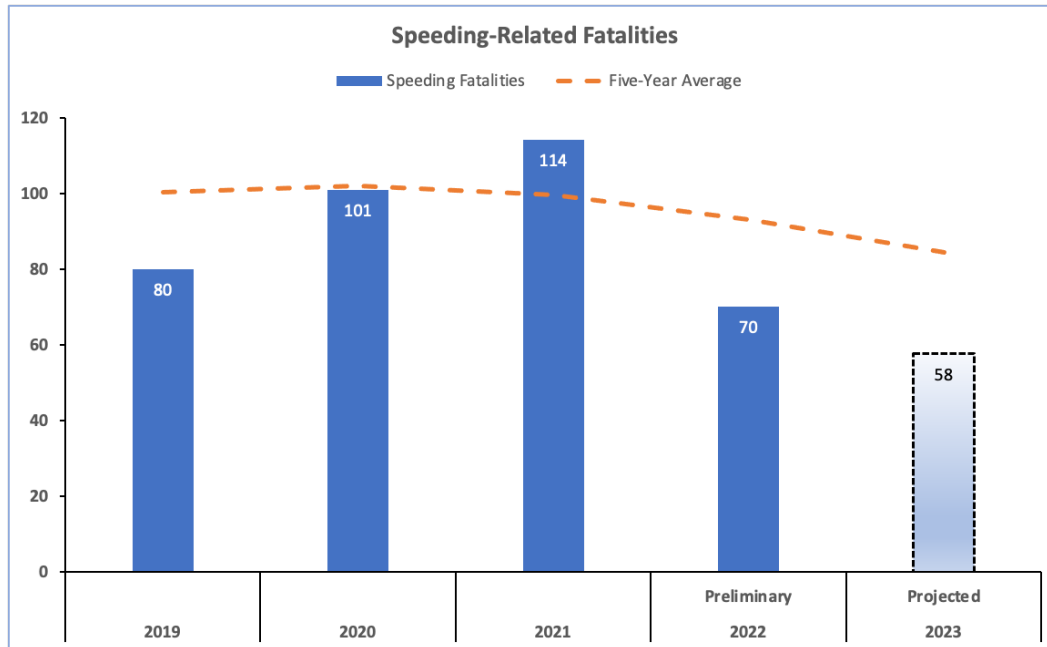
OGR hopes to also increase the number of local police involved in alcohol impaired enforcement campaigns in FFY24 from the 130 towns (Winter Impaired) and 98 towns (Summer Impaired) that participated in FFY23. With more towns involved, the impact of enforcement on driver behavior will be even greater. Coupled with an expected increase in the number of sobriety checkpoints and saturation patrols the State Police plans to conduct and the addition of media messaging support, OGR is optimistic that alcohol impaired driving fatalities will trend downward in the coming years.

## C-6 Speed-Related Fatalities

**FFY23 Target:** 5% decline in the five-year average from 94 in 2021 to 90 by December 31, 2023.

### **Performance as of December 31, 2022:**

Based on preliminary data, the five-year average for speed-related fatalities in 2022 was 93, which is 3.3% higher than the desired target of 90.



Source: FARS, IMPACT

### **Analysis:**

In 2022, the number of speed-related fatalities dropped to 70 from 114 reported in 2021. Despite the dramatic decline in fatalities, the final value will certainly be higher. For the 2021 Annual Report, the preliminary number of speed-related fatalities as of early December 2021 was 83, and the final value ending up being 114. The process for determining speed-involvement in a fatal crash is quite painstaking, so it tends to take much longer than average for law enforcement to submit final crash reports for entry into the Crash Data System.

During FFY23, State and local police issued over 210,000 violations for speeding (90§17) – an increase of 6.3% from the 198,000 issued in FFY22. Aside from the uptick in speeding violations issued, the implementation of two speeding mobilizations in FFY23 (June, July) has shown a beneficial influence on driving behavior. The projected number of speeding fatalities for CY 2023 will be much lower than the preliminary number for 2022.

OGR is confident the continuation of speed mobilizations in FFY24 along with the ongoing efforts by State and local police to enforce speeding laws across the state will keep the number of speeding-related fatalities low in the coming years. OGR is also strengthening its media messaging efforts through an RFP for a media vendor in FY24 and FY25. For FY24, the media focus will be on impaired driving and vulnerable road users; but in FY25, OGR is looking to expand into speed-related media.

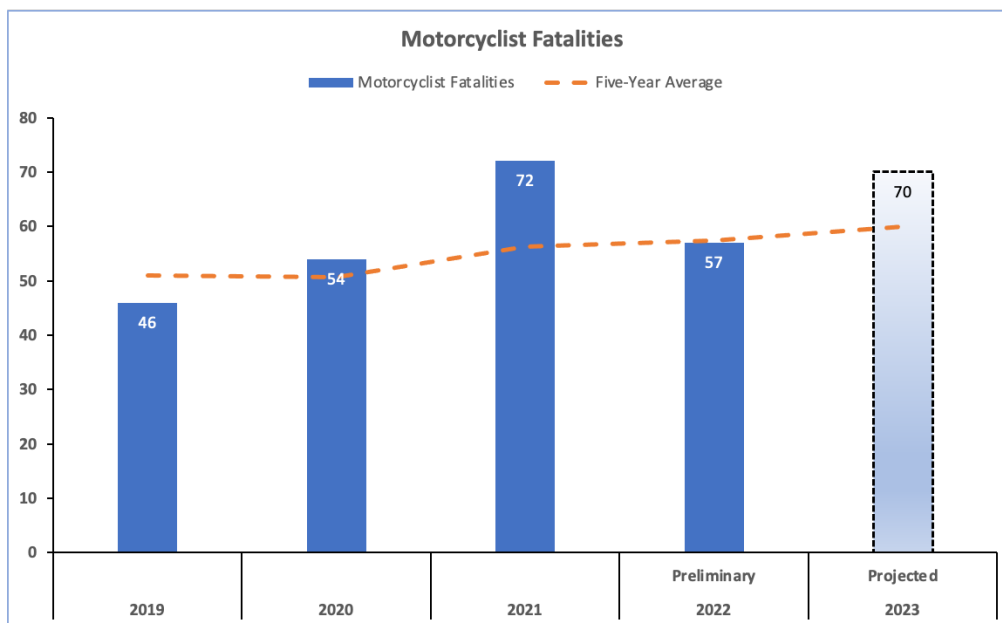


## C-7 Motorcyclist Fatalities

**FFY23 Target:** 2% decline in the five-year average from 60 in 2021 to 58 by December 31, 2023.

### **Performance as of December 31, 2022:**

Based on preliminary data, the five-year average for motorcyclist fatalities in 2022 was 57, which is 1.7% lower than the desired target of 58.



