Commonwealth of Massachusetts Highway Safety Plan

Federal Fiscal Year 2016

Prepared for:

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

Developed and presented by:

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July 1, 2015

Executive Summary

The Federal Fiscal Year (FFY) 2016 Massachusetts Highway Safety Plan (HSP) recognizes that traffic crashes are preventable and that Massachusetts is committed to reducing the number of fatalities, injuries, and economic losses resulting from these crashes.

I acknowledge the contributions and thank the staff of the Executive Office of Public Safety and Security's Highway Safety Division (EOPSS/HSD) for their efforts in the development and implementation of this HSP:

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John Fabiano, Program Coordinator II
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Denise Veiga, Accountant IV

The hard work and dedication of EOPSS/HSD staff to highway safety issues have contributed significantly to safer roadways in Massachusetts, including a 25 percent decline in roadway fatalities since 2007. Additionally, alcohol-related (BAC=.08+) fatalities have declined 24 percent since 2007. Please see the Highlights section for other noteworthy achievements that have taken place this FFY. The HSP was developed within the framework of the Strategic Highway Safety Plan (SHSP) and with input from associated steering committees. EOPSS/HSD will continue to prioritize occupant protection and impaired driving as main focus areas with additional resources dedicated to programs such as distracted driving, motorcycles, bicycle, pedestrians, and traffic records. Low seatbelt use rate continues to be an issue for Massachusetts, despite rising 12% since 2007. Increasing the seatbelt use rate to 78% is a key performance target for 2016. A main strategy to accomplish this will be the continuation of high-visibility mobilizations and continuation of sustained enforcement. We anticipate that this will also help to lower the Commonwealth's overall death and injury rates.

In the first six months of 2015, EOPSS/HSD held a first-ever Traffic Safety Forum which brought together more than 250 stakeholders from across the Commonwealth. At the forum, EOPSS/HSD solicited input from sub-grantees and other advocates to foster a more collaborative and consistent approach to traffic safety efforts.

In FFY 2015, EOPSS/HSD conducted a robust media campaign to provide air-cover to our enforcement mobilizations and programmatic efforts. What's more, we initiated and executed new, original campaigns such as "Make the Right Call" and "Coats Off" which targeted young drivers and parents of small children respectively.

I look forward to working with Governor Charlie Baker and Lt. Governor Karyn Polito, and Secretary Dan Bennett in helping them achieve their highway safety goals, EOPSS/HSD staff, and the many traffic safety advocates and stakeholders across this state to keep us moving towards fewer deaths and injuries on Massachusetts' roadways.

Arthur Kinsman, Director
Highway Safety Division, Office of Grants and Research
Executive Office of Public Safety and Security

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1.0 Introduction

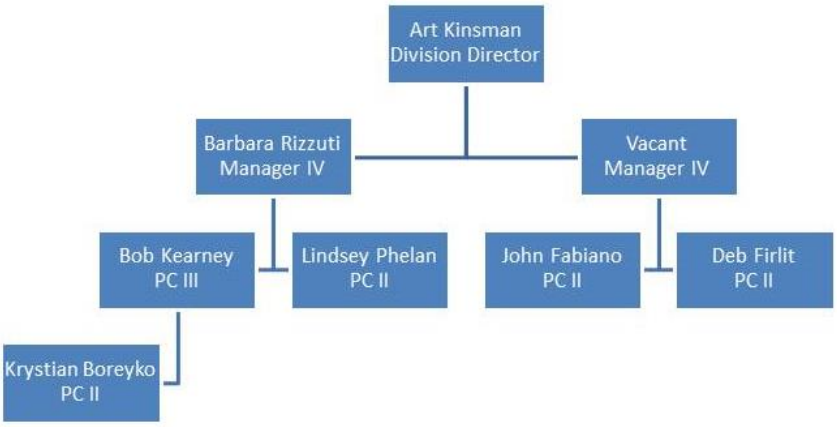
1.1 HSP Calendar

January to March	EOPSS/HSD reviews progress of FFY 2015 programs; analyzes federal, state, and local data to identify FFY 2016 key program areas; reviews National Highway Traffic Safety Administration (NHTSA) Region I response to the FFY 2015 HSP, FFY 2014 Annual Report, and recent NHTSA assessments; reviews spending patterns and revenue estimates.
January to May	Staff at EOPSS/HSD conduct strategic planning/meetings with key stakeholders to present recent data analyses and discuss the issues facing constituencies. EOPSS/HSD issues solicitations in order to identify grantees for inclusion in the HSP. EOPSS/HSD reviews proposals for funding consideration resulting from the website postings at www.mass.gov/highwaysafety.
March to June	EOPSS/HSD drafts the FFY 2016 HSP and submits draft version to NHTSA Region I for review and comments. EOPSS/HSD obtains any updates to previously reviewed federal, state, and local data and analyses. With approval of senior staff at EOPSS, HSD submits the final plan to NHTSA.
September to October	EOPSS/HSD begins to implement and award grants and contracts and begins work on the FFY 2015 Annual Report.
November to December	EOPSS/HSD oversees grants and projects in the HSP, finalizes the FFY 2015 Annual Report, and submits it to NHTSA.

