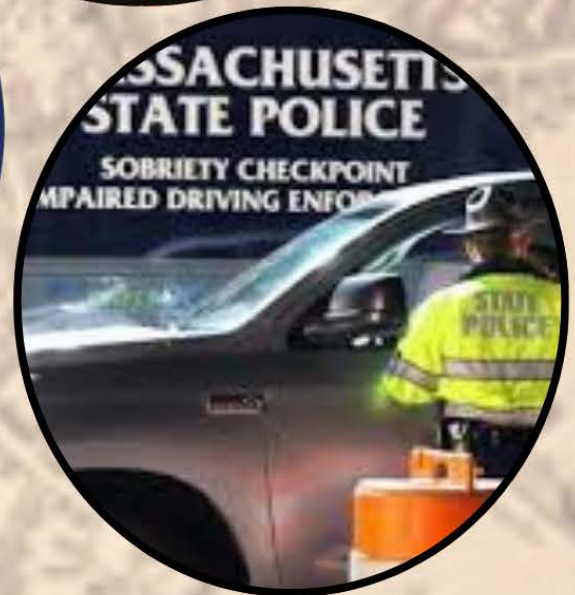
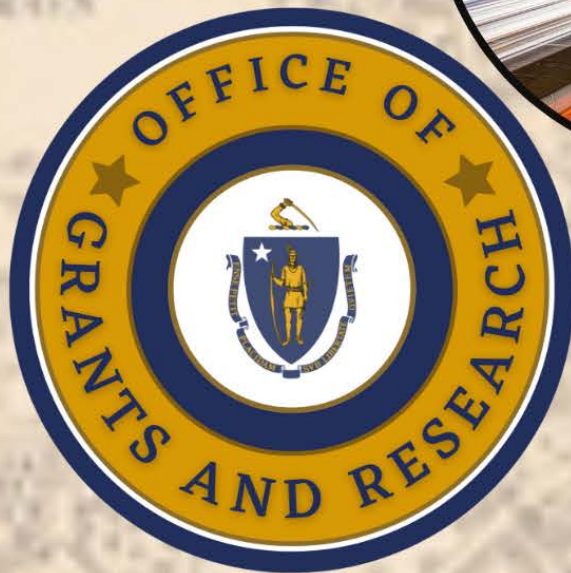
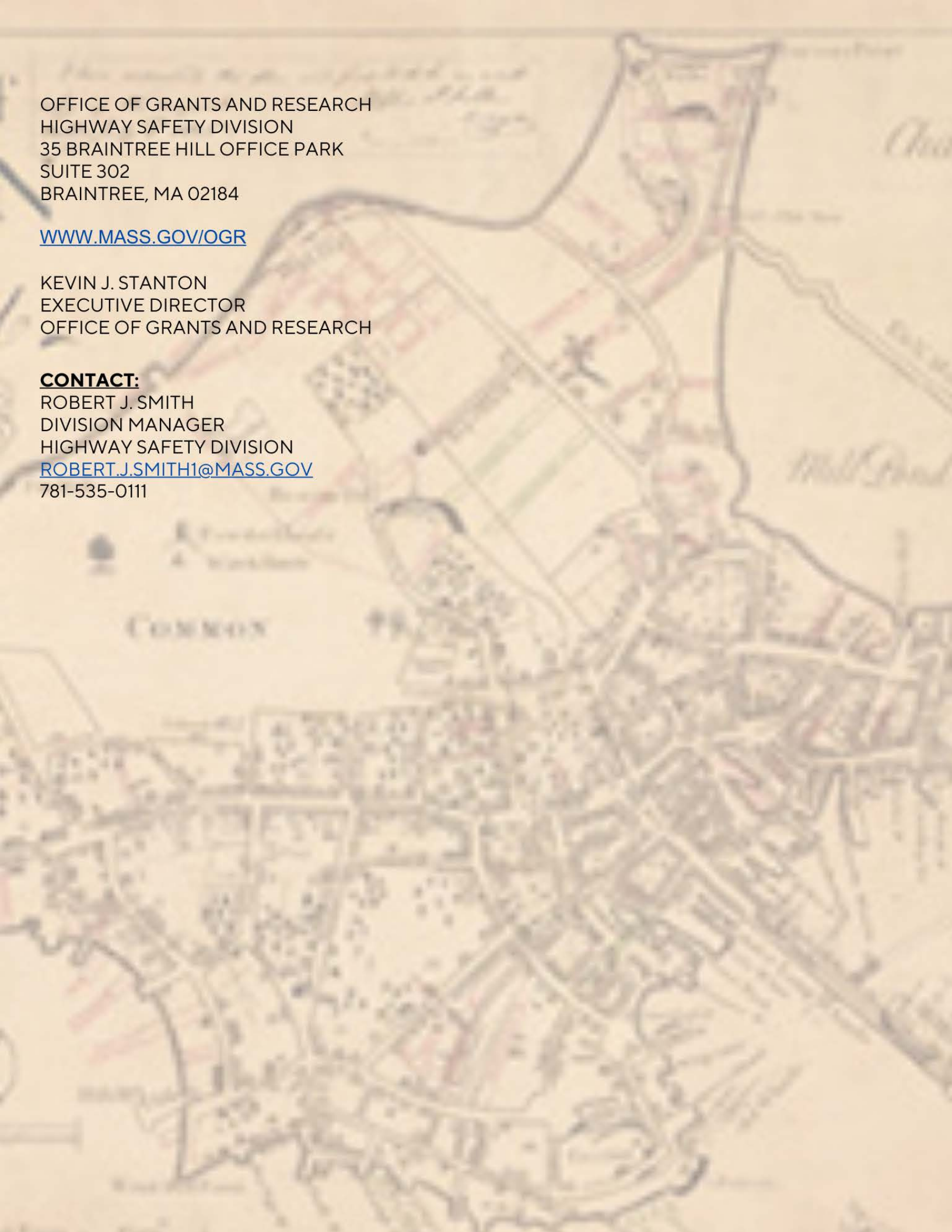


MASSACHUSETTS FFY 2025 ANNUAL GRANT APPLICATION



A faded, sepia-toned map of Braintree, Massachusetts, serves as the background for the document. The map shows a dense network of streets, including major thoroughfares like Braintree Turnpike and Braintree River. Various landmarks and areas are labeled, such as 'COMMON' and 'Mill Pond'. The map is oriented with North roughly at the top.

OFFICE OF GRANTS AND RESEARCH
HIGHWAY SAFETY DIVISION
35 BRAINTREE HILL OFFICE PARK
SUITE 302
BRAINTREE, MA 02184

WWW.MASS.GOV/OGR

KEVIN J. STANTON
EXECUTIVE DIRECTOR
OFFICE OF GRANTS AND RESEARCH

CONTACT:

ROBERT J. SMITH
DIVISION MANAGER
HIGHWAY SAFETY DIVISION
ROBERT.J.SMITH1@MASS.GOV
781-535-0111

TABLE OF CONTENT

TRAFFIC SAFETY OVERVIEW & UPDATES TO HSP	2
IMPAIRED DRIVING	5
OCCUPANT PROTECTION	17
SPEEDING AND AGGRESSIVE DRIVING	27
NON-MOTORISTS (PEDESTRIANS AND BICYCLISTS)	30
MOTORCYCLIST SAFETY	33
DISTRACTED DRIVING	36
POLICE TRAFFIC SERVICES	39
TRAFFIC RECORDS	52
UNDERSERVED COMMUNITIES AND P&A PLANNED ACTIVITIES	61

Introduction

The Office of Grants and Research (OGR) is the arm of the Executive Office of Public Safety and Security (EOPSS) that serves as the State Administering Agency (SAA) and oversees the management of approximately \$280 million in funding received from National Highway Traffic Safety Administration (NHTSA), U.S. Department of Justice (DOJ), Federal Emergency Management Agency (FEMA) as well as state funding for grant programs addressing public safety and security needs. OGR also contains the Research and Policy Analysis Division (RPAD), which utilizes research and evaluation to promote public safety in the Commonwealth by informing criminal justice and public safety policy.

Under the authority of the Executive Director, OGR's Highway Safety Division (HSD) is responsible for the development, implementation, coordination, and ongoing management of the Massachusetts highway safety program. This responsibility includes identifying traffic safety priorities and working with partners and stakeholder across the Commonwealth to develop programs and initiatives to address current and future highway safety needs.

For FFY 2025, Massachusetts has planned activities aimed at reducing fatalities, injuries, and crashes along the roadways. This document provides details on each planned activity taking place during FFY 2025, which runs from October 1, 2024, to September 30, 2025.

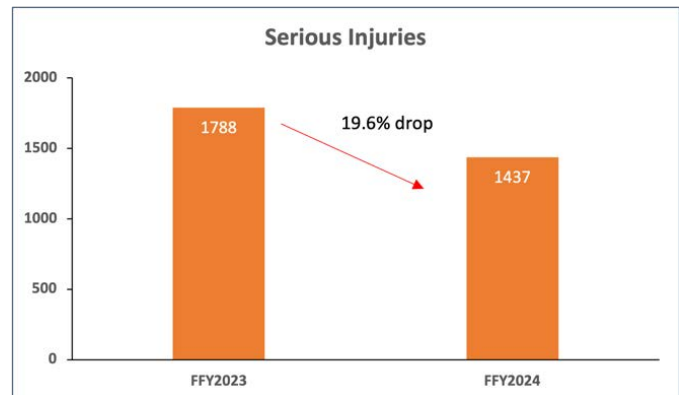
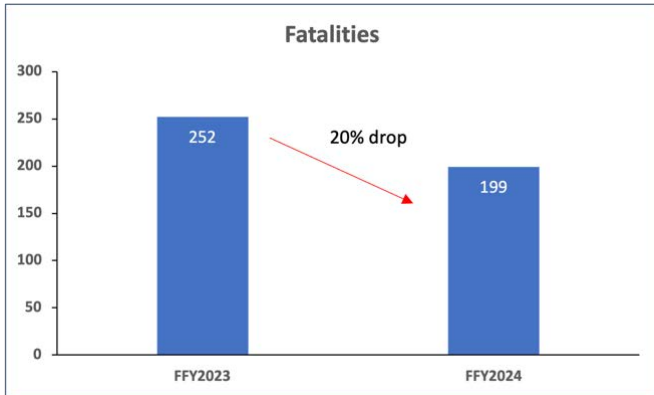
If a grant recipient is currently unknown, the Massachusetts Office of Grants and Research (OGR) will provide information to National Highway Traffic Safety Administration (NHTSA) once the final decisions have been made regarding which entity or entities will receive funding for FFY 2025.

Planned activities outlined in this document consider feedback received from our prior public participation and engagement efforts and outline plans to further these outreach efforts in FFY 2025.

This Annual Grant Application (AGA) was developed in coordination with the Triennial Highway Safety Plan (HSP), data collection, and information systems with the Strategic Highway Safety Plan (SHSP).

TRAFFIC SAFETY OVERVIEW AND UPDATES TO HSP

For FFY 2025, OGR plans to build upon the success of its traffic safety programs currently in action in FFY 2024. From the beginning of FFY 2024 (October 1, 2023) through the end of May 2024, fatalities and serious injuries reported across Massachusetts were significantly lower than during the same eight-month period in FFY 2023.



Both fatalities and serious injuries declined by 20% from the previous eight-month period (October – May) in FFY 2023. This downward trend is a tremendous development as it shows the positive impact of all the programming implemented by OGR on roadway user behaviors and traffic safety awareness across Massachusetts during FFY 2024.

OGR, along with its partners across state, local and nonprofit entities, is committed to the vision of zero fatalities and injuries along the roadways. To achieve this vision, OGR has adopted the Safe System Approach, a U.S. Department of Transportation-endorsed framework for addressing roadway safety holistically as a system. The Safe System Approach works by anticipating human mistakes and keeping impact energy on the human body at tolerable levels. Critical to the success of the plan is identifying and mitigating risks in the transportation system to prevent serious crashes, rather than waiting for crashes to occur and reacting afterward. Implementing this approach requires shared responsibility across agencies and communities. Everyone is accountable and has a role to play, including those who plan, program, design, construct, maintain, and utilize the roads, as well as those who create, enforce, and adjudicate laws.

The Safe System Approach aims to eliminate roadway fatalities and serious injuries by focusing on Safe Roads, Safe Road Users, Safe Vehicles, Effective Post-Crash Care, Safe Speeds, and changing safety culture. Work within these areas is guided by six principles as stated by the Federal Highway Administration (FHWA):

- **Death/Serious Injury is Unacceptable**
While no crashes are desirable, the Safe System Approach prioritizes crashes that result in death and serious injuries, since no one should experience either when using the transportation system.
- **Humans Make Mistakes**
People will inevitably make mistakes that can lead to crashes, but the transportation system can be designed and operated to accommodate human mistakes and injury tolerances and avoid death and serious injuries.

- **Humans are Vulnerable**
People have limits for tolerating crash forces before death and serious injury occurs; therefore, it is critical to design and operate a transportation system that is human-centric and accommodates human vulnerabilities.
- **Responsibility is Shared**
All stakeholders (transportation system users and managers, vehicle manufacturers, etc.) must ensure that crashes don't lead to deaths or serious injuries.
- **Safety is Proactive**
Proactive tools should be used to identify and mitigate latent risks in the transportation system, rather than waiting for crashes to occur and reacting afterwards.
- **Redundancy is Crucial**
Reducing risks requires that all parts of the transportation system are strengthened, so that if one part fails, the other parts still protect people.

Analysis in 53 countries found that those that have taken a Safe System Approach to traffic safety have achieved both the lowest rates of deaths per 100,000 inhabitants and the greatest reduction in deaths over the past 20 years. (Source: wri.org) Through collaboration and cooperation with traffic safety stakeholders and grant recipients, OGR is confident the implementation of the Safe System Approach will result in declining fatalities and injuries among roadway users across the state.

For the FFY 2025 AGA, OGR will build on the success of FFY 2024's programming with the following:

- Increasing the number of MRS participants in FFY 2025 from 186 in FFY 2024. OGR has made a concerted effort during the first half of 2024 to reach out to 100+ towns across Massachusetts that have yet to apply for Municipal Road Safety (MRS) funding. Through online information sessions and email/phone communications, the outreach efforts were successful with 192 local police departments slated to participate in MRS for the FFY 2025.
- Increasing the number of media campaigns from two in FFY 2024 (Ped/Bike, Impaired) to four during FFY 2025 (Ped/Bike, Impaired [2], and Distracted Driving). Having more campaigns in support of the traffic enforcement efforts by State and local police will ultimately lead to increased awareness by roadway users which, in turn, will result in fewer deaths and injuries on the Massachusetts roads.
- Underserved Community Traffic Safety Grant will issue its first grants in FFY 2025 after two years of inactivity due to unforeseen factors. At present time, the final list of awarded grantees is unknown, but there were 11 applications from a wide range of nonprofits across Massachusetts. Average amount requested for funding towards traffic safety-focused initiatives was \$69,000.

Priority will be given to applications that target environmental justice populations, which meet one or more of the following criteria:

- The annual median household income is 65 percent or less than the statewide annual median household income.
- Minorities make up 40 percent or more of the population.
- Twenty-five percent or more of households identify as speaking English less than "very well".

- Minorities make up 25 percent or more of the population and the annual median household income of the municipality in which the neighborhood is located does not exceed 150 percent of the statewide annual median household income.
- In an effort to reduce roadside deaths, in FFY 2025, OGR will provide funding to Massachusetts State Police (MSP) to purchase a subscription for 1,200 of its cruisers to Safety Cloud, a service that alerts traveling vehicles with certain on-board systems these cruisers are within a certain distance and traveling in the same direction in an effort to prevent Move Over Law violations and increase the safety of emergency personnel and motorists dealing with disabled vehicles.
- As for funding by countermeasure strategy, OGR does not anticipate a need to adjust the funding levels for programming due to the high level of carryover funds available. Also, OGR has found all current countermeasure strategies listed in the 3HSP to be effective and there are no new CMs added in this AGA.

With these additions, OGR, along with its partners and grant subrecipients, will endeavor to make the roadways of Massachusetts even safer in FFY 2025.

Ongoing Public Participation and Engagement Efforts:

OGR continues to identify meaningful engagement strategies with the communities identified in the FFY24 - FFY26 Triennial Highway Safety Plan. Throughout FFY24 OGR has conducted outreach to local municipalities, community organizations, and State partners to utilize existing community connections that are already well-established with a focus on connecting our office with the public through nontraditional events such as farmer's markets, health and wellness fairs, councils on aging, and community days. These engagement efforts have been driven by our past experiences and show signs of progress as we navigate this requirement.

Previous efforts, including OGR's "Roadmap to Traffic Safety" virtual town halls, have directly resulted in the development and implementation of a FFY24 media campaign to raise public awareness surrounding pedestrian and bicyclist safety as well as highlighting our state's new safe (4') passing distance law based on feedback shared with us during these events. In FFY24, OGR contracted with a media vendor to create and implement out-of-home advertisements focused on these issues and launched the campaign in July 2024.