Source: FARS, IMPACT

### **Analysis:**

In 2022, the number of motorcyclist fatalities dropped to 57 from 72 reported in 2021 – a decline of 20.8% – and a welcome reduction after two years of increases. Unfortunately, this positive change may be short lived. As of October 31, 2023, the number of motorcyclist fatalities reported is 58, which is 9% higher than the 53 reported at the same point in 2022. The projected number of fatalities (based on fatalities per month) for 2023 is 70, but the final number may be slightly lower as motorcyclist fatalities decline substantially during colder months (October – March). In 2022, there were only four deaths reported for November and December combined. OGR expects the same low count for the final two months of 2023.

OGR is hopeful the addition of a media vendor, which is expected to be selected and under contract in the first half of 2024, will provide the necessary guidance to implement effective media messaging about motorcycle safety in FFY24. If there is not enough funding or time for media messaging, OGR is confident the impaired driving and speed management enforcement efforts conducted by both State and local police in FFY24 will help reduce the number of motorcyclist deaths, as alcohol impairment and speeding by motorcycle operators are among the top reasons for motorcycle crashes in Massachusetts.

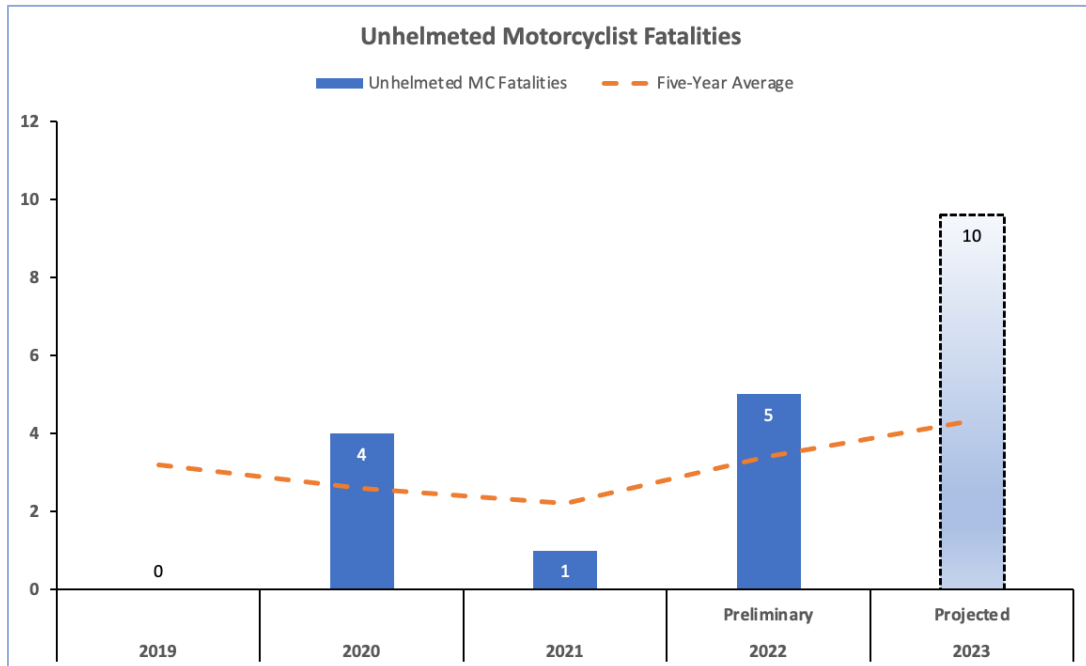


## C-8 Unhelmeted Motorcyclist Fatalities

**FFY23 Target:** 33% decline in the five-year average from 3 in 2021 to 2 by December 31, 2023.

### **Performance as of December 31, 2022:**

Based on preliminary data, the five-year average for unhelmeted motorcyclist fatalities in 2022 was three, which is slightly higher than the desired target of two.



Source: FARS, IMPACT

### **Analysis:**

In 2022, the number of unhelmeted motorcyclist fatalities rose to five from one reported 2021. As of October 31, 2023, the number of unhelmeted motorcyclist fatalities reported is eight, up from the three deaths reported at the same time in 2022.

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 additional years of insurance surcharge. Since its inception in 2016 through 2021, the law has helped reduce the average unhelmeted fatalities per year to three compared to an average of 4.8 for the previous five-year period (2011-2015).

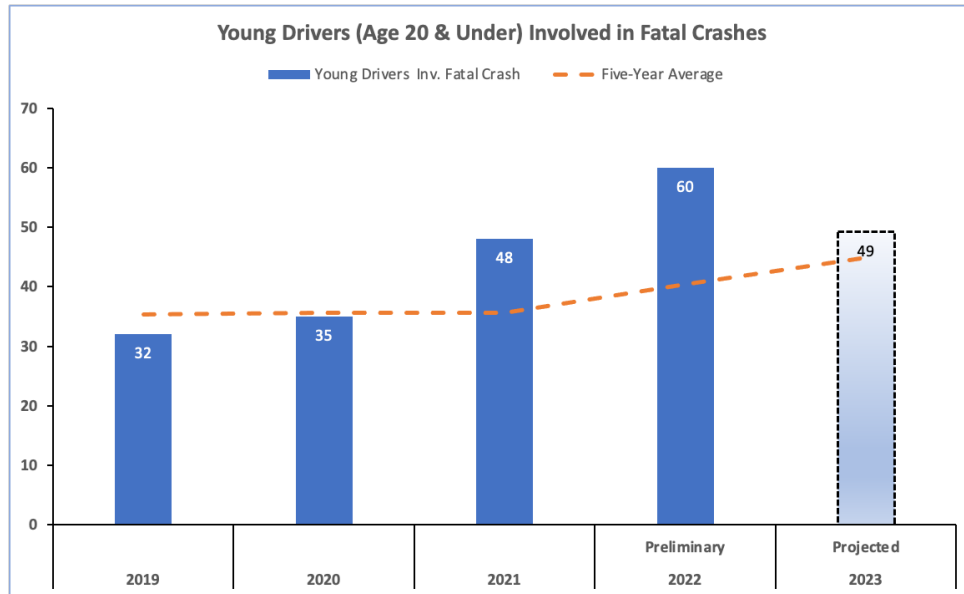
To further impress upon motorcycle riders the importance of wearing a helmet, OGR will work with RMV in FFY24 to continue promoting motorcycle helmet safety via social media outlets such as Facebook, Instagram, and X.