1.2 State Highway Safety Office Organization

In Massachusetts, the HSD is housed within the Office of Grants and Research (OGR), an agency of the EOPSS. EOPSS is a secretariat in the Governor's cabinet. The Secretary of Public Safety and Security reports directly to the Governor and serves as the Governor's Representative for Highway Safety.

Figure 1.1 HSD Organizational Chart



Staffing Updates

EOPSS/HSD has filled its two vacant Program Coordinator positions. In September 2014, John Fabiano joined Highway Safety from OGR's Homeland Security Division, where he was a grant manager. Later, in November 2014, Krystian Boreyko joined the staff. Previously, he worked for three years as a technical assistance specialist for Easter Seals Project ACTION (ESPA) in Washington D.C., assisting transit providers in meeting the Americans with Disabilities Act (ADA) requirements.

Certification of Time Worked

Certificate of Compliance with 2 CFR 225, Appendix B, h(3)

I hereby certify that all Massachusetts Highway Safety Agency employees time which is charged to federal funds utilize Section 402 funds. This certification is to verify that all Time and Attendance charges from federal sources come from that single cost objective which brings the Massachusetts into compliance with the applicable federal regulation as stated in 2 CRF 225, Appendix B, h(3). An additional certification will be provided in January in order to meet the federal requirement for biennial certification.

May 27, 2015

Art Kinsman,
Director Massachusetts Highway Safety Division

1.3 Mission Statement

The mission of EOPSS/HSD is to facilitate the development and implementation of policies, programs, and partnerships to help reduce fatalities, injuries, and economic losses resulting from motor vehicle crashes on the roadways of the Commonwealth of Massachusetts. HSD administers the federally and non-federally funded highway grant programs of EOPSS.

1.4 Highway Safety Program Overview

Within the Commonwealth of Massachusetts, EOPSS/HSD is responsible for planning, implementing, and evaluating highway safety projects with federal and non-federal funds. EOPSS/HSD also works to coordinate the efforts of federal, state, and local organizations involved with highway safety in Massachusetts.

This HSP for FFY 2016 serves as the Commonwealth of Massachusetts' application to NHTSA for federal funds available under the Moving Ahead for Progress in the 21st Century (MAP-21) transportation bill. The HSP also reflects programs that will be conducted with grant funds previously received but unspent under the Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). Other sources of funds include cooperative agreements with NHTSA for the Fatality Analysis Reporting System (FARS) project, Office of Juvenile Justice and Delinquency Prevention funds (OJJDP), and private funds donated to the Highway Safety Trust Fund.

To identify the issues to be addressed in the FFY 2016 Highway Safety Program, EOPSS/HSD relied primarily on 2009 to 2013 trend data but also considered preliminary 2014 data when possible.

The changes in the total number of crashes and other data in recent years is attributed not only to different reporting rates by different police jurisdictions, but also to the declining number of operator-only reports (reports submitted by motorists who are involved in crashes for which no police report was submitted) that were entered in the crash data system by the Registry of Motor Vehicles (RMV) previously.

The program planning throughout this HSP may be altered depending on the levels of funding received or evolving priorities. EOPSS/HSD will submit any changes to the HSP to NHTSA Region 1 for review and approval.

FFY 2015 Highlights

- EOPSS/HSD, in partnership with state and local law enforcement and a media contractor, implemented its public outreach and enforcement of *Click It or Ticket* (CIOT)

and *Drive Sober or Get Pulled Over* (DSOGPO) Mobilizations. Of the 191 eligible local police departments, 108 participated in the October DSOGPO; 117 participated in the December-January DSOGPO; 121 participated in the May CIOT mobilization; and 131 police departments are expected to take part in the August DSOGPO mobilization.

- In April 2015, 121 local police departments took part in a statewide Distracted Driving mobilization, which yielded 4,149 citations: 1,940 (90 13B – Electronic Message send/receive); 61 (90 8M – JOL Mobile Device/Phone); 584 (90 13MP – Improper Use of Phone 18+); and 1,564 (90 13 – Impeding Operation).

- In June 2015, EOPSS/HSD was awarded a private grant through Ford Driving Skills for Life (DSFL) and Governor's Highway Safety Association (GHSA). Total award was $20,000 and will be used to conduct a pilot educational program in conjunction with a local police department.