OGR's Highway Safety Manager as well as the Director of Communications have conducted outreach to several municipalities within Suffolk and Bristol County in FFY24 to establish relationships that extend beyond grantees. This outreach has led to productive discussions to allow OGR to participate in upcoming community events and identify local stakeholders that can further drive improvements to traffic safety. More specifically, these efforts have led to planning and coordination of events with the Director of Public Health & Clinical Services within the Town of Winthrop (Suffolk) as well as the Events Resource Coordinator within the City of Fall River (Bristol). Through these PP&E efforts, our goal is to have tabling, development of a public input/feedback survey to utilize during outreach events, and coordinating presentations aimed to educate the public about the work of OGR to better understand the needs and concerns of roadway users in Massachusetts.

IMPAIRED DRIVING PLANNED ACTIVITIES

Impaired Driving Media

ID: AL-25-01

Funding Source: 405d

Description of Planned Activity:

Develop and implement a statewide media campaign to support impaired driving efforts during the Drive Sober or Get Pulled Over mobilizations (December 2024 and August-September 2025). Messaging will focus on alcohol, marijuana, and other drugs. Based on state data, OGR will target communication efforts to drivers under 34 years of age, with an added focus on the following counties: Bristol, Hampden, Middlesex, and Worcester. OGR will also consider national media buy recommendations when planning paid media, including targeting Limited English Proficiency (LEP) Groups. OGR will contract with a marketing and advertising agency to execute these impaired driving media campaigns while running social media in-house for sustained educational outreach. OGR will lead press outreach efforts to garner earned media; this will be done in conjunction with paid media and the enforcement mobilization.

This project will provide funds for voice and on-screen talent fees; contractor salaries; production expenses including studio and equipment rental, licensing for audio and photography; and media buys which may include TV, radio, online, and out-of-home mediums.

Internal policies will be followed, noting that all media and communications activities will be in support of data-driven objectives and conducted in coordination with other activities and programs, in particular, enforcement. Crash and citation data will be used for planning enforcement activities and determining the target audiences and media channels used to reach those audiences.

Planned or Potential Subrecipients: Per state procurement guidelines, OGR must go out to bid for a media vendor. We intend to release an RFQ (request for quote) following approval of this Annual Grant Application.

Type of Organization: Media Vendor

Estimated Federal Funding: \$4,000,000 – GTS Code: B6PEM

Eligible Use of Funds: Paid and earned media in support of high-visibility enforcement efforts, conducting initial and continuing standardized field sobriety training, advanced roadside impaired driving evaluation training, law enforcement phlebotomy training, and drug recognition expert training for law enforcement, and equipment and related expenditures used in connection with impaired driving enforcement

Are cost P&A related? No.

Is funding source intended to meet deobligation requirements [1300.41(b)]? No.

Countermeasure Associated with Planned Activity: Communication & Outreach (CTW, 10th edition, 3 stars) – Public education through PSA's supporting law enforcement activities will raise awareness

among motor vehicle occupants leading to better choices regarding driving after consuming alcohol and/or drugs, resulting in lower impaired driving crashes.

MSP Sobriety Checkpoint & Saturation Patrols *

ID: AL-25-02

Funding Source: 405d and flexed 405d

Description of Planned Activity:

OGR will provide funds to MSP to conduct sobriety checkpoints and saturation patrols on overtime and with support from the two Blood Alcohol Testing (BAT) mobile units. These impaired driving operations will be highly publicized and will occur during documented high-risk days of the week and times of day, and at high-risk locations, including in Bristol, Hampden, Middlesex, and Worcester counties. To ensure sufficient staffing levels, MSP will subcontract with local police departments to assist during these impaired driving operations. A part-time staff person will assist with administrative duties related to these operations, including data collection, reporting, scheduling, and recruiting local departments to participate. Additionally, MSP will run at least two training courses and mock checkpoints to provide refresher and advanced Standardized Field Sobriety Testing (SFST) training and certify new checkpoint officers-in-charge.

MSP plans to conduct upwards to 80 sobriety checkpoints and 100 high-visibility saturation patrols across Massachusetts during FFY 2025. Weekends, holidays, and beach areas (during summer months) will be the primary focus for overtime enforcement activities.

MSP will purchase a new BAT mobile to replace one of the existing two units purchased in FFY 2015 due to major maintenance requirements and capacity issues. MSP is experiencing maintenance issues with the generator, heaters, vehicle hydraulic leveling system, water intrusion, and computer network connectivity and data throughput speeds. In addition, the current BAT mobile layout is designed for processing one to two individuals at a time, which has resulted in booking backups and safety concerns during busy checkpoints. A newly designed vehicle would prevent rising maintenance costs, include upgraded technology to increase data processing speeds, and be designed with side “bump-outs” to accommodate additional processing stations to move people through quicker, enhance officer safety, and allow for Drug Recognition Expert (DRE) evaluations to be conducted onboard.

OGR will separately request permission from NHTSA to purchase a new BAT mobile unit, as the projected cost of the unit is roughly \$1.5 million. Collaboration with MSP to procure a new BAT began during FFY 2024 and is expected to be completed by September 2025.

Other purchases will include field sobriety supplies, PBT calibration gases, and cloud service for existing sign boards.

The amount awarded for this program is subject to change, pending the availability of funds at the time of award. OGR shall submit an amendment request to NHTSA should a potential funding reduction affect the scope of this program.

** Please note that subrecipients under this project may be identified as a promise project*

Planned or Potential Subrecipients: Massachusetts State Police

Type of Organization: State Law Enforcement Agency

Estimated Federal Funding: \$2,633,407 – GTS Code: FDLHVE;
\$53,743 – GTS Code: FDL*AL

Eligible Use of Funds: High-visibility enforcement efforts

Are cost P&A related? No.

Is funding source intended to meet deobligation requirements [1300.41(b)]? Yes.

Countermeasure Associated with Planned Activity: High-visibility Saturation Patrols (CTW, 10th edition, 3 stars) – High visibility saturation patrols, enforcement and education are an effective combination in reducing negative driving behaviors. The use of HVE patrols by both local and State police will raise awareness to the dangers of impaired driving and lead to a lowered rate of crashes involving impaired drivers.

MSP – Office of Alcohol Testing (OAT) Breath Test Operator (BTO) Training

ID: AL-25-03

Funding Source: 405d

Description of Planned Activity:

OGR will provide funds to the MSP Office of Alcohol Testing (OAT) to conduct classroom and online instruction to help certify Breath Test Operators (BTO) and to allow the existing BTOs to maintain their certification. This certification and/or recertification process will allow officers to better detect impaired drivers. OAT will also conduct annual certification of the state's 403 infrared breath test instruments. Training will take place throughout the year at the Municipal Police Training Committee's (MPTC) academies and other state-owned facilities.

Funds will be used to purchase related program equipment, including three new 9510 breathalyzers, which will be used to replace existing breathalyzers that are being serviced by the manufacturer. OAT has experienced extreme delays – stretching over a year in some instances – for the repair and return of these equipment items. Other purchases will include OUI toxicology kits, gas cylinders, printed materials and other training supplies, and upgrades to the BTO online course. Additionally, funds will be used for travel expenses for OAT to send their forensic scientists and laboratory counsel to educational opportunities relative to breath alcohol analysis, including the International Association for Chemical Testing Annual Conference and the Borkenstein Alcohol Course at Indiana University. MSP plans to send one or two individuals to attend. These educational opportunities will help expand Massachusetts' knowledge of impaired driving analysis during traffic stops and increase traffic safety through removal of more individuals under the influence off the roads.

OAT plans to purchase six new portable Breath Testing devices at a total cost of \$6,200. These breathalyzers will help support impaired driving enforcement activities by MSP. Massachusetts will follow "Buy America" regulations when purchasing these items.

The amount awarded for this program is subject to change, pending the availability of funds at the time of award. Planned activities described in this program comes from the agency's application for funding

and does not reflect the final approved activities to be funded. OGR shall submit an amendment request to NHTSA should a potential funding reduction affect the scope of this program.

Planned or Potential Subrecipients: Massachusetts State Police

Type of Organization: State Law Enforcement Agency

Estimated Federal Funding: \$200,828.02 – GTS Code: B6BC

Eligible Use of Funds: Improving blood alcohol and drug concentration screening and testing, detection of potentially impairing drugs (including the use of oral fluid as a specimen), and reporting relating to testing and detection

Are cost P&A related? No.

Is funding source intended to meet deobligation requirements [1300.41(b)]? No.

Countermeasure Associated with Planned Activity: Breath Test Devices (CTW, 10th edition, 4 stars) – By increasing the number of breath test devices available to Massachusetts law enforcement will result in a drop in impaired driving-related crashes and fatalities as more drivers under the influence are removed from the roads before they can cause a deadly crash.

MSP – Drug Recognition Expert (DRE) Training

ID: AL-25-04

Funding Source: 405d

Description of Planned Activity:

Funding will be provided to the MSP to continue expanding their DRE program. The MSP will host a DRE school to train 10 additional law enforcement personnel to assist troopers on the roadways. MSP will also cover overtime costs associated with DREs finalizing their reports, an already cumbersome process that now takes longer due to body cams. Covering report time beyond the DREs regular shift will also help meet MSP's new internal policy which calls for all DRE reports to be entered into ITSMR within 24 hours and all reports to be reviewed and receive supervisory approval within 45 days.

Overall, funds will cover candidate overtime to attend DRE training, DRE evaluation overtime, instructors, travel for students and instructors to field training as well as sending four officers to the International Association of Chiefs of Police Impaired Driving Conference. Class supplies, collection testing devices, and equipment for the 10 newly certified DREs including - tablets, DRE kits, and Drager PBTs – will also be covered by this funding.

MSP-OAT intends to purchase 10 Oral Fluid Roadside Drug Screening mobile test systems for approximately \$49,315. There are currently only two mobile test systems in use and the new testing systems will be assigned to active troopers who have completed NHTSA's Advanced Roadside Impaired Driving Enforcement (ARIDE) training.

The amount awarded for this program is subject to change, pending the availability of funds at the time of award. Planned activities described in this program comes from the agency's application for funding

and does not reflect the final approved activities to be funded. OGR shall submit an amendment request to NHTSA should a potential funding reduction affect the scope of this program.

Planned or Potential Subrecipients: Massachusetts State Police

Type of Organization: State Law Enforcement Agency

Estimated Federal Funding: \$198,129.93 – GTS Code: B6CS

Eligible Use of Funds: Improving blood alcohol and drug concentration screening and testing, detection of potentially impairing drugs (including the use of oral fluid as a specimen), and reporting relating to testing and detection

Are cost P&A related? No.

Is funding source intended to meet deobligation requirements [1300.41(b)]? No.

Countermeasure Associated with Planned Activity: Enforcement of Drug-Impaired Driving (CTW, 10th edition, 3 stars) – Increasing the number of DREs among police officers will help law enforcement better recognize drivers under the influence of drugs and remove these drivers from the roads before they can cause a crash, consequently lowering the rate of impaired driving-involved crashes across the state.

MPTC – Alcohol Impaired Driving Training

ID: AL-25-05

Funding Source: 405d

Description of Planned Activity:

OGR will provide funds to the MPTC to provide Breath Test Operator and Standardized Field Sobriety Testing (SFST) training to students in 15 municipal police academies and to conduct classes aimed at maintaining MPTC's current cadre of SFST instructors, increasing the number of SFST instructors, and providing SFST classes to supervisors and field training officers. Funds will cover an SFST statewide training coordinator, instructor fees, and travel expenses for the statewide coordinator to attend an alcohol training course at Indiana University.

Through these classes, MPTC expects to train approximately 500 officers in SFST, certify 500 in Breath Test operation, retrain at least 100 current SFST instructors, and increase the pool of certified instructors by five percent.

The amount awarded for this program is subject to change, pending the availability of funds at the time of award. OGR shall submit an amendment request to NHTSA should a potential funding reduction affect the scope of this program.

Planned or Potential Subrecipients: Massachusetts Police Training Committee

Type of Organization: Public State Agency

Estimated Federal Funding: \$187,923.60 – GTS Code: FDLCS

Eligible Use of Funds: Training on the use of alcohol and drug screening and brief intervention

Are cost P&A related? No.

Is funding source intended to meet deobligation requirements [1300.41(b)]? No.

Countermeasure Associated with Planned Activity: Enforcement of Drug-Impaired Driving (CTW, 10th edition, 3 stars) – Increasing the number of SFST certified police officers will help law enforcement better recognize drivers under the influence and remove these drivers from the roads before they can cause a crash, consequently lowering the rate of impaired driving-involved crashes across the state

MPTC – Drug Evaluation and Classification (DEC) Program

ID: AL-25-06

Funding Source: 405d

Description of Planned Activity:

OGR will provide funds to the MPTC to strengthen their DRE corps, Advanced Roadside Impaired Driving Enforcement (ARIDE) program, and drugged driving awareness program for educational professionals. For the DRE program, MPTC will work with the MSP to initiate a DRE evaluation call-out program, whereby MPTC will pay DREs a contracted hourly rate to respond to municipal and state police requests for DRE evaluations, conduct the evaluation, complete the report, and enter it into the ITSMR system. MPTC will then cover the cost for contracted regional reviewers to review and approve the evaluation reports, and potential follow-up costs should the DRE have to provide court testimony. MPTC will also host a nine-day DRE school to train up to 20 municipal law enforcement personnel and cover travel costs for students and instructors to attend field certification training. MPTC will contract with two current law enforcement personnel to serve as part-time statewide DRE coordinators.

MPTC will host 20 ARIDE and five ARIDE Refresher classes, covering instructor costs for each. Additionally, MSP will conduct three DRE Specialized training classes, which will help current DREs keep up with any changes in DRE technology and processes.

Funding will be used to cover travel costs for the Statewide Coordinators to attend the Eastern Region Statewide Coordinator Meeting at the annual IPTM Symposium on Traffic Safety in Orlando, FL from May 19-22, 2025. This event will help increase DRE/ARIDE knowledge and expertise as well as provide CEUs for the Statewide Coordinators.

Purchases will include preliminary breath test instruments, course manuals, and other supplies to aid in training and evaluations, and software licenses for each DRE to access and submit reports into the ITSMR system.

The amount awarded for this program is subject to change, pending the availability of funds at the time of award. OGR shall submit an amendment request to NHTSA should a potential funding reduction affect the scope of this program.

Planned or Potential Subrecipients: Municipal Police Training Committee

Type of Organization: Public State Agency

Estimated Federal Funding: \$289,105.66 – GTS Code: B6CS

Eligible Use of Funds: Improving blood alcohol and drug concentration screening and testing, detection of potentially impairing drugs (including through the use of oral fluid as a specimen), and reporting relating to testing and detection

Are cost P&A related? No.

Is funding source intended to meet deobligation requirements [1300.41(b)]? No.

Countermeasure Associated with Planned Activity: Enforcement of Drug-Impaired Driving (CTW, 10th edition, 3 stars) – Increasing the number of ARIDE and DRE certified police officers will help law enforcement better recognize drivers under the influence of drugs/alcohol and remove these drivers from the roads before they can cause a crash, consequently lowering the rate of impaired driving-involved crashes across the state.

Alcoholic Beverages Control Commission (ABCC) – Underage Drinking Compliance Checks

ID: AL-25-07

Funding Source: 405d

Description of Planned Activity:

This program will provide funds to the Alcoholic Beverages Control Commission (ABCC) for overtime pay to conduct enhanced liquor enforcement compliance checks in approximately 200 communities between March and August 2025 to reduce underage drinking and impaired driving. A compliance check consists of an underage individual, under the supervision of ABCC investigators, entering a licensed establishment and attempting to purchase alcoholic beverages. If an alcoholic beverage is sold, the ABCC files charges against the licensee who attends a hearing. The ABCC will also complete concert and special event enforcement operations consisting of enforcement at liquor stores surrounding large venues (Xfinity Center, Gillette Stadium, Blue Hills Pavilion, and Fenway Park) and venue parking lots before the event. Three to four ABCC investigators will be assigned to each concert and special event compliance check.

ABCC considers several factors when identifying target communities, including requests to conduct compliance checks from local community groups and local police departments, communities with a history of underage compliance issues, municipalities that have large college populations, as well as communities with a high concentration of licensed establishments. ABCC makes a conscious effort to obtain optimal geographical coverage in all counties within Massachusetts. The following list includes this year's towns and communities covered. While many of FFY 2025's communities may be similar to those identified in FFY 2024, some will be different pending the outcome of the current year's compliance checks.