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

**FFY23 Target:** 5% decline in the five-year average from 34 in 2021 to 32 by December 31, 2023.

### **Performance as of December 31, 2022:**

Based on preliminary data, the five-year average for young drivers involved in fatal crashes in 2022 was 40, which is 25% higher than the desired target of 32.



Source: FARS, IMPACT

### **Analysis:**

In 2022, the number of young drivers involved in a fatal crash rose to 60 from 48 reported 2021 – marking a third consecutive year of increases. It appears this unfortunate trend may be ending. As of October 31, 2023, the number of young drivers involved in a fatal crash was 41, a 21.2% drop from 52 reported at the same point in 2022. Projected young drivers involved in a fatal crash at the end of 2023 is 49, which would represent an 18% decline from 2022.

During FFY23, MSP conducted 16 presentations at high schools across Massachusetts focused on traffic safety issues, including impaired driving, speeding, distracted driving, and seat belt usage. The number of presentations in FFY23 increased from the ten given in FFY22. MSP expects to up the number of presentations to 20 in FFY24, which would expose even more young drivers to safe driving practices than in FFY23.

MSP also plans to participate in at least 10 community or high school events to demonstrate the effects of impaired driving using simulated impaired driving experience (SIDNE) carts and a vehicle rollover simulator to highlight the risks of ejection, as impaired motor vehicle occupants are less likely to wear a seat belt at time of impact.

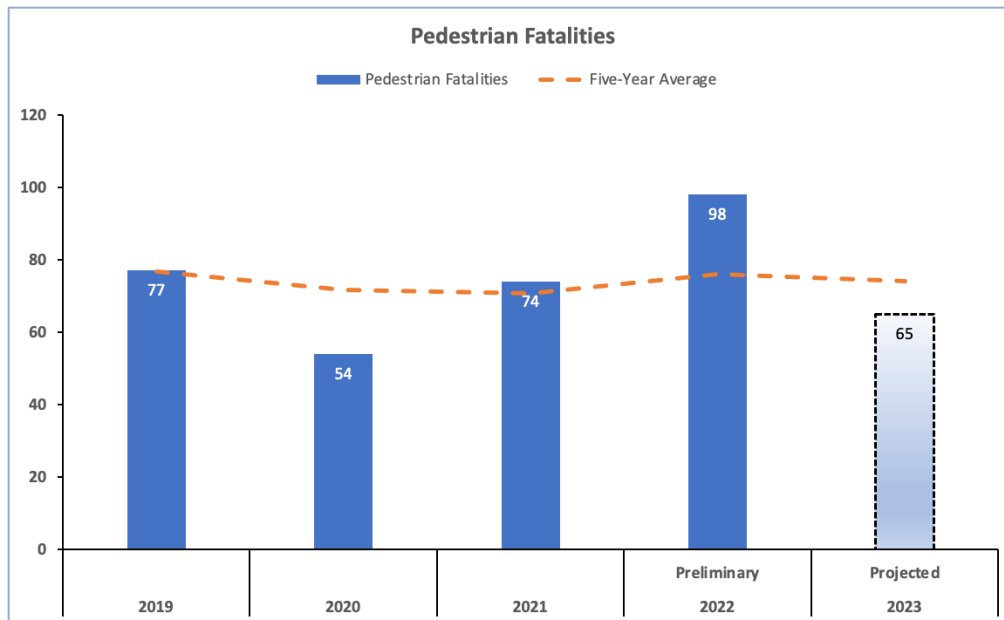
OGR is confident that with the continued expansion of MSP's presentations in FFY24, coupled with the continued success of ABCC's Compliance Checks program, the number of young drivers involved in a fatal crash will decline in the coming years.

## C-10 Pedestrian Fatalities

**FFY23 Target:** 3% decline in the five-year average from 71 in 2021 to 69 by December 31, 2023.

### **Performance as of December 31, 2022:**

Based on preliminary data, the five-year average for pedestrian fatalities in 2022 was 76, which is 10.1% higher than the desired target of 69.



Source: FARS, IMPACT

### **Analysis:**

In 2022, the number of pedestrian fatalities rose to 98 from 74 reported 2021 – an unfortunate jump of 32.4%. After two years of rising pedestrian fatalities, OGR is hopeful 2023 will see the beginning of a downward trend. As of October 31, 2023, there has been 54 pedestrian fatalities reported in Massachusetts, which is 33% lower than the 81 fatalities reported at the same point in 2022.

Part of this decline in pedestrian fatalities can be attributed to the enforcement efforts of local police during FFY23. As part of the MRS program, grantees (local police departments) were given the option to receive funding to support pedestrian and bicyclist safety enforcements over the course of the federal fiscal year. In total, grantees conducted more than 4,000 hours of enforcement across six pedestrian/bicyclist safety mobilizations that took place in November, March, May, June, July, and August. The average number of towns participating over the six mobilizations was 23, a figure OGR will work hard to increase in FFY24. With more towns involved in each mobilization, OGR believes the number of pedestrian fatalities will continue falling in the coming years.

Efforts by OGR and its grantees to reduce pedestrian fatalities and serious injuries were aided by the Massachusetts legislature. New legislation intended to better protect vulnerable road users -- including pedestrians -- went into effect April 1, 2023. Among its provisions, this law requires motorists to provide a berth of four feet when passing a pedestrian, bicyclist, or other vulnerable road user as identified in the statute. OGR also plans to reach out to State Police Barracks (Troop H-4) in Boston to gauge interest in participating in pedestrian and bicyclist safety activities and enforcements during FY24 and/or FY25.