- The Distracted Driving Texting Ban Demonstration Project completed its 2-year initiative focusing on distracted driving and specifically, texting while driving. The primary objective of the project was to test the high-visibility enforcement model and determine if law enforcement could effectively observe distracted driver behaviors and successfully enforce current laws through developed enforcement techniques. During the four waves of enforcement (FFY 2013-15), the Massachusetts State Police (MSP) conducted high-visibility enforcement strategies in twelve communities in the northeast region of the state covered by MSP Troop A-1, handing out over 4,100 citations for Texting, Junior Operator Cellphone Use and Impeded Operation violations.

- EOPSS/HSD awarded Sustained Traffic Enforcement Program (STEP) grants totaling $3.2 million in FFY 2015 to the MSP and 14 selected police departments – Boston, Brockton, Cambridge, Chicopee, Fall River, Framingham, Holyoke, Lowell, Lynn, New Bedford, Quincy, Taunton, and Worcester - for enhanced traffic enforcement in their communities. High-visibility patrols have proven to be a cost effective use of manpower and by maximizing the number of driver contacts, serves as a means to help prevent motor vehicle crashes, fatalities and injuries, and increase seatbelt use. Eligibility for the STEP grant was based on crash and injury data obtained from the Massachusetts Traffic Records Analysis Center (MassTRAC). The selected communities are considered priority targets for traffic safety improvements across the Commonwealth.

  An earned media component to the program focused public service messaging (PSA) directly on the individual departments and their local enforcement schedules. With the assistance of a media contractor, each department developed and produced :15, :30, 1 minute, and 2 minute video and radio PSAs that are presently airing in their respective communities. The overall message is *OUT IN FORCE*.

- The Pedestrian and Bicycle Enforcement Grant program awarded funding to 70 local law enforcement agencies for FFY 2015. As of June 1, 2015, the program had resulted in 1,289 patrol hours leading to 2,979 traffic stops – a 2.3 stop per hour average. The stops

led to 1,907 citations issued, 1,623 warnings, and 28 arrests.

- EOPSS/HSD's vendor for the administration of the Statewide CPS program, Baystate Medical/SafeKids of Western Massachusetts, has (to date) organized 11 technician classes resulting in 211 new CPS technicians added across the Commonwealth. Also, 70 current CPS technicians were re-certified through 11 renewal classes. As of June 1, 2015, there are 722 Certified CPS technicians throughout the state.

- The FFY 2015 CPS Equipment Grant was awarded to 70 local municipalities and non-profit agencies. Grantees purchased 1,840 certified car safety seats for distribution free of charge to residents in need. As of June 1, 2015, 265 seats had been distributed to parents and caregivers across 73 towns in Massachusetts. Grantees also conducted 1,506 car seat inspections and 1,382 car seat installations during the same period.

- In April 2015, EOPSS/HSD hosted a Traffic Safety Forum open to all concerned traffic safety stakeholders throughout the Commonwealth. With over 175 attendees, the forum covered numerous topics including occupant protection, impaired driving, non-motorist safety, and distracted driving. The goal of the forum was to solicit input and feedback from traffic safety partners of which traffic safety programs are most effective for preventing injury and loss of life on roadways.

  Secretary of EOPSS, Daniel Bennett, gave the keynote speech after which in-depth breakout sessions took place. Key takeaways from the sessions:

  - Need for more Drug Recognition Experts (DRE) across the Commonwealth
  - Need for more public outreach about seatbelt safety, especially among immigrant populations
  - High-visibility enforcement patrols have been found to be a great deterrent against drivers who continue to use smartphones and/or other handheld devices when driving