Towns Targeted for Compliance Checks in FFY 2025

Abington	Cohasset	Hubbardston	Needham	Sherborn	Westford
Acton	Concord	Hudson	New Bedford	Shirley	Westminster
Acushnet	Dartmouth	Hull	New Braintree	Shrewsbury	Weston
Agawam	Davers	Huntington	Newbury	Somerset	Westport
Amesbury	Dedham	Ipswich	Newburyport	Somerville	Westwood
Amherst	Dennis	Kingston	Newton	Southborough	Weymouth
Andover	Dighton	Lakeville	Norfolk	Southbridge	Whitman
Arlington	Douglas	Lancaster	North Andover	Southwick	Wilbraham
Ashburnham	Dover	Lawrence	North Attleboro	Spencer	Wilmington
Ashby	Dracut	Lee	North Brookfield	Springfield	Winchester
Ashland	Dudley	Leicester	North Reading	Sterling	Winthrop
Attleboro	Dunstable	Lenox	Northboro	Stockbridge	Woburn
Auburn	Duxbury	Leominster	Northbridge	Stoneham	Worcester
Avon	East Bridgewater	Lexington	Norton	Stoughton	Wrentham
Ayer	East Brookfield	Lincoln	Norwell	Stowe	Yarmouth
Barnstable	East Longmeadow	Littleton	Norwood	Sturbridge	
Barre	Eastham	Longmeadow	Oakham	Sudbury	
Becket	Easton	Lowell	Orleans	Sutton	
Bedford	Essex	Ludlow	Otis	Swampscott	
Belchertown	Everett	Lunenburg	Oxford	Swansea	
Bellingham	Fairhaven	Lynn	Palmer	Taunton	
Belmont	Fallriver	Lynnfield	Paxton	Templeton	
Berkley	Falmouth	Malden	Peabody	Tewksbury	
Berlin	Fitchburg	Manchester	Pembroke	Tolland	
Beverly	Foxboro	Mansfield	Pepperell	Topsfield	
Billerica	Framingham	Marblehead	Petersham	Townsend	
Blackstone	Franklin	Marion	Phillipston	Truro	
Blandford	Freetown	Marlborough	Plainville	Tyngsboro	
Bolton	Gardner	Marshfield	Plymouth	Tyringham	
Bourne	Georgetown	Marthas Vineyard	Plympton	Upton	
Boxborough	Gloucester	Mashpee	Princeton	Uxbridge	
Boxford	Grafton	Mattapoisett	Provincetown	Wakefield	
Boylston	Granby	Maynard	Quincy	Wales	
Braintree	Granville	Medfield	Randolph	Walpole	
Brewster	Groton	Medford	Raynham	Waltham	
Bridgewater	Groveland	Medway	Reading	Ware	
Brimfield	Halifax	Melrose	Rehoboth	Wareham	
Brockton	Hamilton	Mendon	Revere	Warren	
Brookfield	Hampden	Merrimac	Richmond	Watertown	
Brookline	Hanover	Methuen	Rochester	Wayland	
Burlington	Hanson	Middleborough	Rockland	Webster	
Cambridge	Hardwick	Middleton	Rockport	Wellesley	
Canton	Harvard	Milford	Rowley	Wellfleet	
Carlisle	Harwich	Millbury	Russell	Wenham	
Carver	Haverhill	Millis	Rutland	West Boylston	
Charlton	Hingham	Millville	Salem	West Bridgewater	
Chatham	Holbrook	Milton	Salisbury	West Brookfield	
Chelmsford	Holden	Monson	Sandwich	West Newbury	
Chelsea	Holland	Montgomery	Saugus	West Springfield	
Chester	Holliston	Nahant	Scituate	West Stockbridge	
Chicopee	Holyoke	Nantucket	Seekonk	Westboro	
Clinton	Hopedale	Natick	Sharon	Westfield	

The Compliance Check program is designed to achieve broad geographical coverage throughout the Commonwealth to develop a deterrence impact created through more comprehensive knowledge among the industry retailers that their establishment could be subject to a compliance check. The overarching goal of this program is to prevent the sale of alcohol to individuals under 21 years of age and to prevent young drivers from drinking and driving.

The amount awarded for this program is subject to change, pending the availability of funds at the time of award. OGR shall submit an amendment request to NHTSA should a potential funding reduction affect the scope of this program.

Planned or Potential Subrecipients: Alcohol Beverages Control Commission

Type of Organization: Public State Agency

Estimated Federal Funding: \$226,616.15 – GTS Code: M6OT

Eligible Use of Funds: High-visibility enforcement efforts

Are cost P&A related? No.

Is funding source intended to meet deobligation requirements [1300.41(b)]? No.

Countermeasure Associated with Planned Activity: Alcohol Vendor Compliance Checks (CTW, 10th edition, 3 stars) – By targeting establishments that serve alcohol, ABCC seeks to reduce the desire of alcohol vendors to provide liquor to underage patrons. This strategy will help reduce impaired driving-related crashes and fatalities involving underaged drivers by limiting access their access to alcohol.

ABCC – Enforcement Program to Prevent the Sale of Alcohol to Intoxicated Persons

ID: AL-25-08

Funding Source: 405d

Description of Planned Activity:

This program will provide overtime funds to the ABCC for investigators to participate in undercover operations at licensed establishments throughout the Commonwealth to determine if the licensee serves intoxicated individuals. The ABCC will use data analysis to determine municipalities with the highest concentration of establishments that have been identified as the source of last drink for a convicted drunk driver. The ABCC will also perform outreach to local police departments to ask if they can identify specific establishments that should be monitored. To optimize resources, urban municipalities with a high concentration of bars and large public safety considerations will be given priority. The program's goal is to reduce instances of impaired driving by enforcing overserving laws and providing punishment and education to offender establishments and staff.

The operations will be scheduled in coordination with the holiday Drive Sober or Get Pulled Over mobilization and during times of the year where impaired driving is likely to result, including the night before Thanksgiving, St. Patrick's Day, and Memorial Day weekend. Shifts will primarily be scheduled from 5 pm through 2 am, which is the most likely time frame for alcohol consumption in liquor establishments.

The ABCC Enforcement Division will conduct undercover operations at selected premises (based on data analysis and local police feedback) to investigate possible SIP violations. If the licensed establishment serves an obviously intoxicated individual an alcoholic beverage, the investigators will charge the establishment with violation of MGL Chapter 138.69 (Sale of alcoholic beverage to intoxicated person) and arrange for transportation or protective custody for the intoxicated person.

The amount awarded for this program is subject to change, pending the availability of funds at the time of award. OGR shall submit an amendment request to NHTSA should a potential funding reduction affect the scope of this program.

Planned or Potential Subrecipients: Alcohol Beverages Control Commission

Type of Organization: Public State Agency

Estimated Federal Funding: \$210,770.44 – GTS Code: M6OT

Eligible Use of Funds: High-visibility enforcement efforts

Are cost P&A related? No.

Is funding source intended to meet deobligation requirements [1300.41(b)]? No.

Countermeasure Associated with Planned Activity: Alcohol Vendor Compliance Checks (CTW, 10th edition, 3 stars) – By targeting establishments that serve alcohol, ABCC seeks reduce to desire of alcohol vendors to continue providing liquor to patrons that are clearly inebriated. This strategy will help reduce impaired driving-related crashes and fatalities involving as liquor establishment will be more willing to stop serving inebriated patrons as well as take the initiative to prevent said patrons from getting behind a wheel.

Trial Court – Judicial Highway Safety Education Strategies

ID: AL-25-09

Funding Source: 405d

Description of Planned Activity:

Funding will be provided to the Massachusetts Executive Office of the Trial Court for judges to attend training on issues related to impaired driving. This training will include DREs, court-monitored pre-trial Operating Under the Influence (OUI) release protocols, ignition interlock supervision, pre-and post-conviction sanction options, and sentencing options at local and national training on these topics.

In recent years, drug-impaired driving has been a growing concern in Massachusetts as police departments have reported increasing arrests for drug-impaired driving. With the legalization of marijuana, there is a heightened awareness that Trial Court judges who oversee drug and alcohol-impaired court cases need the latest, most up-to-date information on drugged driving. Through prioritizing the education of judges on best practices in impaired driving cases, they will be better informed and more likely to issue findings of fact that could lead to clearer, more concise appellate law on the matter of determining impairment.

It is anticipated that this funding will allow five Trial Court judges to attend the New England Association of Recovery Court Professionals (NEARCP) annual conference from November 20-22, 2024. Funding will also allow these five judges to attend the National Judicial College course on "The Traffic Case: A Course for Non-Lawyer Judges" training in Reno, Nevada from November 4-7, 2024. This course delves into impaired driving cases as they relate to issues with due process, the 6th Amendment, and the right to a fair trial. This educational opportunity and corresponding course material will allow for TRC judges to properly address select problem areas as detailed in Countermeasures That Work (11th edition) dealing with Alcohol- and Drug-Impaired Driving.

The amount awarded for this program is subject to change, pending the availability of funds at the time of award. OGR shall submit an amendment request to NHTSA should a potential funding reduction affect the scope of this program.

Planned or Potential Subrecipients: Massachusetts Trial Court

Type of Organization: Public State Agency

Estimated Federal Funding: \$15,212.50 – GTS Code: B6CS

Eligible Use of Funds: Court support of impaired driving prevention efforts

Are cost P&A related? No.

Is funding source intended to meet deobligation requirements [1300.41(b)]? No.

Countermeasure Associated with Planned Activity: Enforcement of Drug-Impaired Driving Laws (CTW, 10th edition, 3 stars) – Increasing the knowledge base of judges involved in overseeing drug impaired driving court cases will help improved ability of judicial members to make better decisions on handling punishment and/or treatment for drivers found guilty of driving under influence of drugs. This will hopefully lead to reduce recidivism by these drivers and lead to lower level of impaired driving on the roadways of Massachusetts.

Program Management – Impaired Driving

ID: AL-25-10

Funding Source: 402

Description of Planned Activity:

Provide sufficient staff to manage programming described in this plan and cover travel, professional development expenses, conference fees, and postage and office supplies. All funding intended for supporting staff will not be subawarded.

Planned or Potential Subrecipients: Office of Grants and Research - Highway Safety Division

Type of Organization: Public State Agency

Estimated Federal Funding: \$300,000 – GTS Code: 402AL

Eligible Use of Funds: Funding to support management of impaired driving programming in FFY 2025.

Are cost P&A related? No

Is funding source intended to meet deobligation requirements [1300.41(b)]? No.

Countermeasure Associated with Planned Activity: None applicable. Funding is for Highway Safety Office Program Management.

MSP – OUI Contract Employee

ID: AL-25-11

Funding Source: flexed 405d

Description of Planned Activity:

Provide sufficient funding to help MSP maintain a part-time Administrative Assistant on a yearly contractual basis. This employee will work directly with the MSP Traffic Programs Section to manage all grant accounts with priority on MSP's Impaired Driving efforts as it is the more labor and fiscal intensive program for the agency. The contracted employee will be responsible for reviewing,

reconciling, documenting, and filing all activity and reimbursement reports submitted by nearly 3,000 officers participating in MSP's enforcement and safety outreach efforts.

Planned or Potential Subrecipients: Massachusetts State Police

Type of Organization: State Law Enforcement Agency

Estimated Federal Funding: \$58,528.94 – GTS Code: FDL*AL

Eligible Use of Funds: Funding to support management of impaired driving programming in FFY 2025.

Are cost P&A related? No

Is funding source intended to meet deobligation requirements [1300.41(b)]? No.

Countermeasure Associated with Planned Activity: High-visibility enforcement efforts (CTW, 10th edition, 3 stars) – by having an employee specializing in managing the administrative requirements of MSP's impaired driving enforcement activity will result in MSP being able to conduct more patrols and educating motor vehicle occupants on the dangers of impaired driving and less time dealing with paperwork.

OCCUPANT PROTECTION PLANNED ACTIVITIES

Occupant Protection Media

ID: OP-25-01

Funding Source: 402 and 405b

Description of Planned Activity:

OGR will oversee the development and implementation of a statewide media campaign to support occupant protection efforts during the May 2025 Click it or Ticket (CIOT) mobilization and into early summer. The target audiences for the campaign will be based on state unrestrained crash data and the lowest use populations identified in the 2024 seat belt observation study: adult males under 34 years of age, commercial and pickup truck drivers, and Hispanic individuals. The paid media buy will skew towards the Boston and Springfield markets, which represent the cities with the highest unrestrained fatalities.

OGR will contract with a marketing and advertising agency to produce these occupant protection deliverables while running social media in-house for sustained educational outreach. OGR will lead press outreach efforts to garner earned media; this will be done in conjunction with paid media and the enforcement mobilization. Internal policies will be followed, noting that all media and communications activities will be in support of data-driven objectives and coordination with other activities and programs, in particular, enforcement.

OGR will also run a social media campaign around Heatstroke Prevention and Awareness Day (May 1, 2025), sharing information and digital graphics, including materials from Traffic Safety Marketing. OGR will incorporate heatstroke information into printed child passenger safety (CPS) materials that it will work with the CPS technician community to develop. These materials will be made available for all subrecipients, technicians, and external partners to distribute to families with young children.

Planned or Potential Subrecipients: Per state procurement guidelines, OGR must go out to bid for a media vendor. We intend to release an RFR following approval of this Annual Grant Application.

Type of Organization: Media Vendor

Estimated Federal Funding: \$1,000,000 (402) – GTS Code: 402PM; \$100,000 – GTS Code: 402UNATTD; \$300,000 (405b) – GTS Code: M2PE

Eligible Use of Funds: To support high-visibility enforcement mobilizations, including paid media that emphasizes publicity for the program, and law enforcement; To educate the public concerning the proper use and installation of child restraints, including related equipment and information systems

Are cost P&A related? No.

Is funding source intended to meet deobligation requirements [1300.41(b)]? No.

Countermeasure Associated with Planned Activity: Communication & Outreach (CTW, 10th edition, 3 stars) – Public education through PSA's supporting law enforcement activities will raise awareness among motor vehicle occupants leading to better choices regarding wearing seat belts leading to

lowered number of injuries and fatalities in crashes as motor vehicle occupants are using restraints at a higher level.

MSP Occupant Restraint Enforcement Program

ID: OP-25-02

Funding Source: 405b

Description of Planned Activity:

OGR will provide funds to the MSP for overtime occupant protection focused enforcement during the 2024 holiday season and the May 2025 CIOT campaign. MSP will prioritize weekend enforcement, as over half of unrestrained fatalities in Massachusetts take place between Friday and Sunday. They will also focus enforcement efforts within Bristol, Hampden, Middlesex, Norfolk, Plymouth, and Worcester counties, where over 75% of all unrestrained fatalities took place from 2018 to 2022. OGR will partner with MSP to provide media support during the CIOT mobilization period.

The amount awarded for this program is subject to change, pending the availability of funds at the time of award. OGR shall submit an amendment request to NHTSA should a potential funding reduction affect the scope of this program.

Planned or Potential Subrecipients: Massachusetts State Police

Type of Organization: State Law Enforcement Agency

Estimated Federal Funding: \$272,205.00 – GTS Code: M2HVE

Eligible Use of Funds: To support high-visibility enforcement mobilizations, including paid media that emphasizes publicity for the program, and law enforcement

Are cost P&A related? No.

Is funding source intended to meet deobligation requirements [1300.41(b)]? No.

Countermeasure Associated with Planned Activity: Short-term, High-visibility Seat Belt Law Enforcement (CTW, 10th edition, 5 stars) – HVE that are short-term (two weeks or less) have been proven to be effective at reducing negative driving behaviors. Both state and local police will engage in short-term HVE during FFY25 with a focus on occupant protection to help increase the rate of seat belt usage while also lowering the level of fatalities and injuries in crashes due to lack of restraint use.

Car Seat Distribution Program *

ID: OP-25-03

Funding Source: 402

Description of Planned Activity:

OGR will provide car seats to municipal departments, state agencies, and nonprofit organizations via a competitive solicitation. The primary goal of this program will be to provide seats and CPS education to low-income families. Providing these seats will also enhance fitting stations and seat check events, where technicians may encounter expired, misused, or damaged seats.

Grant subrecipients will be selected based on the quality of their CPS program, their demonstrated need for seats, their community partnerships, and their outreach plan to low-income families. Any seat check involving the issuance of a grant-funded seat will be entered into the National Digital Car Seat Check Form as recommended in the 2020 Occupant Protection Assessment.

** Please note that subrecipients under this project may be identified as a promise project*

Planned or Potential Subrecipients: Mercury Distribution (now called Child Source), local police departments, municipal and state agencies, non-profit organizations.

Estimated Federal Funding: \$500,000 – GTS Code: 402CR

Eligible Use of Funds: To educate the public, especially in low-income and underserved populations, concerning the proper use and installation of child restraints, including related equipment and information systems; to provide community child passenger safety services, including programs about proper seating positions for children and how to reduce the improper use of child restraints.

Are cost P&A related? No.

Is funding source intended to meet deobligation requirements [1300.41(b)]? No.

Countermeasure Associated with Planned Activity: Child Restraint System Inspection Stations (CTW, 10th edition, 3 stars) – The misuse of child safety seats, whether through incorrect installation or use of outdated, non-government approved seats, has led to unfortunate injuries and fatalities among children age 8 or younger. Inspection stations, which will be led by certified CPS technicians, will provide new seats to caregivers and provide instructions on how to properly install seats. This activity will result in more children being safety buckled and lower the number of deaths due to lack of a car seat to zero.

Child Passenger Safety (CPS) Training Program

ID: OP-25-04

Funding Source: 405b

Description of Planned Activity:

OGR will retain its current CPS training vendor, Baystate Medical Center, to recruit, train, and maintain the network of certified CPS technicians and instructors in Massachusetts. Baystate will plan and conduct technician, renewal, update, special needs, school bus, and ambulance classes across the state as well as continue providing monthly awareness courses to social workers at the Department of Children and Families.