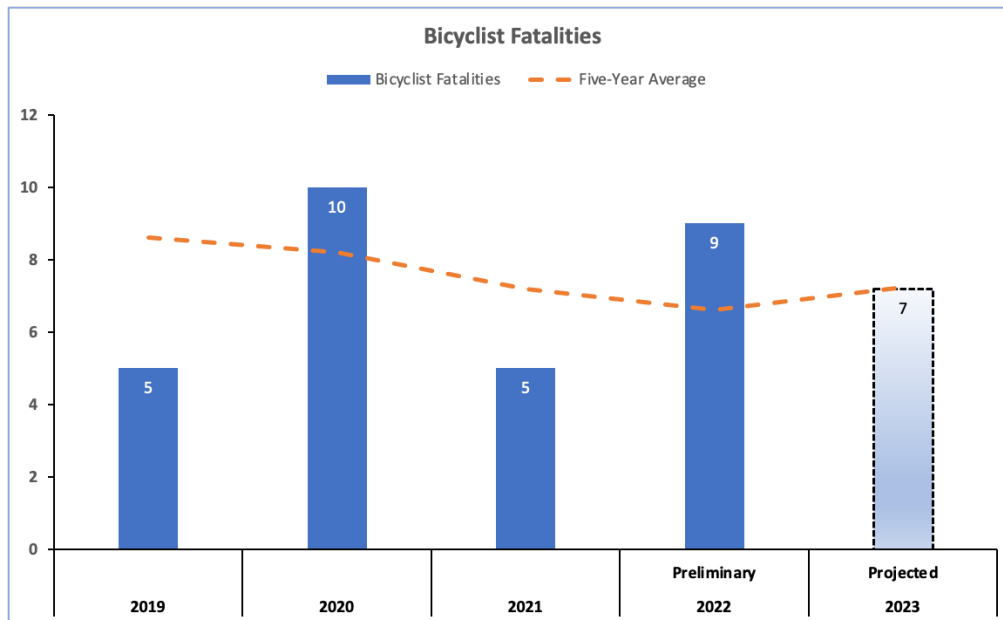
For FFY24, OGR is excited about the inclusion of media messaging in support of pedestrian and bicyclist enforcement during the months of August and September. A media vendor is expected to be selected and under contract at some point in the first half of calendar year 2024. The vendor will help develop and distribute media messaging focused on pedestrian and bicyclist safety, which will increase awareness among drivers and non-motorists alike about sharing the roads safely.

## C-11 Bicyclist Fatalities

**FFY23 Target:** 10% decline in the five-year average from 7 in 2021 to 6 by December 31, 2023.

### **Performance as of December 31, 2022:**

Based on preliminary data, the five-year average for bicyclist fatalities in 2022 was seven, which is slightly higher than the desired target of six.



Source: FARS, IMPACT

### **Analysis:**

In 2022, the number of bicyclist fatalities rose to nine from five reported 2021 – an unfortunate jump after the positive decline from 2020 to 2021. As of October 31, 2023, there have been six bicyclist fatalities reported, which is slightly lower than the seven fatalities reported at the same point in 2022. Projected final number of bicyclist fatalities for 2023 is seven, which – if a reality – would be a welcome drop in bicyclist fatalities from 2022. Despite the projected decline, the five-year average would still remain seven as of December 31, 2023.

Part of this decline in bicyclist fatalities can be attributed to the enforcement efforts of local police during FFY23. As part of the MRS program, grantees (local police departments) were given the option to receive funding to support pedestrian and bicyclist safety enforcements over the course of the federal fiscal year. In total, grantees conducted more than 4,000 hours of enforcement across six pedestrian/bicyclist safety mobilizations that took place in November, March, May, June, July, and August. The average number of towns participating over the six mobilizations was 23, a figure OGR will work hard to increase in FFY24. With more towns involved in each mobilization, OGR believes the number of pedestrian fatalities will continue falling in the coming years.

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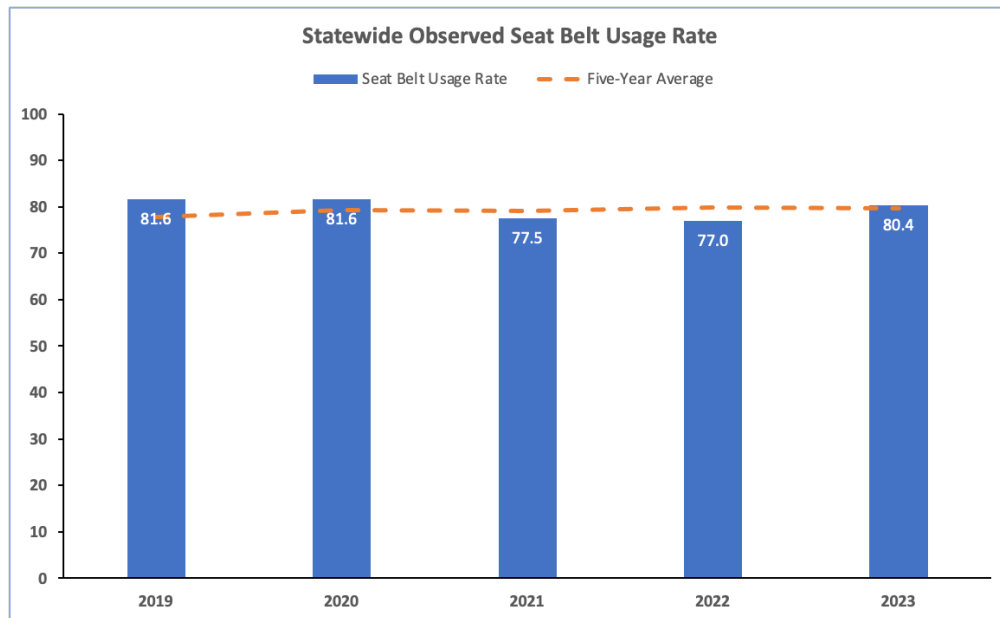
For FFY24, OGR is excited about the inclusion of media messaging in support of pedestrian and bicyclist enforcement during the months of August and September. A media vendor is expected to be selected and under contract within the first half of calendar year 2024. The vendor will help develop and distribute media messaging focused on pedestrian and bicyclist safety, which will increase awareness among drivers and non-motorists alike about sharing the roads safely.

## B-1 Observed Seat Belt Usage Rate

**FFY23 Target:** 4% increase in the five-year average from 79 in 2021 to 82 by December 31, 2023.

### **Performance as of December 31, 2022:**

Based on the most recent survey, the five-year average for observed seat belt usage rate in 2023 was 79.6, which is 2.9% lower than the desired target of 82.



Source: Annual Statewide Seat Belt Observation Survey

### **Analysis:**

In 2023, the observed seat belt usage rate was 80.44, more than three percentage points higher than the 77.0 usage rate reported in 2022. Despite the usage rate returning to the 80-level after two-year absence, the five-year average of 79.6 was a tick lower than the 79.9 reported for 2022. This was a result of the 81.0 usage rate for 2018 being dropped from the five-year average in 2023. OGR is hopeful the positive jump in belt usage for 2023 will be the beginning of an upward trend in seat belt usage by motor vehicle occupants in Massachusetts.