Partnerships

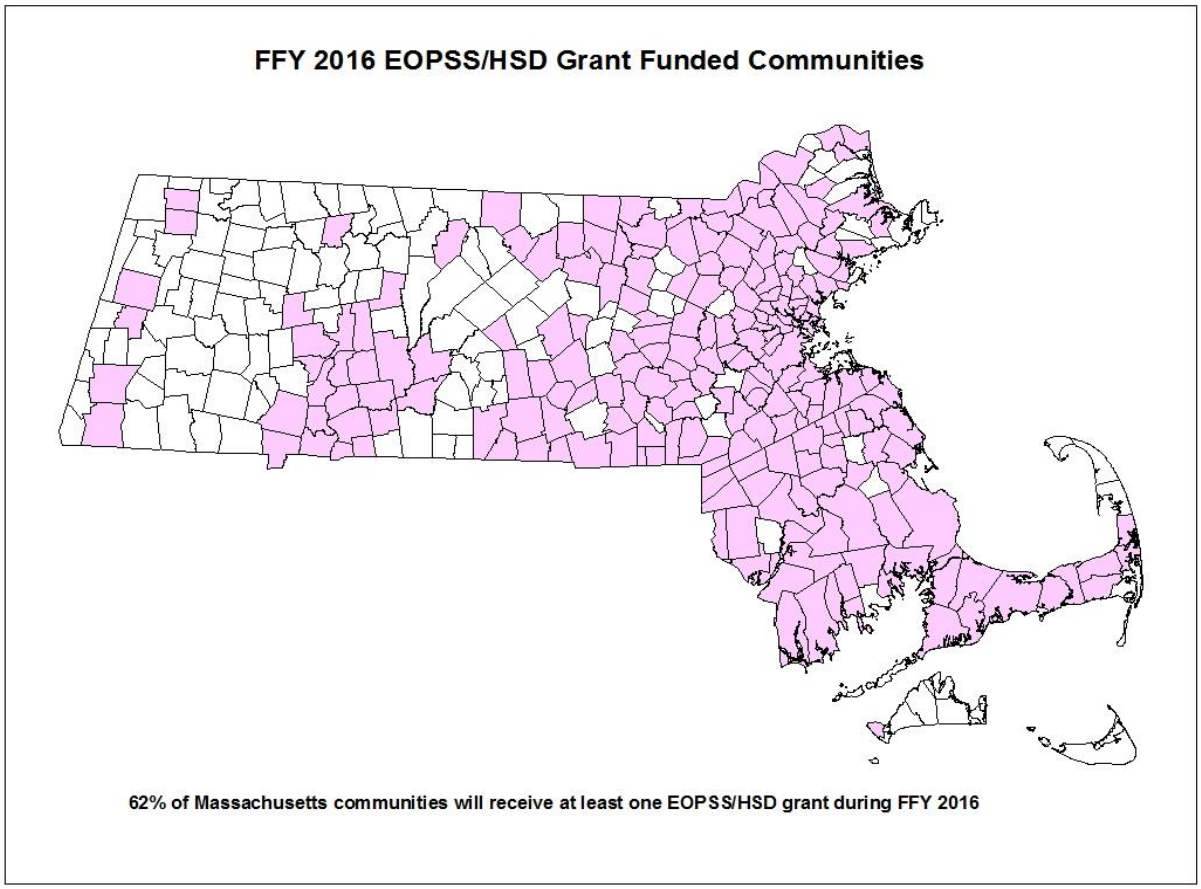
EOPSS/HSD is engaged in many partnerships to enhance highway safety in Massachusetts including:

AAA Northeast
Alcoholic Beverages Control Commission (ABCC)
Beth Israel Hospital
Boston EMS
Brain Injury Association
Boston Medical
Boston Transportation Department
Colonial Auto Group
Councils on Aging
Department of Elder Affairs

Department of Health and Human Services
Driving School Association
Emerson Hospital
Executive Office of Energy and Environmental Affairs
Fisher College
Impaired Driving Advisory Board
Insurance Companies
Junior Operator License Advisory Committee
Local Police Departments
Mass in Motion
Massachusetts Bay Transit Authority
Massachusetts Chiefs of Police Association
Massachusetts Department of Public Health (MDPH)
Massachusetts Department of Transportation (MassDOT)
Massachusetts District Attorneys Association (MDAA)
Massachusetts Executive Level Traffic Records Coordinating Committee (METRCC)
Massachusetts Major City Chiefs Association
Massachusetts Medical Society
Massachusetts Office for Victim Assistance
Massachusetts Safety Officers League
MassBike
MassRIDES
Merit Rating Board (MRB)
MIT Age Lab
Mothers Against Drunk Driving
Municipal Police Training Committee (MPTC)
MSP
Prevent Injury Now Network
Regional Transit Authority
Registry of Motor Vehicles (RMV)
Safer Roads Alliance
Safe Route to Schools
Safety Institute
SHSP Plan Executive Leadership Committee
State and Regional Planning and Development Agencies
Traffic Records Coordinating Committee (TRCC)
UMass Gerontology
UMassSAFE
WalkBoston
Work Zone Safety Committee

Out of 351 communities, 217 will receive some form of funding during FFY 2016. This represents 62% of all communities across Massachusetts, up from 58% in FFY 2015.