Baystate will lead the state's effort in recertifying technicians by ensuring instructors and technician-proxies are available for sign-offs either at events or appointments.

Program funds will also be used to purchase training seats, dolls, and iPads with protective cases to ensure each inspection site in the state has at least one portable device to utilize during seat checks to enter data into the National Digital Car Seat Check Form.

OGR expects Baystate to develop and offer at least 35 training classes during FFY 2025 with an estimated 300 attendees achieving CPS certification or recertifying CPS designation.

Planned or Potential Subrecipients: Baystate Medical Center

Type of Organization: Nonprofit Healthcare Agency

Estimated Federal Funding: \$400,000 – GTS Code: B2CPS_US, M2TR

Eligible Use of Funds: To train occupant protection safety professionals, police officers, fire and emergency medical personnel, educators, and parents concerning all aspects of the use of child restraints and occupant protection; To educate the public concerning the proper use and installation of child restraints, including related equipment and information systems

Are cost P&A related? No.

Is funding source intended to meet deobligation requirements [1300.41(b)]? No.

Countermeasure Associated with Planned Activity: Child Restraint System Inspection Stations (CTW, 10th edition, 3 stars) – The misuse of child safety seats, whether through incorrect installation or use of outdated, non-government approved seats, has led to unfortunate injuries and fatalities among children age 8 or younger. Inspection stations, which will be led by certified CPS technicians, will provide new seats to caregivers and provide instructions on how to properly install seats. By increasing the number of certified CPS technicians as well as recertifying current ones will help improve the safety of children in motor vehicles across Massachusetts.

Statewide Seat Belt Observation Survey

ID: OP-25-05

Funding Source: 405b

Description of Planned Activity:

Provide funding for a competitively selected vendor to conduct the statewide seat belt observation survey utilizing NHTSA methodology. This survey is required of all states by NHTSA and will take place following the May 2025 CIOT Mobilization. This survey will capture demographic data to assist in measuring performance and targeting future occupant protection programs. A final report will be submitted to OGR for review and dissemination.

Planned or Potential Subrecipients: UMass Donahue Institute (UMass SAFE)

Type of Organization: Public State University

Estimated Federal Funding: \$200,000 – GTS Code: M2OP

Eligible Use of Funds: To establish and maintain information systems containing data about occupant protection, including the collection and administration of child passenger safety and occupant protection surveys.

Are cost P&A related? No.

Is funding source intended to meet deobligation requirements [1300.41(b)]? No.

Countermeasure Associated with Planned Activity: Data Collection (Not listed in CTW, 10th edition) – Data is critical to assessing the level of seat belt usage across Massachusetts and the annual statewide safety belt observation survey provides the necessary data to see where usage is improving and where it needs improving. The data collected from the annual survey also helps OGR determine what occupant protection programs are having an impact and which ones could use some tweaks as well as where to focus media messaging.

MSP Child Passenger Safety (CPS) Program

ID: OP-25-06

Funding Source: 405b

Description of Planned Activity:

OGR will provide funds to the MSP to run monthly CPS events across five different barracks (Boston, Danvers, Holden, Middleboro, Northampton) and five larger scale check events in conjunction with local police, fire, hospital and community-based non-profit agencies. 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.

MSP plans to conduct at least one CPS inspection station during National Child Passenger Safety Week in September 2025, if not more depending on remaining grant funding at that time.

Funds will be used to cover overtime expenses for troopers to staff these events, to purchase car seats for distribution during events, tablets for NDCF data entry, and check event supplies, as well as for MSP to send selected technicians to conferences such as Kidz in Motion and Lifesavers. Attendance at these conferences helps further the knowledge level of MA CPS experts and makes the overall CPS program better in the long term.

The amount awarded for this program is subject to change, pending the availability of funds at the time of award. OGR shall submit an amendment request to NHTSA should a potential funding reduction affect the scope of this program.

Planned or Potential Subrecipients: Massachusetts State Police

Type of Organization: State Law Enforcement Agency

Estimated Federal Funding: \$96,466.13 – GTS Code: M2CPS, B2CPS_US

Eligible Use of Funds: To educate the public, especially in low-income and underserved populations, concerning the proper use and installation of child restraints, including related equipment and

information systems; to provide community child passenger safety services, including programs about proper seating positions for children and how to reduce the improper use of child restraints.

Are cost P&A related? No.

Is funding source intended to meet deobligation requirements [1300.41(b)]? No.

Countermeasure Associated with Planned Activity: Child Restraint System Inspection Stations (CTW, 10th edition, 3 stars) – The misuse of child safety seats, whether through incorrect installation or use of outdated, non-government approved seats, has led to unfortunate injuries and fatalities among children age 8 or younger. Inspection stations, which will be led by certified CPS technicians, will provide new seats to caregivers and provide instructions on how to properly install seats. This activity will result in more children being safety buckled and lower the number of deaths due to lack of a car seat to zero.

Program Management – Occupant Protection

ID: OP-25-07

Funding Source: 402

Description of Planned Activity:

Provide sufficient staff to manage programming described in this plan as well as cover travel, professional development expenses, conference fees, and postage and office supplies. All funding intended for supporting staff will not be sub awarded.

Planned or Potential Subrecipients: Office of Grants and Research – Highway Safety Division

Type of Organization: Public State Agency

Estimated Federal Funding: \$200,000 – GTS Code: 402OP

Eligible Use of Funds: Funding to support management of occupant protection programming in FFY 2025.

Are cost P&A related? No

Is funding source intended to meet deobligation requirements [1300.41(b)]? No.

Countermeasure Associated with Planned Activity: None applicable. Funding is for Highway Safety Office Program Management.

Additional 405b Application Materials:

Click It Or Ticket

Participation in the national CIOT planned from May 19, 2025, to June 1, 2025, will include both Massachusetts State Police and local police departments.

In support of occupant protection laws, Massachusetts will provide funds to state and local police departments to deploy sustained and selective "zero tolerance" traffic enforcement overtime patrols. These patrols will occur on the days/times/locations identified in each municipality to augment the National CIOT mobilization. State Police and local law enforcement patrols will provide maximum visibility for deterrent purposes and saturate target areas, taking immediate and appropriate action on motor vehicle violations, with a particular focus on seat belt usage and child passenger safety.

These efforts will be based upon NHTSA's High-Visibility Enforcement model involving traffic enforcement, paid and earned media, and community education. CIOT and all mobilizations will include traffic enforcement and messaging to promote seat belt and child safety seat use and compliance with the Commonwealth's related laws.

All local and state police departments will be eligible to apply for competitive grant awards. The MRS program (PT-25-05) allows for flexibility in conducting enforcement patrols for all subrecipients. While enforcement by all grantees is planned during the National CIOT mobilization, the MRS grant also allows each local law enforcement department to conduct additional CIOT enforcement patrols based on data-driven analysis within their communities prior to the national mobilization period. This practice will allow for continued occupant protection safety enforcement throughout the year.

On the following page is a list of local police departments anticipated to be involved in the May 2025 CIOT mobilization:

Anticipated Police Department Involvement in May 2024 CIOT Mobilization		
Abington Police Department	Hamilton Police Department	Randolph Police Department
Acton Police Department	Hancock Police Department	Raynham Police Department
Agawam Police Department	Hanover Police Department	Reading Police Department
Amesbury Police Department	Hardwick Police Department	Rehoboth Police Department
Amherst Police Department	Harvard Police Department	Revere Police Department
Andover Police Department	Harwich Police Department	Russell Police Department
Arlington Police Department	Haverhill Police Department	Rutland Police Department
Ashburnham Police Department	Hingham Police Department	Salem Police Department
Athol Police Department	Holden Police Department	Salisbury Police Department
Attleboro Police Department	Holliston Police Department	Sandwich Police Department
Auburn Police Department	Holyoke Police Department	Scituate Police Department
Ayer Police Department	Hopedale Police Department	Seekonk Police Department
Barnstable Police Department	Hubbardston Police Department	Sharon Police Department
Barre Police Department	Hudson Police Department	Sherborn Police Department
Becket Police Department	Ipswich Police Department	Shrewsbury Police Department
Belchertown Police Department	Lancaster Police Department	Somerset Police Department
Bellingham Police Department	Lawrence Police Department	Somerville Police Department
Berkley Police Department	Leicester Police Department	South Hadley Police Department
Beverly Police Department	Leverett Police Department	Southampton Police Department
Billerica Police Department	Lincoln Police Department	Southborough Police Department
Boston Police Department	Littleton Police Department	Southbridge Police Department
Bourne Police Department	Longmeadow Police Department	Springfield Police Department
Boxborough Police Department	Lowell Police Department	Sterling Police Department
Boylston Police Department	Ludlow Police Department	Stoneham Police Department
Braintree Police Department	Lynn Police Department	Stoughton Police Department
Bridgewater Police Department	Malden Police Department	Stow Police Department
Brockton Police Department	Mansfield Police Department	Sturbridge Police Department
Brookline Police Department	Marblehead Police Department	Sudbury Police Department
Burlington Police Department	Marlborough Police Department	Sunderland Police Department
Cambridge Police Department	Mattapoissett Police Department	Sutton Police Department
Canton Police Department	Medford Police Department	Swampscott Police Department
Carlisle Police Department	Medway Police Department	Swansea Police Department
Carver Police Department	Melrose Police Department	Taunton Police Department
Charlton Police Department	Merrimac Police Department	Tewksbury Police Department
Chelmsford Police Department	Methuen Police Department	Topsfield Police Department
Chelsea Police Department	Milford Police Department	Townsend Police Department
Cheshire Police Department	Millis Police Department	Truro Police Department
Chicopee Police Department	Milton Police Department	Tyngsborough Police Department
Cohasset Police Department	Montgomery Police Department	Upton Police Department
Conway Police Department	Nahant Police Department	Uxbridge Police Department
Dalton Police Department	Natick Police Department	Wakefield Police Department
Danvers Police Department	New Bedford Police Department	Walpole Police Department
Dartmouth Police Department	New Marlborough Police Department	Waltham Police Department
Dedham Police Department	Newton Police Department	Warren Police Department
Dighton Police Department	Norfolk Police Department	Warwick Police Department
Dover Police Department	North Brookfield Police Department	Washington Police Department
Dudley Police Department	Northampton Police Department	Watertown Police Department
East Bridgewater Police Department	Northborough Police Department	Wayland Police Department
East Brookfield Police Department	Northbridge Police Department	Webster Police Department
Eastham Police Department	Norton Police Department	Wellesley Police Department
Everett Police Department	Norwood Police Department	West Brookfield Police Department
Fairhaven Police Department	Oakham Police Department	West Springfield Police Department
Fall River Police Department	Oxford Police Department	West Tisbury Police Department
Falmouth Police Department	Palmer Police Department	Westborough Police Department
Fitchburg Police Department	Paxton Police Department	Westfield Police Department
Foxborough Police Department	Pembroke Police Department	Westford Police Department
Framingham Police Department	Petersham Police Department	Westminster Police Department
Gardner Police Department	Pittsfield Police Department	Westport Police Department
Georgetown Police Department	Plainville Police Department	Westwood Police Department
Gill Police Department	Plympton Police Department	Weymouth Police Department
Gloucester Police Department	Princeton Police Department	Wilbraham Police Department
Granby Police Department	Quincy Police Department	Wilmington Police Department
Greenfield Police Department		Winthrop Police Department
Groton Police Department		Worcester Police Department
Groveland Police Department		Yarmouth Police Department

Child Restraint Inspection Stations

During FFY 2025, Massachusetts has three planned activities occurring that will provide an active network of child passenger safety inspection stations and/or inspection events free of charge:

- OP-25-03: Car Seat Distribution Program
- OP-25-04: Child Passenger Safety Training Program
- OP-25-06: MSP Child Passenger Safety Program

For FFY 2025, it is estimated the total number of planned inspection stations and/or events across the state will be **250**. The breakdown by population categories as required for the 405b application:

- Urban population – 150
- Rural population – 50
- At-risk population – 50

Each planned inspection station or event will be staffed with at least one current nationally Certified CPS Technician.

Seat Belt Enforcement

In FFY 2025, there are five planned activities that are dedicated to enforcing and promoting seat belt usage across Massachusetts. Both State and local police will be involved in enforcing state safety belt and child restraint laws.

- OP-25-02: MSP Occupant Restraint Enforcement Program
- OP-25-04: Child Passenger Safety Training Program
- PT-25-04: MSP Young Drivers Program
- PT-25-05: Municipal Road Safety (MRS)
- PT-25-06: MSP Sustained Traffic Enforcement Program (STEP)
- PT-25-10: Hampden County Sheriff's Department Regional HVE Initiative

For FFY 2025, OGR anticipates the participation of at least 189 local police departments and all State Police barracks to be involved in overtime enforcement patrols related to traffic safety, including safety belt usage, during FFY 2025. With over 75% of all unrestrained fatalities from 2018 to 2022 occurring across six counties – Bristol, Hampden, Middlesex, Norfolk, Plymouth, and Worcester – OGR will work with MSP to ensure they prioritize collaboration with local police on CIOT enforcement within these counties. OGR will also relay to local police within these counties the importance of conducting overtime enforcement during the Friday to Sunday period with focus on the hours from 6 pm to 2 am, which are considered the worst times for unrestrained fatalities.

High-Risk Population Countermeasure Program

As part of the Annual Grant Application, NHTSA requires states to detail the countermeasure strategies and subsequent planned activities associated with at least two of the following high at-risk populations: drivers on rural roadways, unrestrained nighttime drivers, teenage drivers, and any other high-risk populations identified through data analysis.

The countermeasures utilized to reduce fatalities among high-risk populations in FFY 2025 are:

- Short-term, High-Visibility Seat Belt Law Enforcement

- Sustained Enforcement
- Youth Programs

From 2018 to 2022, nearly 60% of unrestrained driver fatalities took place at nighttime (between 6 pm – 6 am). Furthermore, 62% of nighttime drivers were impaired at the time of crash. Regarding teenage drivers, being unrestrained is an issue as well. Of the 50 teenage drivers that died in crashes from 2018 to 2022, 34 were unrestrained – a whopping 68% of drivers. By time-of-day, 85% of these 34 unrestrained teenage driver fatalities occurred at nighttime (6 pm to 5:59 am).

Hampden and Bristol counties had the highest number of nighttime unrestrained driver fatalities reported from 2018 to 2022, with 42 and 38 deaths, respectively. These two counties accounted for 30% of all nighttime unrestrained driver fatalities in Massachusetts. Hampden and Bristol counties also had the highest number of unrestrained teenage drivers with 38% of the 29 fatalities reported.

To counter the issue of unrestrained fatalities among nighttime drivers and teenage drivers, Massachusetts has several planned activities for FFY 2025 that will utilize the countermeasures mentioned above. These activities are:

- AL-25-02: MSP Sobriety Checkpoints & Saturation Patrols
- OP-25-02: MSP Occupant Restraint Enforcement Program
- PT-25-04: MSP Young Drivers Program
- PT-25-05: Municipal Road Safety (MRS)
- PT-25-06: MSP Sustained Traffic Enforcement Program (STEP)
- PT-25-10: Hampden County Sheriff's Department Regional HVE Initiative

For the planned activities listed above, OGR will advise:

- Local police from communities within counties with high nighttime unrestrained fatalities to prioritize enforcement activities during the 6 pm to 6 am period.
- Extra effort and outreach will be made to towns within Bristol and Hampden counties to encourage more police departments to apply for MRS funding in FFY 2025.
- State police to increase the number of checkpoints and enforcement activities within the counties with high nighttime unrestrained fatalities during the 6 pm to 6 am period.
- While State police checkpoints are primarily focused on impaired driving, data has shown that alcohol impairment increases the likelihood of an occupant not wearing a seat belt.
- OGR will work with selected CPS Statewide Administrator to offer CPS classes at a location within one of the six leading counties (Bristol, Hampden, Middlesex, Norfolk, Plymouth, and Worcester) for unrestrained fatalities to attract more officers from those counties to participate in training.

SPEEDING AND AGGRESSIVE DRIVING SAFETY PLANNED ACTIVITIES

Speeding and Aggressive Driving Safety Media

ID: SC-25-01

Funding Source: 402

Description of Planned Activity:

OGR will oversee the development and implementation of a statewide media campaign to support the summer 2025 speed enforcement mobilizations by Massachusetts State Police and local departments involved in the MRS Program. Based on state data, OGR will target communication efforts to 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; both will be done in conjunction with paid media and the enforcement mobilizations.

OGR will contract with a marketing and advertising agency to produce a paid media campaign while running social media in-house for sustained educational outreach. OGR will lead press outreach efforts to garner earned media; this will be done in conjunction with paid media and the summer 2025 enforcement mobilization.

Planned or Potential Subrecipients: Per state procurement guidelines, OGR must go out to bid for a media vendor. We intend to release an RFR following approval of this Annual Grant Application.

Type of Organization: Media Vendor

Estimated Federal Funding: \$1,500,000 – GTS Code: 402PM

Eligible Use of Funds: Supporting high-visibility enforcement mobilizations, including paid media that emphasizes publicity for the program and law enforcement in an effort to reduce speeding deaths and injuries as well as crashes resulting from unsafe driving behavior.

Are cost P&A related? No.