In FFY23, law enforcement conducted over 7,500 hours of enforcement patrols during May's Click It or Ticket mobilization, which had a positive impact on the seat belt usage rate results from the statewide seat belt observation survey that took place in June. For FFY24, OGR expects the State and local police to build upon their very successful enforcement efforts in FFY23 by conducting even more enforcement hours in support of the Click It or Ticket mobilization taking place in May 2024.

OGR is hopeful the current Massachusetts legislature (193<sup>rd</sup>) will finally pass a primary seat belt enforcement law. On December 11, 2023, there was a hearing held in Senate about the most recent primary seat belt bill (S.1521/H.2395) in which supporters and critics had a chance to make a case for or against the implementation of the proposed bill into law. Once the legislature reconvenes in 2024, a vote on the bill is expected to take place. If approved, the law would allow police to pull over drivers for the sole reason of not wearing their seat belt. NHTSA has found that states with primary seat belt laws have a much higher seat belt usage rate than states without such a law.

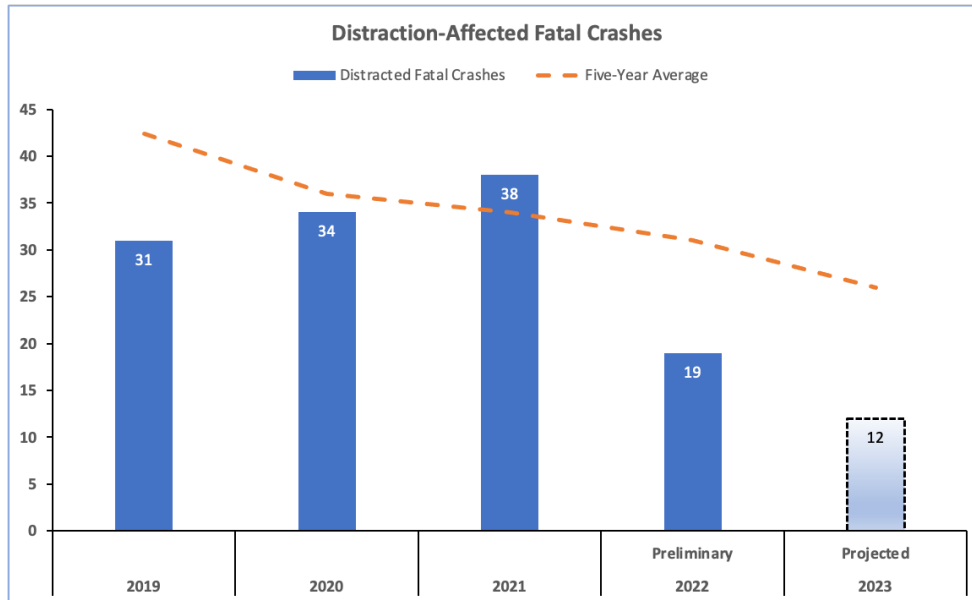


## NC-1 Distraction-Affected Fatal Crashes

**FFY23 Target:** 5% decline in the five-year average from 30 in 2021 to 28 by December 31, 2023.

### **Performance as of December 31, 2022:**

Based on the most recent survey, the five-year average for distraction-affected fatal crashes in 2022 was 31, which is 10.7% higher than the desired target of 28.



Source: FARS, IMPACT

### **Analysis:**

In 2022, the number of distraction-affected fatal crashes declined by 50% to 19 from 38 in 2021. Even though the five-year average did not meet the FFY23 target of 28, the average did drop nearly 9% from 34 in 2021. As of October 31, 2023, there have been 14 distraction-affected fatal crashes reported in Massachusetts. This is significantly lower than the 21 crashes reported by the same date in 2022. It must be acknowledged that distraction-affected crashes are notoriously difficult to determine, as individuals involved in collisions may not be inclined to mention distractions that may have contributed to the crash. From 2017 to 2021, distraction-affected fatal crashes accounted for approximately 10% of all fatal crashes reported. If this historical trend continues through 2022 and 2023, the number of crashes will be 40 and 30, respectively.

During FFY23, State and local police issued nearly 5,000 violations for driving while looking at or using their mobile phone – an increase of over 6% from the 4,600 violations for the same offense given out in FFY22. The rise in violations issued, as well as the decline in distracted driving crashes, was likely influenced by the efforts of State and local police while conducting over 8,000 hours of enforcement in support of the national Distracted Driving enforcement campaign in April 2023.

OGR will work to increase the number of local police involved in the 2024 April Distracted Driving mobilization from the 147 that participated in 2023 as well as encourage law enforcement to continue to be vigilant about stopping drivers who are glued to a hand-held device.

## UPDATE ON FFY23 PERFORMANCE TARGETS

After submission of the FFY23 Annual Report in January 2024, a further analysis of the preliminary numbers for each of the performance targets as of December 31, 2023 revealed that Massachusetts will not meet or surpass some of the stated FFY23 HSP targets. It must be noted that the preliminary numbers are usually not finalized until the latter part of 2024 or the first half of 2025. Despite this delay in finalizing numbers, it is highly unlikely there will be anything so drastic as to achieve one or more of the FFY23 targets.

In this section, OGR will provide additional strategies to help move the needle in the right direction for 2024 and 2025. OGR is confident these new programs and outreach efforts will result in fatalities and serious injuries decreasing and meeting not only the FFY23 targets but also the targets set down in the FFY24-26 HSP.

### C-1 Traffic Fatalities

As of December 31, 2023, the preliminary number of traffic fatalities in Massachusetts is 346, which is 20% lower than the 434 reported in 2022. Despite this dramatic decline in fatalities, the five-year average for 2019-2023 will only drop 0.4% to 374 compared to 376 for 2018-2022. On the plus side, fatalities reported to date in 2024 (as of March 19<sup>th</sup>) is 55, far lower than the 70 and 78 fatalities reported at the same date in 2023 and 2022, respectively. While three-fourths of 2024 still needs to play out, it appears Massachusetts is hopefully heading to a second straight year of traffic fatalities lower than 400.

To further improve safety on the roadways and reduce fatalities, OGR is pursuing the following programs and outreach efforts in FY24 and FY25:

- Selection of and contracting with a media vendor in FY24 to help create and promote safety campaigns related to impaired driving and vulnerable road users (pedestrians, bicyclists). In FY25, OGR is optimistic a speed-focused safety campaign and possibly media in support the Click It or Ticket mobilization that occurs in May.
- Tentative plan by MSP and its education vendor, ThinkFast, to conduct driving and riding safety presentations at thirty high schools across Massachusetts during FY24.