Figure 1.2



FFY 2016 Total Funding by County	
Barnstable	$ 173,000
Berkshire	$ 66,000
Bristol	$ 479,000
Dukes	$ 2,000
Essex	$ 443,000
Franklin	$ 10,000
Hampden	$ 540,5000
Hampshire	$ 124,000
Middlesex	$ 982,000
Norfolk	$ 442,000
Plymouth	$ 369,000
Suffolk	$ 482,500
Worcester	$ 677,500
Total Funding	**$ 4,790,500**

Note – Funding above is for the following programs: CPS, Pedestrian, Underage Alcohol, DSGPO, CIOT, Distracted Driving Enforcement, and Sustained Enforcement. Funds distributed to Massachusetts State Police are not included.

Massachusetts also uses funding sources, in addition to what is provided by NHTSA, to contribute to the performance targets described in the HSP. Some of the strategies are described below:

MSP and Local Law Enforcement

Millions of dollars in state and local funding are provided to MSP and local police departments to

enforce traffic laws and conduct educational activities throughout the year. Enforcement includes impaired driving, seat belt use, speed, distracted driving and Junior Operator License Law violations.

Massachusetts Office for Victim Assistance (MOVA)

MOVA will provide funding to non-profit and public organizations/agencies currently providing or seeking to provide drunk or drugged driving prevention activities in Massachusetts through the Drunk Driving Trust Fund (DDTF). DDTF funding is intended to provide services that directly assist victims, witnesses, and their family members and will aid the needs of victims of impaired/OUI driving incidents. Services include advocacy, support, and counseling, prevention, education, and training activities. OUI related offenses are not limited to cars; any motor vehicle such as a boat or motor cycle counts. Fees assessed to offenders are assessed to all OUI incidents whether a victim was involved or not.

RMV/ Massachusetts Rider Education Program (MREP)

To minimize the risk and maximize the fun of motorcycling, the RMV will allocate approximately $200,000 in state funding for the MREP. The mission of this program is to reduce the number of motorcycle related fatalities and injuries by increasing the statewide availability of Motorcycle Safety Foundation (MSF) approved training courses for motorcycle riders and to increase awareness and education for both riders and drivers.

MassDOT

In FFY 2014, MassDOT announced the beginning of a new Bicycle and Pedestrian Safety Awareness and Enforcement Program to reduce the number of crashes involving bicycles and pedestrians and to enhance safe travel. The program provided approximately $500,000 in funding from the Federal Highway Administration (FHWA) to support partnerships with Regional Planning Agencies, local officials and police departments in 12 communities statewide (Brockton, Cambridge, Fall River, Haverhill, Lynn, New Bedford, Newton, Pittsfield, Quincy, Salem, Somerville, and Watertown), with additional communities to be included in future years. The initial 12 communities were identified based upon several factors, including the highest number of reported non-motorist crashes per capita and high proportion of trips made by bicycles and walking. The Bicycle and Safety Awareness and Enforcement Program provides funds for stepped-up enforcement and increased involvement with police departments regarding pedestrian and bicycle issues. Feedback from enforcement and awareness will be reviewed to allow for identification of infrastructure improvements that are needed to improve safe travel for all modes in each community. MassDOT will use federal funding from FHWA to assist local communities to make the infrastructure improvements.

The Massachusetts State Police and the Massachusetts Department of Transportation will continue that the Highway Safety Corridor Program for I-495 and I-95 through the greater Foxboro area. The program posts public safety signs that read, "Highway Safety Corridor / Laws Strictly Enforced" at eight locations through the corridor. In partnership with the State

Police, additional patrols will be on hand to enforce speed limits, reduce aggressive driving and prevent distracted driving. This corridor has been selected because of the high incidence of speeding and driving-related crashes involving injuries and fatalities. The shared goal of the State Police and MassDOT is to drastically reduce the number of crashes and to encourage motorists to drive safely and observe the posted speed limit. The program uses radar technology to calculate the average rate of speed through segments of I-495, and I-95 and will be used to deploy State Police patrols during times where the data show vehicle speeds above the posted limit. The enforcement program is a $201,000 effort funded through the Highway Safety Improvement Program as a strategy to curb speeding and other moving violations under the Massachusetts Strategic Highway Safety Plan. The program includes the purchase of the eight Variable Message Boards with radar. The data collected from the radar will be used to measure the reduction of average vehicle speeds because of the additional State Police patrols. In the future, the equipment will be deployed along other portions of state highway to establish additional Highway Safety Corridor campaigns.

DPH/Injury Prevention and Control Program

The Center for Disease Control and Prevention provides approximately $450,000 in funding to DPH ‘s Injury Prevention and Control Program through the Core Violence and Injury Prevention Program. The mission of the Injury Prevention and Control Program is to reduce the rates of injuries at home, at school, in the community, on the road, and at play, and to improve emergency medical services for children. They conduct research, develop policies and programs, and provide services to communities, groups, and individuals by offering training and health education; data collection, analysis, and reports; coalition and task force leadership; program development assistance; and public information materials. A portion of this funding will be used to help prevent motor vehicle-related injuries.