Is funding source intended to meet deobligation requirements [1300.41(b)]? No.

Countermeasure Associated with Planned Activity: Communication & Outreach (CTW, 10th edition, 3 stars) – Public education through PSA's supporting law enforcement activities will raise awareness among motor vehicle occupants leading to better choices regarding speeding and aggressive driving behaviors leading to lowered number of injuries and fatalities in crashes as drivers become more aware of the dangers in speeding along the roadways of Massachusetts.

MSP Speed Enforcement

ID: SC-25-02

Funding Source: 402

Description of Planned Activity:

OGR will provide funds to the MSP to conduct speed-related enforcement activities to decrease the incidence of speeding violations and reduce the rate of speed-related motor vehicle crashes along the Commonwealth's major highways (MassPike, I-95, I-91, I-495, I-93). MSP will conduct year-round, data-based enforcement of hotspot target areas, with a special emphasis during the 100 Deadliest Days from Memorial Day to Labor Day 2025. These activities will complement enforcement efforts conducted by departments funded through the MRS program during June and July. MSP will also conduct a speed enforcement campaign from July 1 through September 5, 2025, known as the 100 Deadliest Days of Summer, which targets young drivers age 16 to 21.

MSP expects to conduct over 400 hours of high-visibility enforcement (HVE) over the course of the 2025 federal fiscal year.

Approximately \$225,000 will be used to purchase new front and rear RADAR units for installation in 90 marked cruisers. Two LED/sign boards with remote statistical analysis to be retrofitted on two 2007-vintage trailers. The LED signs will allow for data collection and longer messages to be displayed. OGR will separately request permission from NHTSA to purchase the signboard trailers, which each cost about \$13,000. MSP also plans to purchase 100 new LiDARs to replace aging and outdated equipment that can be used for regular patrols as well as HVE activity for approximately \$175,000.

The amount awarded for this program is subject to change, pending the availability of funds at the time of award. OGR shall submit an amendment request to NHTSA should a potential funding reduction affect the scope of this program.

Planned or Potential Subrecipients: Massachusetts State Police

Type of Organization: State Law Enforcement Agency

Estimated Federal Funding: \$923,317.50 – 402SC

Eligible Use of Funds: To reduce fatal/serious injury crashes involving speeding and aggressive driving.

Are cost P&A related? No.

Is funding source intended to meet deobligation requirements [1300.41(b)]? No.

Countermeasure Associated with Planned Activity: Short-term, High-visibility Saturation Patrols (CTW, 10th edition, 5 stars) – HVE that are short-term (two weeks or less) have been proven to be effective at reducing negative driving behaviors. Both state and local police will engage in short-term HVE during FFY25 with a focus on speeding and aggressive driving behaviors to help decrease the level of speed-related crashes across Massachusetts.

Program Management – Speeding and Aggressive Driving

ID: SC-25-03

Funding Source: 402

Description of Planned Activity:

Provide sufficient staff to manage programming described in this plan as well as cover travel, professional development expenses, conference fees, and postage and office supplies. All funding intended for supporting staff will not be subawarded.

Planned or Potential Subrecipients: Office of Grants and Research – Highway Safety Division

Type of Organization: Public State Agency

Estimated Federal Funding: \$75,000 – 402SC

Eligible Use of Funds: Funding to support management of speeding and aggressive driving safety programming in FFY 2025.

Are cost P&A related? No

Is funding source intended to meet deobligation requirements [1300.41(b)]? No.

Countermeasure Associated with Planned Activity: None applicable. Funding is for Highway Safety Office Program Management.

NON-MOTORISTS (PEDESTRIANS AND BICYCLISTS) PLANNED ACTIVITIES

Pedestrian and Bicyclist Safety Media

ID: PS-25-01

Funding Source: 405g

Description of Planned Activity:

OGR will oversee the development and implementation of a pedestrian safety campaign and a bicyclist safety media campaign in conjunction with the Massachusetts Department of Transportation's Traffic Safety Division. The pedestrian campaign will encourage all road users to share the road safely, educate the public on state laws and best practices, and promote the enforcement efforts of state and local police departments. This campaign will target older adults age 55+, a population that accounted for nearly 60% of pedestrian deaths in Massachusetts from 2018 to 2022. This demographic is considered an "affected group" and was part of Massachusetts' public engagement efforts related to the triennial HSP. Paid and earned media campaigns will take place between January and March and June and July 2025 to coincide with pedestrian enforcement months for local departments involved in the MRS Grant and state police's pedestrian enforcement program. Paid media will geographically target the Greater Boston area, with out-of-home advertisements procured at or near MBTA bus stops based on feedback received during our PP+E efforts.

OGR will contract with a marketing and advertising agency to produce this paid media campaign while running social media in-house for sustained educational outreach. OGR will lead press outreach efforts to garner earned media; this will be done in conjunction with paid media and the enforcement periods. Internal policies will be followed, noting that all media and communications activities will be in support of data-driven objectives and coordination with other activities and programs, in particular, enforcement.

For the bicyclist safety campaign, OGR will build on its FFY 2024 outreach efforts which were focused on raising public awareness of Massachusetts' new Vulnerable Road Users (VRUs) law. OGR will also utilize feedback received from PP&E outreach in various communities across the state to further flesh out the key messaging focus of the bicyclist safety campaign.

Planned or Potential Subrecipients: Per state procurement guidelines, OGR must go out to bid for a media vendor. We intend to release an RFR following approval of this Annual Grant Application.

Type of Organization: Media Vendor

Estimated Federal Funding: \$300,000 – GTS Code: BGPE

Eligible Use of Funds: Public education and awareness programs designed to inform motorists and nonmotorized road users regarding State traffic laws applicable to nonmotorized road user safety, including the responsibilities of motorists with respect to nonmotorized road users

Are cost P&A related? No.

Is funding source intended to meet deobligation requirements [1300.41(b)]? No.

Countermeasure Associated with Planned Activity: Communication & Outreach (CTW, 10th edition, 3 stars) – Public education through PSAs will raise awareness among drivers and non-motorists alike

of the need to safely share the roadways. The more informed all users of the roadways are about being mindful of their surroundings; the less likely pedestrians and bicyclists will be involved in crashes.

MSP – Vulnerable Road User (VRU) Safety

ID: PS-25-02

Funding Source: Carry forward 405h

Description of Planned Activity:

OGR will award funds to the MSP to conduct overtime enforcement of state laws applicable to and protecting pedestrians and bicyclists. Enforcement will be based upon data analysis of where highest levels of violation involving motor vehicles that can jeopardize pedestrian and bicyclist safety such as crosswalk violations, red light running, right on red violations, obeying traffic signs, and so on. MSP has three priority locations already targeted for safety awareness enforcement and education – Malden, Revere, and Quincy. Enforcement is expected to take place at various times over the year with enhanced efforts during colder months (October – March) and between hours of 3 pm – midnight, as non-motorist fatalities and serious injuries tend to be most frequent during these periods.

Each of these communities have public transportation, which requires walking/biking to and from subway and bus stops, as well as extensive crosswalk and traffic signal infrastructure. The project aims to improve pedestrian and bicyclist safety, especially around metro public transit stops and stations.

MSP will also seek to educate, inform, and enforce the new Safe Roads Law (aka Vulnerable Road User law) that was made effective in April 2023. This new legislation requires the operator of a motor vehicle to pass a bicyclist or pedestrian at as safe distance of not less than four feet and at a reasonable and proper speed.

The amount awarded for this program is subject to change, pending the availability of funds at the time of award. OGR shall submit an amendment request to NHTSA should a potential funding reduction affect the scope of this program.

Planned or Potential Subrecipients: Massachusetts State Police

Type of Organization: State Law Enforcement Agency

Estimated Federal Funding: \$53,527.50 – GTS Code: FHLE

Eligible Use of Funds: Carrying out a program to support enforcement mobilizations and campaigns designed to enforce State traffic laws applicable to nonmotorized road user safety

Are cost P&A related? No.

Is funding source intended to meet deobligation requirements [1300.41(b)]? No.

Countermeasure Associated with Planned Activity: Enforcement Strategies (Pedestrians/Bicyclists) – (CTW, 10th edition, 3 stars) – Traffic enforcement is most effective when it is highly visible and publicized leading to positive change in both driver and non-motorist behaviors while using the roadways. MSP will be utilizing HVE and media outreach through their social media

platforms to raise awareness of the recent VRU law put in place to increase safety for non-motorists across Massachusetts. The combination of enforcement and education will lead to reduced crashes involving non-motorists.

Program Management – Non-Motorists (Pedestrians and Bicyclists) Safety

ID: PS-25-03

Funding Source: 402

Description of Planned Activity:

Provide sufficient staff to manage programming described in this plan as well as cover travel, professional development expenses, conference fees, and postage and office supplies. All funding intended for supporting staff will not be sub awarded.

Planned or Potential Subrecipients: Office of Grants and Research – Highway Safety Division

Type of Organization: Public State Agency

Estimated Federal Funding: \$65,000 – GTS Code: 402PS

Eligible Use of Funds: Funding to support management of pedestrian and bicyclist safety programming in FFY 2024.

Are cost P&A related? No

Is funding source intended to meet deobligation requirements [1300.41(b)]? No.

Countermeasure Associated with Planned Activity: None applicable. Funding is for Highway Safety Office Program Management.

MOTORCYCLIST SAFETY PLANNED ACTIVITIES

Motorcyclist Safety Media

ID: MC-25-01

Funding Source: 405f

Description of Planned Activity:

OGR will develop and implement a media campaign in conjunction with the Massachusetts Registry of Motor Vehicle (RMV) Motorcycle Rider Education Program (MREP) to educate drivers about sharing the road with motorcyclists. The campaign will be implemented from May to September 2025 when over 70% of all motorcyclist fatalities occurred from 2018 to 2022. Paid advertising during this period will be skewed to Berkshire, Middlesex, and Worcester counties. OGR will contract with a marketing and advertising agency to produce this paid media campaign while running social media in-house for sustained educational outreach. OGR will lead press outreach efforts to garner earned media. Internal policies will be followed, noting that all media and communications activities will be in support of data-driven objectives and coordination with other activities and programs.

Planned or Potential Subrecipients: Per state procurement guidelines, OGR must go out to bid for a media vendor. We intend to release an RFR following approval of this Annual Grant Application.

Type of Organization: Media Vendor

Estimated Federal Funding: \$200,000 – GTS Code: M11MA

Eligible Use of Funds: Public awareness, public service announcements, and other outreach programs to enhance driver awareness of motorcyclists, including Share the Road safety messages developed using Share the Road model language available on NHTSA's website at <http://www.trafficsafetymarketing.gov>.

Are cost P&A related? No.

Is funding source intended to meet deobligation requirements [1300.41(b)]? No.

Countermeasure Associated with Planned Activity: Communication & Outreach (CTW, 10th edition, 3 stars) – Public education through PSAs will raise awareness among motorcycle riders and motor vehicle drivers alike of the need to safely share the roadways as well as highlight importance of wearing helmets when riding and maintain safe speeds at all times for motorcyclists. The impact of this public messaging will lead to reduced crashes, injuries, and fatalities involving a motorcyclist.

Program Management – Motorcyclist Safety

ID: MC-25-02

Funding Source: 402

Description of Planned Activity:

Provide sufficient staff to manage programming described in this plan as well as cover travel, professional development expenses, conference fees, and postage and office supplies. All funding intended for supporting staff will not be sub awarded.

Planned or Potential Subrecipients: Office of Grants and Research – Highway Safety Division

Type of Organization: Public State Agency

Estimated Federal Funding: \$25,000 – GTS Code: 402MC

Eligible Use of Funds: Funding to support management of motorcyclist safety programming in FFY 2024.

Are cost P&A related? No

Is funding source intended to meet deobligation requirements [1300.41(b)]? No.

Countermeasure Associated with Planned Activity: None applicable. Funding is for Highway Safety Office Program Management.

Additional 405f Application Materials:

Helmet Law

Massachusetts has had a universal helmet law on the books since 1967, M.G.L. Chapter 9, Section 7, that states:

“Every person operating a motorcycle or riding as a passenger on a motorcycle or in a sidecar attached to a motorcycle shall wear protective head gear...”

Massachusetts is one of only 19 states that have a universal helmet law.

Motorcycle Performance Measures in FFY 2024-2026 HSP

Reduce the three-year average for motorcyclist fatalities by 18.5% from 61 in 2022 to 50 by December 31, 2026

Reduce the three-year average for unhelmeted motorcyclist fatalities 2 in 2022 to 1 by December 31, 2026

Data on crashes involving a motorcycle and a motor vehicle

From 2018 to 2022, Middlesex County reported the most fatal crashes involving a motorcycle and a motor vehicle, with 22 such fatal crashes. Worcester and Bristol, both with 18 fatal crashes, round out the top three counties for crashes involving motor vehicles and motorcycles. Taken together, these three counties accounted for 39% of the 148 fatal crashes reported from 2018 to 2022 involving motor vehicles and motorcycles.

County	Fatal MV Crashes Involving Motorcycle					
	2018	2019	2020	2021	2022	Total
Barnstable	4	1	0	1	3	9
Berkshire	4	2	1	2	1	10
Bristol	3	5	4	5	1	18
Dukes	0	0	0	1	0	1
Essex	1	4	2	2	2	11
Franklin	0	0	1	1	0	2
Hampden	3	3	7	2	2	17
Hampshire	0	1	2	1	0	4
Middlesex	3	6	2	7	4	22
Nantucket	0	0	0	0	1	1
Norfolk	1	0	5	3	2	11
Plymouth	4	2	3	5	0	14
Suffolk	3	0	2	4	1	10
Worcester	4	2	1	4	7	18
Total	30	26	30	38	24	148

Source: FARS

Based on this data, Massachusetts intends to focus its motorcycle media planned activities within these three counties.

DISTRACTED DRIVING SAFETY PLANNED ACTIVITIES

Distracted Driving Safety Media

ID: DD-25-01

Funding Source: 405e

Description of Planned Activity:

OGR will oversee the development and implementation of a statewide paid and earned media campaign to support attentive driving efforts during the April 2025 Distracted Driving mobilization. OGR will collaborate with the 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. OGR will also consider national media buy recommendations when planning paid media.

OGR will contract with a marketing and advertising agency to execute this campaign while running social media in-house for sustained educational outreach. OGR will lead press outreach efforts to garner earned media; this will be done in conjunction with paid media and the enforcement mobilization. Internal policies will be followed, noting that all media and communications activities will be in support of data-driven objectives and coordination with other activities and programs, in particular, enforcement.

Planned or Potential Subrecipients: Per state procurement guidelines, OGR must go out to bid for a media vendor. We intend to release an RFR following approval of this Annual Grant Application.

Type of Organization: Media Vendor

Estimated Federal Funding: \$250,000 – GTS Code: B8APE

Eligible Use of Funds: To educate the public through advertising that contains information about the dangers of texting or using a cell phone while driving

Are cost P&A related? No.

Is funding source intended to meet deobligation requirements [1300.41(b)]? No.

Countermeasure Associated with Planned Activity: Communication & Outreach (CTW, 10th edition, 3 stars) – Public education through PSAs will raise awareness among motor vehicle drivers about the importance of keeping eyes on the road and not to be distracted by their phones. With increased messaging outreach, drivers will be more mindful of the dangers of being distracted leading to lower levels of crashes, especially rear-end crashes – which is the most likely type of collision a distracted driver will cause.

MSP Distracted Driving Enforcement

ID: DD-25-02

Funding Source: 405e

Description of Planned Activity:

The MSP will conduct distracted driving law enforcement during April 2025, which is the national Distracted Driving Awareness month, and during other high-risk periods throughout the year. Enforcement will focus on violation of the state's hand-held electronic device law and on visible, cognitive, and audible distractions observed from the driver. MSP will use internal data to determine the appropriate days, times, and locations. The April campaign will coincide with the distracted driving mobilization period conducted by local police departments participating in the MRS grant program and will be supported by OGR's media efforts.

Based on data analysis provided in the 2024-2026 HSP identifying Fall River, Springfield, and Taunton as the top communities for distracted driving crashes and fatalities in recent years, MSP will focus additional enforcement patrols in these communities outside of the April HVE period.

The amount awarded for this program is subject to change, pending the availability of funds at the time of award. OGR shall submit an amendment request to NHTSA should a potential funding reduction affect the scope of this program.

Planned or Potential Subrecipients: Massachusetts State Police

Type of Organization: State Law Enforcement Agency

Estimated Federal Funding: \$247,647.38 – GTS Code: B8LDDLE

Eligible Use of Funds: For law enforcement costs related to the enforcement of the distracted driving law

Are cost P&A related? No.

Is funding source intended to meet deobligation requirements [1300.41(b)]? No.

Countermeasure Associated with Planned Activity: High-Visibility Cell Phone/Text Messaging Enforcement (CTW, 10th edition, 4 stars) – HVE patrols have been proven to be an effective tool in reducing negative driving behaviors. The use of HVE overtime activity by MSP will raise awareness of the dangers of being distracted while driving, leading to a lower number of crashes involving a distracted driver.