Tentative Dates/Locations for MSP and vendor ThinkFast to make presentations during FY24			
03/01/2024	Worcester Technical HS	04/26/2024	Plymouth North HS
03/06/2024	Milford HS	04/29/2024	Northbridge HS
03/07/2024	Natick HS	04/30/2024	Attleboro HS
03/21/2024	Bishop Feehan HS	05/02/2024	Whittier Regional Vo-Tech HS
04/01/2024	Weymouth HS	05/07/2024	St Bernard's Central Catholic HS
04/08/2024	Lynn Classical HS	05/08/2024	New Bedford Vo-Tech
04/09/2024	Leominster HS	05/09/2024	Blackstone-Millville Regional HS
04/11/2024	West Springfield HS	05/14/2024	Tyngsborough Public Schools
04/22/2024	North Quincy HS (2)	05/14/2024	Wachusett Regional HS
04/23/2024	King Philip Regional HS	05/15/2024	Springfield Central HS
04/23/2024	Bridgewater-Raynham Regional HS	05/16/2024	New Bedford Vo-Tech
04/24/2024	Sandwich HS	05/16/2024	Southbridge Middle/High School
04/24/2024	Upper Cape Tech	05/17/2024	Saugus Middle HS
04/25/2024	Gloucester HS	05/17/2024	Hampshire Regional HS
04/25/2024	Lowell HS	05/20/2024	Bourne HS

- MSP's outreach to local high schools will involve use of a vehicle rollover simulator to show young drivers the danger of driving or riding without wearing a seat belt. The presentations will also have participants using a Simulated Impaired Driving Experience (SIDNE) carts to allow them to experience how alcohol impairs driving ability and decreases reaction time.
- Introduction of a new grant opportunity in FY24, the Underserved Communities Traffic Safety Program, will bring in new grantees that are not involved in law enforcement. The grant's eligibility is for non-profit organizations across Massachusetts with a focus or commitment to implementing effective community-based safety programs. OGR is hopeful the grant will attract new partners in educating their local communities on the importance of safety while using the roadways, whether as a motor vehicle occupant, motorcycle enthusiast, or non-motorist.
- To counter pedestrian and bicyclist fatalities in Boston, where over 40% of all fatalities reported from 2019 to 2023 were non-motorists, OGR will be reaching out to the State Police Barrack in Boston (Troop H-4) about participating in FY24 and FY25 enforcement mobilizations aimed at improving pedestrian and bicyclist safety in the city.
- With the FY24 and FY25 Municipal Road Safety (MRS) grant, OGR will push for grantees to engage in more non-enforcement activities, while also still conducting critical roadway enforcement patrols focused on impaired driving, speeding, distracted driving, and occupant protection. Non-enforcement activities can include such activities as working with local and/or regional safety partners to develop awareness campaigns; community outreach through educational events (school or safety fair presentations); and organizing local bike rodeos to promote bicyclist safety. OGR sees the increased involvement in outreach and education by law enforcement will make the messaging far more impactful than simply doing enforcement only.

Taken all together, these planned programs and outreach efforts by OGR will help lower the number of fatalities on Massachusetts roadways, while also decreasing serious injuries while improving the roadway safety for all users.

## **C-2 Serious Injuries**

As of December 31, 2023, the preliminary number of serious injuries reported in Massachusetts is 2,302, which is 23% lower than the 2,996 reported in 2022. Despite this dramatic decline in fatalities, the five-year average for 2019-2023 will only drop 1.9% to 2,659 compared to 2,710 for 2018-2022. On the plus side, serious injuries reported to date in 2024 (as of March 19<sup>th</sup>) is 350, far lower than the 491 and 479 injuries reported by the same date in 2023 and 2022, respectively. Given this drop compared to prior years, OGR is optimistic serious injuries reported by year's end will be lower than in 2023 and 2022.

OGR expects the implementation of the new programs and outreach efforts described previously will help further reduce serious injuries along the roadways of Massachusetts. The use of media messaging will increase awareness among drivers, passengers, and vulnerable road users about sharing the roadways safely and utilizing safety equipment such as helmets, seat belts, and reflectors to reduce likelihood of fatal or incapacitating injuries.

MSP's outreach through presentations will raise awareness among young drivers and passengers about the dangers of impaired driving and the necessity of wearing a seat belt when riding. This will

help reduce likelihood of a young driver under the influence getting behind the wheel and, in turn, lower the number of crashes occurring on the roadways.

### **C-9 Drivers (Age 20 or under) Involved in Fatal Crashes**

As of December 31, 2023, the preliminary number of young drivers involved in a fatal crash is 49, which is 18% lower than 60 reported in 2022. Despite this reduction in young driver involvement, the five-year average for 2019-2023 will be 45 compared to 40 for 2018-2022. On the plus side, there have only been four young drivers involved in fatal crashes as of March 19, 2024, which is less than the seven drivers reported by the same date in 2023.

Over the past two years (2022-2023), well over two-thirds of all young drivers involved in a fatal crash were from five counties: Essex, Hampden, Norfolk, Plymouth, and Worcester. For FY24, MSP's educational outreach to young drivers will take place across Massachusetts at thirty local and regional high schools. Of the thirty planned presentations, more than 60% will occur within one of the five counties with the highest level of young drivers involved in a fatal crash. OGR is optimistic these presentations, which cover the dangers of impaired driving and failure to use a seat belt among other safety topics, will help lower the number of young drivers involved in fatal or serious injury crashes. MSP will likely have approximately the same number of presentations slated for FY25, locations or dates yet unknown.

### **C-10 Pedestrian Fatalities**

As of December 31, 2023, the preliminary number of pedestrian fatalities is 69, which is 30% lower than 98 reported in 2022. Despite this substantial reduction in pedestrian deaths, the five-year average for 2019-2023 will be 74, only 2% lower than 76 for 2018-2022 and still far from the target of 69. OGR believes 2022's fatality count (98) is an outlier and pedestrian fatalities will regress to its five-year mean of mid-70s over the coming years.

OGR's outreach to the State Police Barracks in Boston to participate in pedestrian and bicyclist safety enforcement and engagement in collaboration with (hopefully) Boston Police Department in FY24 and/or FY25 will help the city of Boston lower non-motorist fatalities. Over the past five years, non-motorists have accounted for over 40% of traffic deaths reported in the capital city.