2.0 Highway Safety Problem Identification

This HSP for FFY 2016 has been developed in coordination with the following documents:

Massachusetts' SHSP (2013)

NHTSA's 2013 Management Review

NHTSA's Impaired Driving Assessment for Massachusetts (FFY 2005)

NHTSA's Occupant Protection Assessment for Massachusetts (FFY 2007)

NHTSA's Occupant Protection Special Management Review (FFY 2009)

NHTSA's Motorcycle Safety Program Technical Assessment (FFY 2010)

Strategic Plan for Traffic Records Improvement (FFY 2016)

NHTSA's Massachusetts Traffic Records Assessment Report (FFY 2014)

NHTSA's Standardized Field Sobriety Test (SFST) Assessment Report for Massachusetts (FFY 2012)

NHTSA's Countermeasures That Work (CTW) Volume Seven

Centers for Disease Control's Community Guide

■ 2.1 Problem Identification Process

The process EOPSS/HSD uses to pinpoint program areas warranting attention from Massachusetts highway safety professionals in FFY 2016 is outlined below.

General Problem Identification. This step begins by outlining the data sources used to identify problems and the persons or organizations responsible for collecting, managing, and analyzing relevant data. These data sources are described in Table 2.1. EOPSS/HSD will also use the Massachusetts Traffic Records Analysis Center (MassTRAC) for crash records analysis, mapping, and reporting. The software provides quick and easy user access to crash data, tabulations, maps, and counts of crashes, vehicles, drivers, passengers, and non-motorists. This allows law enforcement and other stakeholders to more effectively identify high-risk locations and times so human and financial resources can be dedicated to the areas of greatest need. Results of the data are coordinated with the SHSP, analyzed, and gaps are identified. This step also uses ongoing exchanges with key federal, state, and local partners (such as the MSP, local police

departments, MassDOT, MDPH, Massachusetts Chiefs of Police Association, TRCC and the Governors Highway Safety Association) to identify major highway safety areas of concern and to try to gain consensus of priority areas. EOPSS/HSD's monitoring site visits have been especially useful in determining specific traffic concerns of local and state partners. The information is also used for guiding subsequent analyses. The programs outlined in this section allow for continuous follow-up and adjustment based on new data and the effectiveness of existing and on-going projects.

Furthermore, feedback from the recent Traffic Safety Forum, held on April 30th in Devens, helped emphasize key areas of concern such as the need for continued high-visibility enforcement, better educational outreach about seatbelt safety to immigrant populations, and training more certified DREs to assist State and local police with ongoing drugged driving issues.

Selection of Program Areas. This step uses analyses of available data sources to identify on-going and emerging problem areas and to verify the general decisions regarding major areas of concern made in the first step. EOPSS/HSD continues to collaborate with partners and safety stakeholders to gain input and agreement about the problem areas. Focus is not only on the size and severity of the problem but also where the greatest impact in terms of reducing crashes, injuries and fatalities can be made. Program selection criteria are established with the help of partners and the assessments and other documents listed above that provide evidence and support for selected projects. Organizations are selected for funding usually based on a competitive grant application that is data-driven and evidence-based. For example, the traffic enforcement grant countermeasure is awarded based on problem identification. Starting in FFY 2012, only municipalities that met certain thresholds for crash data and performance were invited to participate in the program. Specifically, only communities with an above average crash rate that met the previous year's grant requirements are eligible. From there, funds are distributed based on population. Agency procedures also must be in place to ensure federal highway safety funds are being properly expended. Enforcement activity reports are required as part of the grant and include information about traffic stops, arrests, citations, and verbal and written warnings.

Determination of Performance Measures, Performance Targets, and Tasks. During this step and in conjunction with the SHSP, all of the above work is used to set reasonable performance measures, performance targets, and to develop tasks for the program areas in order to allocate EOPSS/HSD's resources where they may be most effective. This step requires knowledge of the demographics, laws, policies, and partnering opportunities and limitations that exist in the Commonwealth. Selected programs and projects are explicitly related to the accomplishment of performance targets. For the most part, performance targets were based upon five-year trend data, same as done for the FFY 2015 HSP. All efforts are made to harmonize the performance measures and projects in the HSP with the SHSP. EOPSS/HSD and MassDOT work closely to ensure that the performance measures for fatalities, fatality rate, and serious injuries are identical. EOPSS/HSD works with the SHSP Steering Committee and program area subcommittees to ensure that projects in the HSP and SHSP are coordinated. While EOPSS/HSD coordinates performance targets and projects with the SHSP, the SHSP lists performance targets over a longer period of time.