Program Management – Distracted Driving

ID: DD-25-03

Funding Source: 402

Description of Planned Activity:

Provide sufficient staff to manage programming described in this plan as well as cover travel, professional development expenses, conference fees, and postage and office supplies. All funding intended for supporting staff will not be sub awarded.

Planned or Potential Subrecipients: Office of Grants and Research – Highway Safety Division

Type of Organization: Public State Agency

Estimated Federal Funding: \$40,000 – GTS Code: 402DD

Eligible Use of Funds: Funding to support management of distracted driving safety programming in FFY 2024.

Are cost P&A related? No

Is funding source intended to meet deobligation requirements [1300.41(b)]? No.

Countermeasure Associated with Planned Activity: None applicable. Funding is for Highway Safety Office Program Management.

POLICE TRAFFIC SERVICES PLANNED ACTIVITIES

MPTC – Municipal Police Specialized Training

ID: PT-25-01

Funding Source: 402

Description of Planned Activity:

OGR will provide funding to the MPTC to conduct various levels of motor vehicle crash investigation and speed measurement training for municipal police officers. Motor vehicle crash investigation training is intended to facilitate accurate and complete crash investigations and advance traffic safety. Accurate crash reporting can help determine whether a traffic law was violated, if the roadway needs evaluation and any other data that can help describe what occurred during the crash. Speed measurement, including radar and lidar classes, will focus on training recruits in academies around the state and classes geared towards boosting the instructor cadre to ensure sufficient coverage for future academies and courses.

MPTC plans to offer the following specialized training courses during FFY 2025:

- Speed Measurement Device Operator Instructor Development
- Speed Measurement Device Operator Training
- LiDAR Operator Training
- Speed Measurement Device Operator Instructor Update & Recertification
- Crash Investigation (Beginner, Intermediate, and Advanced)
- Crash Investigation Reconstruction
- Nighttime Crash Investigation Training
- Motorcycle Investigation

MPTC expects to train at least 500 new officers in speed measurement, nearly 1,000 officers across various levels of crash investigation trainings, and increase the number of certified speed measurement instructors by five percent during FFY 2025.

Funding will cover instructor and Statewide Coordinator costs, training manuals, US scales BlueBlitz, training manuals, and other supplies to aid in conducting training courses.

The amount awarded for this program is subject to change, pending the availability of funds at the time of award. OGR shall submit an amendment request to NHTSA should a potential funding reduction affect the scope of this program.

Planned or Potential Subrecipients: Massachusetts Police Training Committee

Type of Organization: Public State Agency

Estimated Federal Funding: \$479,840.82 – GTS Code: 402AI

Eligible Use of Funds: Supporting training and continued education of law enforcement personnel in Massachusetts leading to more knowledgeable and efficient police officers engaging in enforcement patrols and crash scene reporting. As a result, crash reports submitted to RMV will be more accurate and complete.

Are cost P&A related? No.

Is funding source intended to meet deobligation requirements [1300.41(b)]? No.

Countermeasure Associated with Planned Activity: Law Enforcement Training (Not in CTW) – While there is no CM listed in the CTW, 10th edition, this planned activity is critical to expanding the level of knowledge regarding roadway safety and crash investigations for law enforcement professionals across Massachusetts. Each training program offer by MPTC helps improve the quality and effectiveness of law enforcement activities and ensures all proper procedures and guidelines are being adhered to when conducting investigations or using speed measurement devices. This will lead to more accurate crash reporting and speed measurement device outputs.

Massachusetts District Attorneys Association (MDAA) – Traffic Safety Resource Prosecutor (TSRP) *

Type of Organization: Public State Agency

ID: PT-25-02

Funding Source: 405d flex

Description of Planned Activity:

Funds will be used to support the activities of the Massachusetts District Attorneys Association's (MDAA) Traffic Safety Resource Prosecutor (TSRP). These activities include conducting training and conferences, providing technical assistance, and creating and maintaining vehicular crime resources for prosecutors and law enforcement.

The vehicular crime database/resource is for prosecutors and law enforcement to utilize in a court of law. Providing a database of vehicular crimes will assist prosecutors in handling cases, especially those involving impaired driving.

The main objectives of this program are to:

- Support the activities of a staff attorney dedicated to training, educating, and offering technical support to prosecutors throughout the state.
- Strengthen and expand training for the prosecution regarding the investigation and prosecution of distracted or impaired driving and vehicular fatality cases.
- Develop and update distracted or impaired driving training programs and resources.

Some of the planned training that the TSRP will provide:

Crash Reconstruction – Advanced
Trial Advocacy Training for New Prosecutors
Prosecuting OUI Cases
Courtroom Success for Prosecutors & Police in Crash Reconstruction
Drug Impairment for Prosecutors

Additional responsibilities dealing with impaired driving and motor vehicle-related issues include:

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

The amount awarded for this program is subject to change, pending the availability of funds at the time of award. OGR shall submit an amendment request to NHTSA should a potential funding reduction affect the scope of this program. This project will also provide funding travel costs for the designated TSRP to attend pre-approved conferences and seminars related to impaired driving.

** Please note that subrecipients under this project may be identified as promise project*

Planned or Potential Subrecipients: Massachusetts District Attorneys Association

Estimated Federal Funding: \$203,035.89 – GTS Code: FDL*TC

[Note: This is a *'promised project'* for FFY25]

Eligible Use of Funds: Supporting training and continued education of law enforcement personnel in Massachusetts leading to more knowledgeable and efficient police officers engaging in enforcement patrols and crash scene reporting. As a result, crash reports submitted to RMV will be more accurate and complete. Funding will also increase the ability of prosecutors to successfully prosecute impaired driving cases, leading to more impaired drivers off the roadways.

Are cost P&A related? No.

Is funding source intended to meet deobligation requirements [1300.41(b)]? Yes.

Countermeasure Associated with Planned Activity: Prosecutor/Law Enforcement Training (Not listed in CTW) – While this CM is not listed in the CTW, 10th edition, supporting a Traffic Safety Resource Prosecutor is critical to improving legal strategies and approaches to adjudicating OUI cases in courts across Massachusetts. The TSRP provides expert legal advice and guidance for all DA's and prosecuting attorneys regarding driving under the influence cases as well as training prosecutors and law enforcement officials on how to handle an OUI based on current legal precedence. The TSRP helps improve the State's ability in successfully prosecuting OUIs, keeping impaired drivers off the roadways and making it safer for all roadway users.

MSP Law Enforcement Liaison (LEL)

ID: PT-25-03

Funding Source: 402

Description of Planned Activity:

Provide funds to MSP for training and travel-related expenses for the Law Enforcement Liaison (LEL) to attend meetings, trainings, and national conferences in support of significant traffic safety issues, including but not limited to impaired and distracted driving, occupant protection, and drug recognition expert training. The LEL will help coordinate training and provide legal updates between MSP, MPTC/local police agencies, MDAA, and community organizations.

National conferences will include the Lifesavers Conference and the International Association of Chiefs of Police (IACP) Conference. Funding will also be used to cover the cost of local travel for the LEL to attend meetings and training with local law enforcement and other traffic safety stakeholders.

The designated LEL is a full-time employee of the Massachusetts State Police. This project will reimburse him for travel and conference registration costs only.

The amount awarded for this program is subject to change, pending the availability of funds at the time of award. OGR shall submit an amendment request to NHTSA should a potential funding reduction affect the scope of this program.

Planned or Potential Subrecipients: Massachusetts State Police

Type of Organization: State Law Enforcement Agency

Estimated Federal Funding: \$10,000 – GTS Code: 402PT

Eligible Use of Funds: To improve communications between OGR and MSP resulting in greater cooperation and collaboration in all aspects of traffic safety across Massachusetts.

Are cost P&A related? No.

Is funding source intended to meet deobligation requirements [1300.41(b)]? No.

Countermeasure Associated with Planned Activity: Law Enforcement Training (Not in CTW) – Though not a CM listed in the CTW, 10th edition, this planned activity involves training and travel-related support for a MSP LEL to improve communication between State police and traffic safety stakeholders across Massachusetts including local police, prosecutors, and community organizations about critical issues related to roadway safety.

MSP Young Drivers Education

ID: PT-25-04

Funding Source: 405d flex

Description of Planned Activity:

Funds will be provided to the MSP to educate young drivers and the public on the importance of wearing a seatbelt and the dangers of impaired driving. MSP will participate in 20 community or high school events interactively demonstrating the effects of impaired and distracted driving using simulated impaired driving experience (SIDNE) carts, a Drive Square virtual reality driving simulator, and highlighting the ejection risks to unrestrained operators and passengers using the vehicle rollover simulator. MSP will also contract with ThinkFast Interactive to conduct presentations at 40 high schools. A portion of the funds will allow overtime for personnel to observe 12 State Courts Against Road Rage (SCARR) sessions and formulate recommended changes to the National Safety Council. Costs include MSP overtime, contracting with ThinkFast, upgrades and replacement batteries for the SIDNE carts, and educational supplies.

The communities and high schools to be targeted are yet to be determined at this time. Once determined, NHTSA will be provided a list of the schools and communities to be visited by MSP.

The amount awarded for this program is subject to change, pending the availability of funds at the time of award. OGR shall submit an amendment request to NHTSA should a potential funding reduction affect the scope of this program.

Planned or Potential Subrecipients: Massachusetts State Police

Type of Organization: State Law Enforcement Agency

Estimated Federal Funding: \$213,151.75 – GTS Code: FDL*TSP

Eligible Use of Funds: To reduce fatalities among young drivers (age 20 or younger) related to impaired driving, speeding, and lack of belt usage through educational outreach.

Are cost P&A related? No.

Is funding source intended to meet deobligation requirements [1300.41(b)]? No.

Countermeasure Associated with Planned Activity: School-Based Programs (CTW, 10th edition, 3 stars) – By targeting young drivers (under 21 years of age) through outreach efforts at local high schools, community colleges and traffic safety fairs, the State police will provide instruction and interactive driving simulations to raise awareness of the dangers involving impaired driving, failure to wear a seat belt, distracted driving and speeding. The increased awareness of these dangers will lead to young drivers being less likely to engage in unsafe driving behaviors, leading to lower number of crashes involving a young driver.

Municipal Road Safety (MRS) *

ID: PT-25-05

Funding Source: 402

Description of Planned Activity:

The Municipal Road Safety (MRS) program will offer funding for up to five elements: Traffic Enforcement, Traffic Equipment, Pedestrian and Bicyclist Enforcement, Non-Enforcement Traffic Safety Activities, and Pedestrian and Bicyclist Safety Items. All grant applications will be rated with

various criteria, and awards will be based on the highest average score across all application reviewers. An amendment will be submitted to NHTSA with specifics on selected subrecipients and individual award amounts once the competitive grant process is completed.

Traffic enforcement will include overtime patrols during the following periods, some of which coincide with the national mobilizations:

<i>FFY 2025 Traffic Enforcement Campaigns</i>	
Winter Impaired Driving	December 1 – 31, 2024
Distracted Driving	April 1 - 30, 2025
Click it or Ticket	May 1 - 31, 2025
June Speed	June 1 - 30, 2025
July Speed	July 1 - 31, 2025
Summer Impaired Driving	August 1 – September 15, 2025

The following traffic equipment purchase options are available to aid in local enforcement efforts:

- Handheld Radar Units
- Handheld LiDAR Units
- Pole-mounted Radar Speed Signs
- Traffic Data Recorders
- Preliminary Breath Test (PBT) instruments
- Remote/Cloud-based traffic data processing software subscriptions for pole-mounted speed radar signs and/or traffic data recorders

Pedestrian and Bicyclist Enforcement periods will be:

FFY2025 Pedestrian & Bicyclist Enforcement Campaigns
November 1 – 30, 2024
January 1 – 31, 2025
February 1 – 28, 2025
March 1 – 31, 2025
May 1 – 31, 2025
August 1 – September 15, 2025

Examples of potential Non-Enforcement Traffic Safety Activities may include trainings such as ARIDE, SFST, CPS Technician, and LiDAR certification or reimbursing department personnel for overtime spent conducting CPS checks, presenting to high school students regarding the dangers of speeding and driving under the influence, or hosting bicycle rodeos. For FFY 2025, OGR also encouraged departments to provide financial assistance to young drivers and low-income teenagers to take and complete Drivers Education.

Departments may purchase the below pedestrian and bicyclist safety items so long as they provide and conduct a public distribution plan which includes an educational component. This plan must be detailed in the application and a monthly report in which the items were purchased and/or distributed. The items listed below will be purchased with 402 funds.

- Bicycle helmets
- Bicycle and/or pedestrian safety coloring books
- Bicycle reflectors
- Reflective bands
- Clothing reflectors
- Reflective zipper tags
- Reflective spoke clips
- Educational pamphlets, including printing costs

OGR has received a record 192 applications for the FFY 2025 MRS program; proposal review is ongoing. Once completed, OGR will provide NHTSA with a list of subrecipients, and the amount awarded to each department.

** Please note that subrecipients under this project may be identified as a promise project*

Planned or Potential Subrecipients: Local police departments in Massachusetts

Type of Organization: Municipal or Local Law Enforcement Agency

Estimated Federal Funding: \$5,000,000 (402) – GTS Code: 402CP;
\$1,000,000 (carry forward 405h) – GTS Code: FHPE

Eligible Use of Funds: To reduce fatalities related to drug- and alcohol-impaired driving; reduce speeding-related crashes and fatalities; encourage use of seat belts and reduce number of unrestrained fatalities; and reduce number of pedestrians and bicyclists involved in serious and fatal injury crashes. Carrying out a program to support enforcement mobilizations and campaigns designed to enforce State traffic laws applicable to nonmotorized road user safety.

Are cost P&A related? No.

Is funding source intended to meet deobligation requirements [1300.41(b)]? Yes.

Countermeasure Associated with Planned Activity: High-Visibility Enforcement/Communication & Outreach (CTW, 10th edition, 3 stars) – The MRS program involves a combination of enforcement and educational outreach in an effort to reduce crashes involving impaired driving, speeding, distracted drivers, pedestrians and bicyclists. Through HVE enforcement activity, law enforcement will seek to raise awareness among drivers, passengers and non-motorists about sharing the roadways safely as well as cracking down on unsafe driving behaviors through stops and the issuance of citations. The result of this enforcement and education outreach by police departments will lead to reduced number of crashes, injuries and fatalities across Massachusetts.

FFY 2025 MRS - Anticipated Grantees			
Abington Police Department	Fairhaven Police Department	Milton Police Department	Sturbridge Police Department
Acton Police Department	Fall River Police Department	Montgomery Police Department	Sudbury Police Department
Agawam Police Department	Falmouth Police Department	Nahant Police Department	Sunderland Police Department
Amesbury Police Department	Fitchburg Police Department	Natick Police Department	Sutton Police Department
Amherst Police Department	Foxborough Police Department	New Bedford Police Department	Swampscott Police Department
Andover Police Department	Framingham Police Department	New Marlborough Police Department	Swansea Police Department
Arlington Police Department	Gardner Police Department	Newton Police Department	Taunton Police Department
Ashburnham Police Department	Georgetown Police Department	Norfolk Police Department	Tewksbury Police Department
Athol Police Department	Gill Police Department	North Brookfield Police Department	Topsfield Police Department
Attleboro Police Department	Gloucester Police Department	Northampton Police Department	Townsend Police Department
Auburn Police Department	Granby Police Department	Northborough Police Department	Truro Police Department
Ayer Police Department	Greenfield Police Department	Northbridge Police Department	Tyngsborough Police Department
Barnstable Police Department	Groton Police Department	Norton Police Department	Upton Police Department
Barre Police Department	Groveland Police Department	Norwood Police Department	Uxbridge Police Department
Becket Police Department	Hamilton Police Department	Oakham Police Department	Wakefield Police Department
Belchertown Police Department	Hancock Police Department	Oxford Police Department	Walpole Police Department
Bellingham Police Department	Hanover Police Department	Palmer Police Department	Waltham Police Department
Berkley Police Department	Hardwick Police Department	Paxton Police Department	Warren Police Department
Beverly Police Department	Harvard Police Department	Pembroke Police Department	Warwick Police Department
Billerica Police Department	Harwich Police Department	Petersham Police Department	Washington Police Department
Boston Police Department	Haverhill Police Department	Pittsfield Police Department	Watertown Police Department
Bourne Police Department	Hingham Police Department	Plainville Police Department	Wayland Police Department
Boxborough Police Department	Holden Police Department	Plympton Police Department	Webster Police Department
Boylston Police Department	Holliston Police Department	Princeton Police Department	Wellesley Police Department
Braintree Police Department	Holyoke Police Department	Quincy Police Department	West Brookfield Police Department
Bridgewater Police Department	Hopedale Police Department	Randolph Police Department	West Springfield Police Department
Brockton Police Department	Hubbardston Police Department	Raynham Police Department	West Tisbury Police Department
Brookline Police Department	Hudson Police Department	Reading Police Department	Westborough Police Department
Burlington Police Department	Ipswich Police Department	Rehoboth Police Department	Westfield Police Department
Cambridge Police Department	Lancaster Police Department	Revere Police Department	Westford Police Department
Canton Police Department	Lawrence Police Department	Russell Police Department	Westminster Police Department
Carlisle Police Department	Leicester Police Department	Rutland Police Department	Westport Police Department
Carver Police Department	Leverett Police Department	Salem Police Department	Westwood Police Department
Charlton Police Department	Lincoln Police Department	Salisbury Police Department	Weymouth Police Department
Chelmsford Police Department	Littleton Police Department	Sandwich Police Department	Wilbraham Police Department
Chelsea Police Department	Longmeadow Police Department	Scituate Police Department	Wilmington Police Department
Cheshire Police Department	Lowell Police Department	Seekonk Police Department	Winthrop Police Department
Chicopee Police Department	Ludlow Police Department	Sharon Police Department	Worcester Police Department
Cohasset Police Department	Lynn Police Department	Sherborn Police Department	Yarmouth Police Department
Conway Police Department	Malden Police Department	Shrewsbury Police Department	
Dalton Police Department	Mansfield Police Department	Somerset Police Department	
Danvers Police Department	Marblehead Police Department	Somerville Police Department	
Dartmouth Police Department	Marlborough Police Department	South Hadley Police Department	
Dedham Police Department	Mattapoisett Police Department	Southampton Police Department	
Dighton Police Department	Medford Police Department	Southborough Police Department	
Dover Police Department	Medway Police Department	Southbridge Police Department	
Dudley Police Department	Melrose Police Department	Springfield Police Department	
East Bridgewater Police Department	Merrimac Police Department	Sterling Police Department	
East Brookfield Police Department	Methuen Police Department	Stoneham Police Department	
Eastham Police Department	Milford Police Department	Stoughton Police Department	
Everett Police Department	Millis Police Department	Stow Police Department	