OGR's planned efforts to get MRS grantees to engage in more non-enforcement activities to promote traffic safety in their respective communities will also help raise awareness among motorists and non-motorist alike to share the roads safely.

### **B-1 Observed Seat Belt Usage Rate**

After two straight years of sub-80s belt usage rates, Massachusetts reported a usage rate of 80.44 in 2023. Despite the positive gain, the five-year average for 2019-2023 would remain largely unchanged at 79.6 compared to 79.9 for 2018-2022. Massachusetts remains a secondary law state, which means police cannot pull over a driver for the sole reason of not wearing a seat belt. OGR is hopeful the current effort to pass a primary belt law in the Massachusetts Congress will pass this year. Data provided by NHTSA has found states with a primary belt law consistently have a higher belt usage rate than states with a secondary or no belt law.

OGR is optimistic the media vendor selected and contracted with for FY24 and FY25 will provide a much-needed boost to statewide messaging on motor vehicle occupant safety by creating an effective

campaign in support of the FY25 Click It or Ticket mobilization. Having media supporting enforcement helps reinforce the message of always wear your seat belt when driving or riding in a motor vehicle.

The FY24 and the planned FY25 Underserved Community Traffic Safety grant will also provide another means to spread the message of seat belt usage. Grantees are encouraged to develop and implement outreach efforts to promote traffic safety related to occupant protection, speeding, distracted driving, and impaired driving.

## Traffic Records Performance Targets for FFY23

In the FFY23 HSP, there were three performance measures with a target related to traffic records:

**Performance Target #1:** Decrease the rate at 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:** By the June 30, 2023, end date for UMassSafe's Crash Report E-Manual: Law Enforcement Agency Targeted Resources to Improve Crash Data Quality Project (TR 23-02), UMassSafe was awaiting the full deployment of the project deliverables before determining if it had met the project's performance measure. Following the full deployment, a check of the data source involved, MassDOT's IMPACT portal, required a re-calculation of the initial benchmark for January-June 2021 as 9.7% (59,738/617,385) of occupant coded fields as invalid/incomplete. Also, the performance measure period was shifted to June 2023-November 2023. There was an improvement in the percent of occupant coded fields left empty to 9.5% (69,029/729,455), representing a 0.2 percentage point decrease, or a relative 2.2% improvement.

**Performance Target #2:** Between July 1, 2022, and June 30, 2023, DCJIS will install approximately 400 mobile printers for police vehicles and provide associate training for 36 departments new to MACCS.

- **Results:** Between July 1, 2022, and June 30, 2023, DCJIS installed 551 printers for police vehicles at 44 departments new to its MACCS Project (TR 22-15 and TR 23-03).

**Performance Target #3:** 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 DPH *MA CRISS Project* (TR 23-04) had to modify its performance target after the above one was set. The new performance measure sought to increase the accuracy, completeness, and uniformity of crash data by increasing the number of linked crash-hospital discharge records for drivers and non-motorists in which the alcohol and drug fields were assessed for *accuracy and uniformity* from 0 as of July 1, 2022, to 3,373 as of November 30, 2022, and the number of unlinked crash records for drivers and non-motorists in which the alcohol and drug fields were assessed for (TR 23-06) *completeness and internal consistency* from 0 as of July 1, 2022, to 334,661 as of November 30, 2022. By November 30, 2022, DPH was able to assess the accuracy and uniformity of the alcohol and drug fields in 3,373 integrated MA CRISS records and the completeness and internal consistency of the alcohol and drug fields in 334,661 crash records.

Due to a raft of amendments made regarding Traffic Records during FFY23, there were five more Performance Targets added. The target and results are provided below:

**Performance Target #4:** Within two weeks following the anticipated September 1, 2023, launch of MRB's citation data portal, survey principal users identified in the needs assessment done during the project's phase one to determine the level of satisfaction of these users with access through the new portal to needed citation data they previously identified.

- **Results:** The MRB's *Accessible Citation Data Project* (TR 23-06) was not completed by the end of the performance period that coincided with the end of FFY23 on September 30, 2023. The portal was 70% complete by this point. With funds unused during FFY23, the project will be restarted in FFY24 and is expected to be completed (including the survey) by June 30, 2024.

**Performance Target #5:** To reduce the average number of days from when citations are issued by Boston Police Department (BPD) personnel to when these citations are posted to the statewide citation data system, from 21 for the baseline period of August 15, 2021, to August 14, 2022, to 19 days during the performance period of August 15, 2022, to August 14, 2023.

- **Results:** The BPD's *E-Citation Transition Project* (TR 23-07) resulted in its current vehicle fleet being fully equipped with printers to enable its personnel to participate in MACCS by the project end date of September 30, 2023. However, BPD's average day to post for all types of citations (paper and electronic submission) increased to 26 days during the performance period. This was primarily due to the installation of the printers being delayed until late summer 2023 and the vast majority of the citations still being done by paper submission through the end of the period.

**Performance Target #6:** Between June 1, 2023, and December 31, 2023, update the Massachusetts Crash Reporting Form and Crash Data System (CDS) to collect, process, and share via MassDOT's IMPACT portal the necessary vulnerable road user data confirmed through the phase one focus groups/outreach.

- **Results:** As of the end of FFY23, changes to the electronic crash reporting form and the CDS were in progress but had not been put in production from the RMV's *Inclusion of Vulnerable Road Users in Crash Reporting to RMV Project* (TR 23-08). Data will be shared once the new data is received into the CDS. This is not expected until after January 2024. During the performance period, all changes to the paper crash reporting form had been made and a new section has been added that is specific to Vulnerable Users.

**Performance Target #7:** To date in State FY23 (July 1, 2022, to May 2, 2023), MSP-CARS responded to 232 serious/fatal injury crashes. Of these, 58 crashes (25%) involved a pedestrian or bicyclist. Investigating Troopers measured the frictional value of the roadway in approximately 22% of these crashes involving non-motorists. MSP aims to increase the percentage of crashes involving non-motorists where frictional value of the roadway data is collected to **75%** between October 1 to December 31, 2023.

- **Results:** The MSP was unable to provide project progress data for its *Improving Data Accuracy from the Scenes of Motor Vehicle Crashes Project* (TR 23-09) because it had only recently received the equipment and conducted the training associated with their FFY23 grant award. It will provide this data once it receives the final equipment and training from its FFY24 grant award that ends December 31, 2023.