Table 2.1 Data Used for FFY 2016 HSP Problem Identification

Data Type	Data Set	Source/Owner	Year(s) Examined
Fatality and Injury	FARS, Massachusetts Crash Data System, Injury Surveillance Program, MassTRAC	NHTSA, State Traffic Safety Information (STSI), RMV, Massachusetts Department of Public Health, EOPSS/HSD	2008 to 2013
Violation	Massachusetts Citation Data	RMV/MRB	2008 to 2014
Seat Belt Use	Massachusetts Seat Belt Use Observation Data	EOPSS/HSD	2008 to 2014
Licensed Drivers, Registrations and Vehicle Miles Traveled (VMT)	Highway Statistics	FHWA, U.S. Census Bureau, RMV	2008 to 2013
Operating Under the Influence	Crime Statistics	RMV/MRB, Federal Bureau of Investigation	2008 to 2013

The crash data used in this HSP may not be consistent with the data reported by NHTSA's FARS due to variations in data availability and data quality improvements.

Coordination with the SHSP

Initiated in 2006, the SHSP was developed in consultation with federal, state, local, and private sector safety stakeholders using a data-driven, multidisciplinary approach involving engineering, education, enforcement, and emergency response. The plan has statewide goals, objectives and emphasis areas. Goals are organized by three tiers – Strategic, Proactive, and Emerging - to focus on the traffic safety problems in each area. The Emphasis Areas are Impaired Driving, Intersection Crash Prevention, Lane Departures, Occupant Protection, Speeding/Aggressing Driving, Young Drivers, Older Drivers, Pedestrians, and Motorcycles. The Proactive Emphasis Area represents less than 10 percent of annual fatalities or severe injuries: Bicycles, Truck and Bus-Involved Crashes, At-Grade Crossings, and Traffic Incident Management Safety (formerly work zone safety). The Emerging Emphasis Area focuses on improving the data systems used to analyze traffic safety patterns and for safety topics where data is inconclusive – Data Systems, Drowsy Driving and Driver Inattention.

In 2012, the SHSP Executive Leadership Committee, the Steering Committee, and the Emphasis Area Teams collaborated on the development and implementation of the SHSP. A reveiw was conducted in FFY 2013 with MassDOT contracting services with Cambridge Systematics and UMassSAFE at UMass Amherst. The Committees identified and recruited new stakeholders, reviewed available data, developed new strategies, conducted stakeholder meetings and completed an evaluation of transportation safety, crash data, and emphasis area strategies. Emphasis area stakeholders include but are not limited to: AAA, UMass Gerontology, Massachusetts Health and Human Services, MDPH, regional transit authorities, insurance companies, MassRIDE, WalkBoston, hospitals, emergency medical services, driving schools,

motorcycle associations, Safer Roads Alliance, state and local police agencies, MADD, SADD and host of other traffic safety partners.

EOPSS/HSD is a long-standing stakeholder and key contributor and serves on the Executive Leadership and Steering Committees, chairs multiple Emphasis Team Areas and serves on a number of other teams. The SHSP is coordinating with the efforts of the EOPSS/HSD and in concert with the 2013 updated SHSP, which was submitted to FHWA in September 2013.

The Massachusetts Highway Safety Improvement Program (HSIP) performance measures were developed by MassDOT and were submitted to FHWA in September 2013 for review and approval for FFY 2014. The performance measures in the HSP and HSIP (fatalities, fatality rate, and serious injuries) are identical as coordinated through the state SHSP. The HSD will continue to work with NHTSA Region 1 to ensure coordination with the SHSP and HSIP.

■ 2.2 Massachusetts Characteristics

Located in the northeastern United States, Massachusetts is the 6th smallest state with a land area of 7,800 square miles and 351 cities and towns. Despite its small geographic size, Massachusetts is the 14th most populated state. According to the U.S. Census, in 2013, the Commonwealth's estimated population was 6,708,874, resulting in a density of approximately 860 persons per square mile. Massachusetts is the most populous of the six New England states. The highest population concentrations are in the eastern third of the Commonwealth. Boston is the capital and the most populated city in Massachusetts. Smaller pockets of population density also exist around the second and third largest cities, Worcester in central Massachusetts and Springfield in western Massachusetts.

Massachusetts has 76,243 road miles. Of these, 64,235 are urban and 12,503 are rural. Interstates, freeways, and expressways account for 4,628 of these miles and 48,876 miles are considered local roads. Major roadways include Interstates 90 (the Massachusetts Turnpike), 91, 93, 95, and 495. In 2013, motorists in Massachusetts traveled over 56 billion miles.

Boston is the seventh largest media market in the country. This market has spillover into southern New Hampshire and parts of Connecticut as well. Massachusetts has 17 full power television stations, 304 newspapers, and 219 broadcast and college radio stations.