MSP Sustained Traffic Enforcement Program (STEP)

ID: PT-25-06

Funding Source: 405d flex

Description of Planned Activity:

In support of impaired driving and occupant protection laws, OGR will provide funds to the MSP to deploy sustained and selective "zero tolerance" traffic enforcement overtime patrols through the STEP program. The activity will occur on the day/time/location identified using MSP RAMS data. This activity

will augment local police department efforts within the same general location whenever reasonably possible. Along with local police departments, MSP STEP enforcement patrols will provide maximum visibility for deterrent purposes and saturate target areas taking immediate and appropriate action on all motor vehicle violations. The funding for the MSP allows for increased enforcement throughout the year instead of only during mobilization periods. This funding will help MSP conduct overtime enforcement focusing on impaired driving, seat belt usage, child passenger safety infractions, and speeding in local communities. Based on current data trends, MSP plans to focus overtime activities in the counties of Bristol, Hampden, and Worcester with focus on the period from Friday night (6 pm) through Sunday morning (6 am). The highest level of speeding, unrestrained, and impaired driving incidences take place during this time frame.

MSP plans to conduct at least 60 targeted enforcement patrols and five “cross-border” high-visibility enforcement and educational efforts with neighboring states. In FFY 2024, there were “cross-border” collaborations with New Hampshire and Maine. MSP hopes to do one with each New England state – CT, ME, NH, RI, and VT – in FFY 2025.

The amount awarded for this program is subject to change, pending the availability of funds at the time of award. OGR shall submit an amendment request to NHTSA should a potential funding reduction affect the scope of this program.

Planned or Potential Subrecipients: Massachusetts State Police

Estimated Federal Funding: \$147,416.76 (402) – GTS Code: FDL*PT

Eligible Use of Funds: To reduce fatalities related to drug- and alcohol-impaired driving; reduce speeding-related crashes and fatalities; encourage use of seat belts and reduce number of unrestrained fatalities; and reduce number of pedestrians and bicyclists involved in serious and fatal injury crashes. Carrying out a program to support enforcement mobilizations and campaigns designed to enforce State traffic laws applicable to nonmotorized road user safety.

Are cost P&A related? No.

Is funding source intended to meet deobligation requirements [1300.41(b)]? No.

Countermeasure Associated with Planned Activity: Sustained Enforcement (CTW, 10th edition, 3 stars) – Sustained enforcement involves overtime patrols utilized throughout the year and it has been found to result in better retention of safety messages by drivers compared to the impact of short-term enforcement campaigns. MSP will target areas of high crash incidents involving impaired drivers, distracted drivers, speeding and non-motorists (pedestrians/bicyclists) throughout FFY25 which will lead to a lowered number of crashes in Massachusetts.

Program Management – Police Traffic Services

ID: PT-25-07

Funding Source: 402

Description of Planned Activity:

Provide sufficient staff to manage programming described in this plan as well as cover travel, professional development expenses, conference fees, and postage and office supplies. All funding intended for supporting staff will not be sub awarded.

Planned or Potential Subrecipients: Office of Grants and Research – Highway Safety Division

Type of Organization: Public State Agency

Estimated Federal Funding: \$450,000 – GTS Code: 402PT

Eligible Use of Funds: Funding to support management of police training services programming in FFY 2024.

Are cost P&A related? No.

Is funding source intended to meet deobligation requirements [1300.41(b)]? No.

Countermeasure Associated with Planned Activity: None applicable. Funding is for Highway Safety Office Program Management.

MSP – Preventing Roadside Deaths

ID: PT-25-08

Funding Source: 405h

Description of Planned Activity:

Massachusetts has a “Move Over Law” that requires all drivers to allow room along the roadways to give emergency personnel and first responders unimpeded access to the scene of the crash. The law also states drivers need to give a wide berth to the crash site to allow for responders to work without fear of being hit by a moving vehicle. In today’s world, the use of emergency lights and sirens are not as effective as it used to be in getting the attention of drivers on the roadways. In 2023, there were 30 crashes in which a moving vehicle struck an MSP cruiser that was stopped or parked along a roadway.

To counter the rising danger posed to officers and first responders alike, MSP will install/subscribe to R2V Digital Alerting System [HAAS Alert Hardware with Safety Cloud subscription] for 833 marked State Police cruisers which will provide advanced digital alerting and warnings to motorist in the general vicinity of a crash. This service will alert drivers through their vehicles navigation system – whether GPS apps or Android/Apple CarPlay apps – when they are within a certain distance and traveling in the same direction of emergency personnel and disabled vehicles. The increased awareness will lead to safer crash response sites and drastically lower potential for injury or death of first responders.

Additionally, MSP plans to conduct up to 35 HVE patrols (approximately 560 hours of enforcement) focused on Move Over Law violations during Crash Responder Safety Week in November 2024.

Planned or Potential Subrecipients: Massachusetts State Police

Type of Organization: Public State Agency

Estimated Federal Funding: \$377,408.40 (405h) – GTS Code: M12BDAT

Eligible Use of Funds: To purchase and deploy digital alert technology that — (i) is capable of receiving alerts regarding nearby first responders; and (ii) in the case of a motor vehicle that is used for emergency response activities, is capable of sending alerts to civilian drivers to protect first responders on the scene and en route.

Are cost P&A related? No.

Is funding source intended to meet deobligation requirements [1300.41(b)]? No.

Countermeasure Associated with Planned Activity: Preventing Roadside Deaths (Not in CTW) – Though not a CM in the CTW, 10th edition, this countermeasure is aimed at improving the safety of all first responders (EMS, police, fire) to a crash, especially along interstates and major highways. While Massachusetts has a ‘Move Over Law’, the implementation of technology in alerting drivers of crashes on the road ahead will further increase the safety of all first responders and improve chances of those involved in the crash get the necessary and critical care needed to survive.

Additional 405h Application Materials:

In anticipation of applying for the Preventing Roadside Deaths grant (§1300.27) in the FFY 2024 AGA, Massachusetts added a new performance measure and target in the 2024-2026 Triennial HSP related to improving roadside safety for first responders and civilians alike as well as for work zone-related workers involved in construction, maintenance, and utility projects. The new measure is called NC-2 [Reduce Move Over Violations Issued] and the projected reduction in these violations in the coming years means there is more awareness by drivers in maintain proper speed and distance from any first responders, workers, and civilians along the roadside.

In 2022, State and local police issued 5,495 Move Over violations [4,890 State, 605 Local]. In 2023, the total Move Over violations issued was 7,089 [6,413 State, 676 Local]. This is an increase of 29% from 2022 to 2023. It is clear much work needs to be done to get drivers to heed Move Over Law requirements in order to ensure the safety of first responders and emergency personnel on the roadways of Massachusetts. Installing the advance warning technology described in PT-25-09 is a step in the right direction.

RMV Driver Education Assessment *

ID: PT-25-09

Funding Source: 402

Description of Planned Activity:

OGR will assist the RMV in assessing the Massachusetts’s Driver Education Program as part of NHTSA’s Assessment Program that provides support to State Highway Safety Offices, state Emergency Medical Services (EMS) offices, and other state agencies. OGR’s Highway Safety Manager will support RMV staff, as well as the team of non-federal subject matter experts as they conduct a comprehensive review of this program area. The primary objectives of the assessment will focus on strengthening the Driver Education Curriculum Outline, Driver Instructor Training Course (DITC), and Accessibility.

** Please note that subrecipients under this project may be identified as a promise project*

Planned or Potential Subrecipients: Registry of Motor Vehicles

Type of Organization: Public State Agency

Estimated Federal Funding: \$20,000 (402) – GTS Code: 402DE

Eligible Use of Funds: To reduce fatalities among young drivers (age 20 or younger) related to impaired driving, speeding, and lack of belt usage through educational outreach.

Are cost P&A related? No.

Is funding source intended to meet deobligation requirements [1300.41(b)]? No.

Countermeasure Associated with Planned Activity: Young Drivers, School-based programs (CTW, 10th edition, 3 stars) – This planned activity is an assessment of the effectiveness driver education programs are in Massachusetts and to determine where there could be improvements which will lead to having young drivers even more prepared to handle driving along Massachusetts roadways. The result of the assessment will lead to further improvement in the educational materials and instruction all driving schools will provide to young drivers, leading to better drivers on the roadways and less crashes involving young drivers.

Hampden County Sheriff's Department – Regional HVE & Educational Safety Initiative

ID: PT-25-10

Funding Source: 402

Description of Planned Activity:

Recently, the Hampden County Sheriff Department established a certified Law Enforcement Division that is solely focused on enforcing traffic safety measures in an effort to augment the ongoing traffic safety efforts of all the communities that reside in Hampden County. With this funding, Hampden County Sheriff will supplement other municipal police departments in their high-visibility enforcement patrols as they seek to reduce the level of speeding, distracted driving, impaired driving, and lack of restraint usage happening on the roads, especially within the communities around MassPike and Interstate 91 (Chicopee, West Springfield, Holyoke, and Springfield).

Hampden County Sheriff also plans HVE patrols at or around crosswalks where pedestrian fatalities or serious injuries have occurred in recent years. Non-enforcement measures planned include handing out traffic safety pamphlets at high-risk intersections to stopped drivers and pedestrians alike. There will also be a child safety seat inspection and installation event promoted by the Sheriff's Department in an effort to attract low-income caregivers and ensure, regardless of income level, children are properly fitted in their car safety seats. Hampden is committed to installing a minimum of 50 child safety seats during FFY 2025.

Planned or Potential Subrecipients: Registry of Motor Vehicles

Type of Organization: Public State Agency

Estimated Federal Funding: \$20,000 (402) – GTS Code: 402DE, 402PT

Eligible Use of Funds: To reduce fatalities related to drug- and alcohol-impaired driving; reduce speeding-related crashes and fatalities; encourage use of seat belts and reduce number of unrestrained fatalities; and reduce number of pedestrians and bicyclists involved in serious and fatal injury crashes. Carrying out a program to support enforcement mobilizations and campaigns designed to enforce State traffic laws applicable to nonmotorized road user safety.

Are cost P&A related? No.

Is funding source intended to meet deobligation requirements [1300.41(b)]? No.

Countermeasure Associated with Planned Activity: High-Visibility Enforcement/Communication & Outreach (CTW, 10th edition, 3 stars) –Through HVE enforcement activity as well as educational outreach, Hampden County law enforcement will seek to raise awareness among drivers, passengers and non-motorists about sharing the roadways safely while cracking down on unsafe driving behaviors through stops and the issuance of citations. The result of this enforcement and education outreach by police departments will lead to reduced number of crashes, injuries and fatalities across Hampden County.

TRAFFIC RECORDS PLANNED ACTIVITIES

University of Massachusetts – MA Law Enforcement Crash Report E-Manual

ID: TR-25-01

Funding Source: 405c

Description of Planned Activity:

This project will support four major improvements to the existing MA Law Enforcement Crash Report E-Manual at masscrashreportmanual.com, developed and maintained with 405c funding by the University of Massachusetts-Amherst (UMassSafe). First, the tool's Crash Data Dictionary will be expanded to include definitions and attributes for new vulnerable users (VU) data fields. Second, the Tritech and State Police Overlays within the tool will be updated to reflect recent VU fields updates. Third, the tool's Crash Report Quality Scorecard will be enhanced to incorporate assessments for the new VU fields to enable law enforcement to monitor and improve the accuracy and completeness of their crash reporting. Finally, necessary backend system upgrades for the tool will be undertaken to in part address the new VU fields.

This project will enhance the accessibility, accuracy, completeness, timeliness, and uniformity of the Massachusetts crash data system. The project will help to address the unmet recommendation for the data quality control program for the MA crash data system from the 2023 Massachusetts Traffic Records Self-Assessment.

Match for this project will consist of MassDOT-funded staff time on the project.

Planned or Potential Subrecipients: University of Massachusetts - Amherst

Type of Organization: Public State Agency

Estimated Federal Funding: \$383,435.00 – GTS Code: B3T, B3SA

Eligible Use of Funds: To make data program improvements to core highway safety databases relating to quantifiable, measurable progress in the accuracy, completeness, timeliness, uniformity, accessibility, or integration of data.

Are cost P&A related? No.

Is funding source intended to meet deobligation requirements [1300.41(b)]? No.

Countermeasure Associated with Planned Activity: Improves timeliness, completeness, accuracy, accessibility, uniformity, and integration of a core highway safety database (Crash Data System or CDS). A more accurate and complete reporting form will lead to more accurate data for traffic safety stakeholders to rely on for making decisions.

Lawrence Police Department – MACCS Mobile Upgrades

ID: TR-25-02

Funding Source: 405c

Description of Planned Activity:

This project will allow the Lawrence Police Department (LPD) to finish outfitting all its cruisers and motorcycles used for traffic enforcement with mobile data terminals and printers necessary to e-report to the Massachusetts citation data system through the Motor Vehicle Automated Citation and Crash System (MACCS). LPD is coordinating this effort with the MA Department of Criminal Justice Information Services (DCJIS) that oversees MACCS, primarily developed and maintained with 405c-funding. LPD will receive training support on MACCS from DCJIS to ensure staff have proper training on the new equipment as well as technical assistance from the Registry of Motor Vehicles' Crash Data System Law Enforcement Liaison on proper crash reporting requirements.

This project will enhance the accuracy, completeness, and timeliness of the MA citation/adjudication data system. The project will help to address the unmet recommendation for the data quality control program for the MA citation data system from the 2023 Massachusetts Traffic Records Self-Assessment.

Planned or Potential Subrecipients: Lawrence Police Department

Type of Organization: Local Law Enforcement Agency

Estimated Federal Funding: \$273,603.00 – GTS Code: B3T, B3SA

Eligible Use of Funds: To make data program improvements to core highway safety databases relating to quantifiable, measurable progress in the accuracy, completeness, timeliness, uniformity, accessibility, or integration of data.

Are cost P&A related? No.

Is funding source intended to meet deobligation requirements [1300.41(b)]? No.

Countermeasure Associated with Planned Activity: Improves timeliness, completeness, accuracy, accessibility, uniformity, and integration of a core highway safety database through improvements in data collection at motor vehicle crash scenes. With MACCS, LPD will gain access to an integrated data system that will greatly benefit their community policing and outreach efforts.

Abington Police Department – MACCS Mobile Upgrade

ID: TR-25-03

Funding Source: 405c

Description of Planned Activity:

This project will allow Abington Police Department (APD) to finish outfitting all its cruisers and motorcycles used for traffic enforcement with mobile data terminals and printers necessary to e-report to the Massachusetts citation data system through the MACCS). APD is coordinating this effort with DCJIS), which oversees MACCS, primarily developed and maintained with 405c-funding. APD will receive training support on MACCS from DCJIS to ensure staff have proper training on the new equipment as well as technical assistance from the Registry of Motor Vehicles' Crash Data System Law Enforcement Liaison requirements on proper crash reporting requirements.

This project will enhance the accuracy, completeness, and timeliness of the MA citation/adjudication data system. The project will help to meet the unmet recommendation for the data quality control program for the MA citation data system from the 2023 Massachusetts Traffic Records Self-Assessment.

Planned or Potential Subrecipients: Abington Police Department

Type of Organization: Local Law Enforcement Agency

Estimated Federal Funding: \$40,000 – GTS Code: B3SA, B3T

Eligible Use of Funds: To make data program improvements to core highway safety databases relating to quantifiable, measurable progress in the accuracy, completeness, timeliness, uniformity, accessibility, or integration of data.

Are cost P&A related? No.

Is funding source intended to meet deobligation requirements [1300.41(b)]? No.