**Performance Target #8:** Between July 1, 2023, and June 30, 2024, DJCJIS will work to install approximately 500 mobile printers for police vehicles and provide associated training for an estimated 53 departments new to the *MACCS Project*.

**Results:** This phase of DCJIS's MACCS project (TR 23-10) made progress toward this performance target, with 81 printers for police vehicles at 17 departments new to MACCS being installed between July 1, 2023, and September 30, 2023.



## Grant Funded Activity Results

As required by NHTSA, OGR is providing the results of specific grant funded activities reported over the past five Federal Fiscal Years during overtime enforcement patrols by both State and local police.

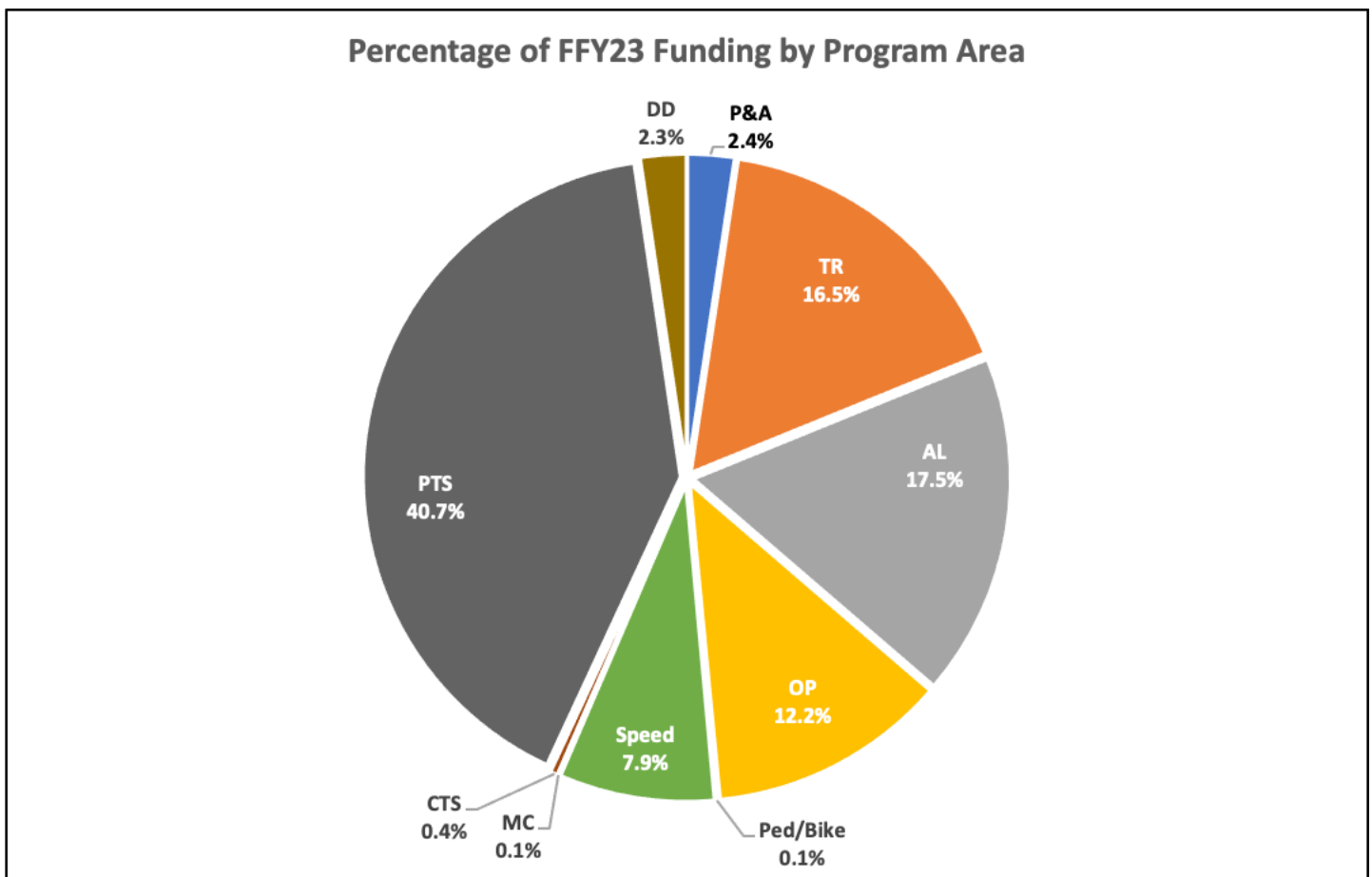
Grant Funded Activities	FFY19	FFY20	FFY21	FFY22	FFY23
Safety Belt Violations Issued	5,909	2,394	2,549	3,632	2,787
Impaired Driving Arrests	280	94	69	266	502
Speeding Violations Issued	9,851	5,686	3,819	9,615	8,755

## FINANCIAL SUMMARY – DISTRIBUTION OF FFY23 FUNDING

Summary of FFY23 Financial Activity as of December 31, 2023

	402	405b	405c	405d	405f	405h	Total	Pct Total
P&A	\$ 238,670.61						\$ 238,670.61	2.4%
TR	\$ 342,357.70		\$ 1,300,396.10				\$ 1,642,753.80	16.5%
AL	\$ 160,045.32			\$ 1,582,513.10			\$ 1,742,558.42	17.5%
OP	\$ 487,285.03	\$ 727,139.57					\$ 1,214,424.60	12.2%
Ped/Bike	\$ 8,108.20					\$ -	\$ 8,108.20	0.1%
Speed	\$ 788,869.55						\$ 788,869.55	7.9%
MC	\$ 8,108.20				\$ -		\$ 8,108.20	0.1%
CTS	\$ 37,351.35					\$ -	\$ 37,351.35	0.4%
PTS	\$ 3,661,545.19			\$ 89,730.95		\$ 314,768.31	\$ 4,066,044.45	40.7%
DD	\$ 233,628.44						\$ 233,628.44	2.3%
<b>Total</b>	<b>\$ 5,965,969.59</b>	<b>\$ 727,139.57</b>	<b>\$ 1,300,396.10</b>	<b>\$ 1,672,244.05</b>	<b>\$ -</b>	<b>\$ 314,768.31</b>	<b>\$ 9,980,517.62</b>	

Summary of FFY23 Funding Distribution by Program Area as of December 31, 2023



**Note:** The funding levels do not include expenditures for program management (salaries) as Fiscal is still in process of closing out FFY23 accounting. OGR will update the FFY23 Annual Report with the final numbers once received from Fiscal.

## **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)