Countermeasure Associated with Planned Activity: Improves timeliness, completeness, accuracy, accessibility, uniformity, and integration of a core highway safety database (MACCS). With MACCS, APD will gain access to an integrated data system that will greatly benefit their community policing and outreach efforts.

Traffic Records Projects

ID: TR-25-04

Funding Source: 405c

Description of Planned Activity:

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

data systems; and enhance the ability of stakeholders to observe and analyze local, state, and national trends in crash occurrences, rates, outcomes, and circumstances.

Only units of state and local government or not-for-profit organizations with a public purpose would be eligible to apply for funding. All funded projects must help to meet at least one unmet recommendation from the Commonwealth's 2023 Traffic Records Self-Assessment. The project must 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 will be reviewed and recommended by an OGR-selected AGF review committee and the Executive-Level Traffic Records Coordinating Committee. Those projects approved for funding would then be submitted to NHTSA and EOPSS for review and approval.

Each resulting project will support one or more of the FFY 2024-2026 performance targets listed in the 2024-2026 Massachusetts HSP.

Planned or Potential Subrecipients: To be determined through a competitive application process

Estimated Federal Funding: \$1,700,000 – GTS Code: M3X

Eligible Use of Funds: To make data program improvements to core highway safety databases relating to quantifiable, measurable progress in the accuracy, completeness, timeliness, uniformity, accessibility, or integration of data.

Are cost P&A related? No.

Is funding source intended to meet deobligation requirements [1300.41(b)]? No.

Countermeasure Associated with Planned Activity: Improves timeliness, completeness, accuracy, accessibility, uniformity, and integration of a core highway safety database (MACCS).

Program Management - Traffic Records Projects

ID: TR-25-05

Funding Source: 402

Description of Planned Activity:

Provide enough staff to manage programming described in this plan and cover travel, professional development expenses, conference fees, and postage and office supplies. All funding is intended for supporting staff and will not be subawarded.

Planned or Potential Subrecipients: Office of Grants and Research – Highway Safety Division

Type of Organization: Public State Agency

Estimated Federal Funding: \$135,000 – GTS Code: 402TR

Eligible Use of Funds: Funding to support management of traffic records services programming in FFY 2025.

Are cost P&A related? No.

Is funding source intended to meet deobligation requirements [1300.41(b)]? No.

Countermeasure Associated with Planned Activity: None applicable. Funding is for Highway Safety Office Program Management.

Massachusetts State Police – Improving Data Accuracy

ID: TR-25-06

Funding Source: 405c

Description of Planned Activity:

This project will enable the Massachusetts State Police's (MSP) Collision Analysis & Reconstruction Section (CARS) to better retrieve event data from selected vehicles involved in fatal or serious injury crashes. The data collection and data quality improvements will come through the acquisition of event data recorders (EDRs) and associated software as well as related training for CARS staff. The collected data will be better shared with the crash and roadway core data systems in Massachusetts, and ultimately FARS. EDRs kits to be acquired will be the Bosch CDR900, Hyundai, Kia, and Tesla kits. Associated one-year software subscriptions will be purchased that will run through fall 2025. These subscriptions and the kits will be bought as supplies. All kits and software acquired will be used only for crash reconstruction purposes, and will assist local police departments when CARS staff conduct crash reconstruction investigations for those departments. On average, 60% of CARS responses are crash scenes where a local police department has primary jurisdiction. The kits and software will be distributed across the state depending on the needs of CARS regional teams. An EDR Analysis Level 2 training for advanced reconstruction techniques for interpreting acquired data will be held.

This project will enhance the accuracy and completeness of the crash and roadway data systems in Massachusetts. The project will help to meet the unmet recommendations for the data quality control programs for the Massachusetts crash and roadway data systems from the 2023 Massachusetts Traffic Records Self-Assessment.

Planned or Potential Subrecipients: Massachusetts State Police

Estimated Federal Funding: \$132,750.00 – GTS Code: B3T, B3SA

Eligible Use of Funds: To make data program improvements to core highway safety databases relating to quantifiable, measurable progress in the accuracy, completeness, timeliness, uniformity, accessibility, or integration of data.

Are cost P&A related? No.

Is funding source intended to meet deobligation requirements [1300.41(b)]? No.

Countermeasure Associated with Planned Activity: Improves timeliness, completeness, accuracy, accessibility, uniformity, and integration of a core highway safety database (Crash and Roadway data).

MSP will be better able to access accurate and complete data related to crashes, which will greatly improve crash reporting and crash reconstruction.

Massachusetts State Police – Enhancing Efficiency

ID: TR-25-07

Funding Source: 405c

Description of Planned Activity:

This project will enable the Massachusetts State Police's (MSP) Collision Analysis & Reconstruction Section (CARS) to better forensically map fatal or serious injury crash scenes. The data collection and data quality improvements will come through the acquisition of Unmanned Aerial Systems (UAS) and associated software as well as related training for CARS staff. The collected data will be better shared with the crash and roadway core data systems in Massachusetts, and ultimately FARS. In addition to UASs and associated battery kits, high-performance laptops capable of handling the related data files and render ortho mosaics will all be purchased as supplies. A Pix4Dmatic software license to process UAS data will be acquired. This perpetual license will be purchased as equipment and given the price involved OGR will request approval in advance from NHTSA Region I. MSP has committed that all equipment/software and supplies acquired will be used only for crash reconstruction purposes, and Troopers using these 405c-funded items will be instructed that non-crash-related mapping requests should be referred to troopers using items acquired with other funding sources. This project will assist local police departments when CARS staff conduct crash reconstruction investigations for those departments. On average, 60% of CARS responses are crash scenes where a local police department has primary jurisdiction. The equipment/software and supplies to be acquired will be distributed across the state depending on the equipment needs of CARS regional teams. Training for CARS' UAS pilots on the capabilities and implementation of the associated software will be held.

This project will enhance the accuracy and completeness of the crash and roadway data systems in Massachusetts. The project will help to meet the unmet recommendations for the data quality control programs for the Massachusetts crash and roadway data systems from the 2023 Massachusetts Traffic Records Self-Assessment.

Planned or Potential Subrecipients: Massachusetts State Police

Estimated Federal Funding: \$79,459.00 – GTS Code: B3T, B3SA

Eligible Use of Funds: To make data program improvements to core highway safety databases relating to quantifiable, measurable progress in the accuracy, completeness, timeliness, uniformity, accessibility, or integration of data.

Are cost P&A related? No.

Is funding source intended to meet deobligation requirements [1300.41(b)]? No.

Countermeasure Associated with Planned Activity: Improves timeliness, completeness, accuracy, accessibility, uniformity, and integration of a core highway safety database (Crash and Roadway data).

MSP will be better able to access accurate and complete data related to crashes, which will greatly improve crash reporting and crash reconstruction.

Ipswich Police Department – Vulnerable Road Users Crash Safety Data Exchange Program Initiative

ID: TR-25-08

Funding Source: 405c

Description of Planned Activity:

This project will enable the Ipswich Police Department (IPD) to enhance their crash investigation abilities, specifically for vulnerable road users. The additional data collected will be better shared with the crash and roadway core data systems in Massachusetts, and ultimately FARS. An event data recorder kit to be acquired is the Bosch CDR DLC. The associated one-year software license is expected to run through fall 2025. A FaroZone 3D mapping software perpetual license will be purchased. A Tri-year Trimble Quick response GNSS pole will be purchased along with a mapping software license to run through fall 2025. Also, a VBOX Performance Box Touch will be acquired. All of these supplies will be used only for crash reconstruction purposes.

Match for this project will consist of hard dollar contribution to purchase of the supplies.

This project will enhance the accuracy and completeness of the crash and roadway data systems in Massachusetts. The project will help to meet the unmet recommendations for the data quality control programs for the Massachusetts crash and roadway data systems from the 2023 Massachusetts Traffic Records Self-Assessment.

Planned or Potential Subrecipients: Ipswich Police Department

Estimated Federal Funding: \$12,287.00 – GTS Code: B3SA, B3T

Eligible Use of Funds: To make data program improvements to core highway safety databases relating to quantifiable, measurable progress in the accuracy, completeness, timeliness, uniformity, accessibility, or integration of data.

Are cost P&A related? No.

Is funding source intended to meet deobligation requirements [1300.41(b)]? No.

Countermeasure Associated with Planned Activity: Improves timeliness, completeness, accuracy, accessibility, uniformity, and integration of a core highway safety database (Crash and Roadway data). This planned activity will help IPD better improve their crash investigation and crash reporting abilities, which will lead to more accurate and complete data submitted to the Crash Data Portal and FARS.

Additional 405c Materials:

To demonstrate achievement of the quantitative improvement in the preceding 12 months, OGR is providing this interim progress report (on next page) on the **timeliness** of the State’s Citation Reporting System and supporting data documentation.

**State Traffic Safety Information System Improvements Grant
Interim Progress Report**

State: Massachusetts Report Date: June 14, 2024

Regional Reviewer:

System to be Impacted	<p><input type="checkbox"/> CRASH <input type="checkbox"/> DRIVER <input type="checkbox"/> VEHICLE <input type="checkbox"/> ROADWAY <input checked="" type="checkbox"/> CITATION/ADJUDICATION <input type="checkbox"/> EMS/INJURY OTHER specify:</p>
Performance Area(s) to be Impacted	<p><input type="checkbox"/> ACCURACY <input checked="" type="checkbox"/> TIMELINESS <input type="checkbox"/> COMPLETENESS <input type="checkbox"/> ACCESSIBILITY <input type="checkbox"/> UNIFORMITY <input type="checkbox"/> INTEGRATION OTHER specify:</p>
Performance Measure used to track Improvement(s)	<p>Narrative Description of the Measure This performance measure aims to track progress in the timeliness of the statewide Citation Data System of Massachusetts. It was developed based on computer queries from the system.</p>
Relevant Project(s) in the State’s Strategic Plan	<p>Title, number and strategic plan page reference for each Traffic Records System improvement project to which this performance measure relates</p> <p>The state-funded work of the statewide Citation Data System is described in Sections 2.5 and 3.7 of the FFY 25 update of the Massachusetts Strategic Plan for Traffic Records Improvements. The associated project is the Citation Data System conducted by the MassDOT/Registry of Motor Vehicles/ Merit Rating Board (MRB) on page 44 of the plan. More information on the MRB is available at www.mass.gov/merit-rating-board-mrb.</p>
Improvement(s) Achieved or Anticipated	<p>Narrative of the Improvement(s)</p> <p>Improve the timeliness attribute of the statewide Citation Data System by reducing the average number of days from when paper and electronically submitted citations are issued by MA state and local police to when these citations are posted to the statewide citation data system operated by MRB.</p> <p>The average number of days to post was 11 days for the baseline period of 5/1/22 to 4/30/23.</p> <p><i>When the system was queried in May 2024 for the current value period of 5/1/23 to 4/30/24, it showed a timeliness improvement from the baseline value period’s 11 days on average to post to 7 days in the current value period – an improvement of 4 days.</i></p>
Specification of how the Measure is	<p>Narrative Description of Calculation / Estimation Method</p> <p>This data is tracked by MRB.</p>

calculated / estimated	Please see attached statewide Citation Data System report from MRB upon which this improvement is documented.
Date and Baseline Value for the Measure	Baseline Value: 5/1/22 to 4/30/23 Please see attached Citation Data System query for baseline value information. The count for average days to post was 11 for the baseline value period.
Date and Current Value for the Measure	Current Value: 5/1/23 to 4/30/24 Please see attached Citation Data System query for current value information. The count for average days to post was 7 for the baseline value period.
Regional Reviewer's Conclusion	Check one <input type="checkbox"/> Measurable performance improvement <i>has</i> been documented <input type="checkbox"/> Measurable performance improvement <i>has not</i> been documented <input type="checkbox"/> Not sure
If "has not" or "not sure": What remedial guidance have you given the State?	
Comments	

Data showing improvements in average days to post citations between two periods of time: May 1, 2022, to April 30, 2023; and May 1, 2023, to April 30, 2024. There was a 36% reduction in the average days to post citations from May 2021 to April 2023.

All Agencies - 05/01/2022 to 04/30/2023		All Agencies - 05/01/2022 to 04/30/2023	
Citation Count	Avg Days To Post*	Source	CitationType
755475	11	Electronic	ARREST
		Electronic	CIVIL
		Electronic	CRIM
		Electronic	WARN
		Paper	ARREST
		Paper	CIVIL
		Paper	CRIM
		Paper	WARN
			755475
* Denotes the mean number of days from the citation issue date to the date the citation is posted to the database			
** numbers during this PM period only reflect posted activity through 05/03/2024			
All Agencies - 05/01/2023 to 04/30/2024 **		All Agencies - 05/01/2023 to 04/30/2024 **	
Citation Count	Avg Days To Post*	Source	CitationType
821826	7	Electronic	ARREST
		Electronic	CIVIL
		Electronic	CRIM
		Electronic	WARN
		Paper	ARREST
		Paper	CIVIL
		Paper	CRIM
		Paper	WARN
			821826
BM period: 05/01/2022 to 04/30/2023			
PM period: 05/01/2023 to 04/30/2024			
Query executed on 05/03/2024			

UNDERSERVED COMMUNITIES AND P&A PLANNED ACTIVITIES

Traffic Safety Grant Program for Underserved Communities

ID: NP-25-01

Funding Source: 402, 405b, 405f, carry forward 405h

Description of Planned Activity:

An AGF process will be conducted to provide funding on a competitive basis to data-driven projects aimed at improving road user safety in underserved communities across the Commonwealth. Only nonprofit organizations will be eligible to apply for this opportunity. Applicants will be encouraged to collaborate with their local police department, as well as municipal leaders, but enforcement will not be an allowable expense. All grant applications will be rated with various criteria, and awards will be based on the highest average score across all application reviewers. An amendment will be submitted to NHTSA with specifics on selected subrecipients and individual award amounts once the competitive grant process is completed.

Planned or Potential Subrecipients: To be determined through a competitive application process

Estimated Federal Funding: \$250,000 each; 402 – GTS Code: 402CP; 405b – GTS Code: M2CPS; and carry forward 405h – GTS Code: FHPE

Eligible Use of Funds: Improvements in program delivery of motorcycle training to both urban and rural areas; To implement programs to educate parents and caregivers in low-income and underserved populations regarding the importance of proper use and correct installation of child restraints on every trip in a motor vehicle; Training of law enforcement officials relating to nonmotorized road user safety, State laws applicable to nonmotorized road user safety, and infrastructure designed to improve nonmotorized road user safety; Public education and awareness programs designed to inform motorists and nonmotorized road users

Are cost P&A related? No.

Is funding source intended to meet deobligation requirements [1300.41(b)]? No.

Countermeasure Associated with Planned Activity: Communication & Outreach (CTW, 10th edition, 3 stars) – Public education through PSAs created by selected underserved communities focused on roadway safety including impaired driving, speeding, restraint usage, distracted driving and non-motorist safety. This outreach will lead to improved awareness among drivers and non-motorists within the underserved communities about various aspects of roadway safety and ultimately, lowered levels of crashes, injuries, and fatalities within these communities.

Program Management - Traffic Safety Grant Program for Massachusetts Nonprofit Organizations

ID: NP-25-02

Funding Source: 402

Description of Planned Activity:

Provide enough staff to manage programming described in this plan and cover travel, professional development expenses, conference fees, and postage and office supplies. All funding is intended for supporting staff and will not be subawarded.

Planned or Potential Subrecipients: Office of Grants and Research – Highway Safety Division

Type of Organization: Public State Agency

Estimated Federal Funding: \$45,000 – GTS Code: 402CP

Eligible Use of Funds: Funding to support management of nonprofit grant programming in FFY 2025.

Are cost P&A related? No.

Is funding source intended to meet deobligation requirements [1300.41(b)]? No.

Countermeasure Associated with Planned Activity: None applicable. Funding is for Highway Safety Office Program Management.

Administration of Statewide Traffic Safety Programs

ID: PA-25-01

Funding Source: 402

Description of Planned Activity:

Funding to plan, implement, monitor, and evaluate programs and projects detailed in the FFY 2025 Annual Grant Application, produce the FFY 2024 Annual Report, and provide the necessary updates and revisions to the 2024-2026 Triennial HSP. Provide required staff salaries, professional development, travel, office space, equipment, materials, and fiscal support. Funds will support SHSO staff and will not be sub awarded.

Project staff: Executive Director, Highway Division Manager, Fiscal Director, Fiscal Administrator, Fiscal Specialist, Communications Director, and Administrative Assistant.

This funding will also be used to further our public participation and engagement efforts, a task that will involve the Highway Manager, Communications Director, and Executive Director. Activities will involve data analysis to identify populations to be reached, strategy and planning meetings, graphic design, social media and communications, outreach, developing presentations, conducting/hosting meetings, and incorporating feedback into upcoming plans, applications, and programs.

Planned or Potential Subrecipients: Office of Grants and Research – Highway Safety Division

Type of Organization: Public State Agency

Estimated Federal Funding: \$2,500,000 – GTS Code: 402PA

Eligible Use of Funds: Planning & Administration

Are cost P&A related? Yes

Is funding source intended to meet deobligation requirements [1300.41(b)]? No.

Countermeasure Associated with Planned Activity: None applicable. Funding is for Highway Safety Office P&A.