Based on the most recently available RMV information, in 2013 there were 4,765,586 licensed drivers. Other demographics for Massachusetts based on estimated 2013 U.S. Census Bureau data include:

Age distribution:

Children (under 18 years old) – 20.8%

Adults (18 to 64 years old) – 64.4%

Older persons (65+) – 14.8%

Non-Caucasians account for 16.8 percent of the population compared with 22.3 percent nationally.

The three largest minority populations in Massachusetts as of 2013 are Hispanic or Latino (10.5%), African American (8.1%), and Asian (6.0%).

The Massachusetts economy is primarily reliant on academic/research, tourism, technology, and financial services. Tourist destinations on Cape Cod and in the Berkshires as well as over 120 public and private colleges and universities create significant seasonal increases in the population both statewide and regionally. County government is virtually non-existent except as geographic definitions and for prosecutorial and correctional jurisdiction. In general, at the local level, administrative and legislative powers rest with mayors and city councils, town managers, town administrators, and boards of selectmen. The counties detailed in Table 2.2 have been used in this HSP for purposes of localizing the traffic safety statistics.

Table 2.2 Counties of Massachusetts

County	2013 County Population Estimates, per U.S. Census Bureau	County	2013 County Population Estimates, per U.S. Census Bureau
Barnstable	214,836	Hampshire	160,970
Berkshire	129,489	Middlesex	1,558,131
Bristol	552,167	Nantucket	10,568
Dukes	17,190	Norfolk	688,709
Essex	764,093	Plymouth	503,636
Franklin	71,155	Suffolk	760,093
Hampden	467,414	Worcester	810,423

■ 2.3 Normalizing Data and Major Statistics

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

Table 2.3 Base Data for Massachusetts and United States

	2009		2010		2011		2012		2013	
	MA	**U.S.**	**MA**	**U.S.**	**MA**	**U.S.**	**MA**	**U.S.**	**MA**	**U.S.**
Population (100K)	65.93	3,068	65.47	3,094	66.01	3,116	66.45	3,139	66.93	3,161
VMT (100M)	543.17	29,765	543.61	29,665	547.92	29,629	559.40	29,688	563.11	29,880
Licensed Drivers (100K)	46.56	2,100	46.45	2,101	46.83	2,118	47.33	2,118	47.65	2,121
Total Fatalities	340	33,883	347	32,999	337	32,367	349	33,561	326	32,719

Source: U.S. Census May 2015; RMV July 2014; FHWA May 2015; NHTSA Traffic Safety Facts 2009 to 2013; FARS April 2015

Key Massachusetts crash data and trends are provided in Table 2.4. Nationwide comparisons are provided in some areas.

Table 2.4 Massachusetts and Nationwide Crash Data Trends

Fatalities	**2009**	**2010**	**2011**	**2012**	**2013**	**% change: 2013 vs 2009**	**% change: 2013 vs 2009-2012 avg.**
MA Fatalities	340	347	374	383	326	- 4%	-10%
US Fatalities	33,883	32,999	32,479	33,782	32,719	-3%	-2%
MA Fatalities – Male	249	251	239	269	216	-13%	-16%
MA Fatalities – Female	91	95	98	114	110	21%	7%
MA Fatal Crashes	313	330	265	291	309	- 1%	3%
US Fatal Crashes	30,862	30,296	29,867	30,800	30,263	- 2%	- 0.6%
Fatality Rate	**2009**	**2010**	**2011**	**2012**	**2013**	**% change: 2013 vs 2009**	**% change: 2013 vs 2009-2012 avg.**
MA Fatality Rate/ 100 Million VMT	0.62	0.64	0.68	0.68	0.58	- 7%	-11%

US Fatality Rate/ 100 Million VMT	1.20	1.11	1.10	1.14	1.09	-11%	-4%
MA Urban Fatality Rate/100 Million VMT	0.60	0.63	0.65	0.56	0.52	-13%	-15%
MA Rural Fatality Rate/100 Million VMT	0.82	0.72	1.08	1.97	1.86	127%	62%
Crashes and Injuries	**2009**	**2010**	**2011**	**2012**	**2013**	**% change: 2013 vs 2009**	**% change: 2013 vs 2009-2012 avg.**
MA Number of Motor Vehicle Crashes of All Types	117,776	115,643	120,632	122,645	124,170	5%	4%
MA Number of Incapacitating Injuries (as measured by hospital stays)	4,782	4,858	4,853	4,384	4,134	-14%	- 12%
MA Number of Crash Injuries (excluding fatalities)	41,999	41,833	43,779	44,192	43,127	3%	0.4%
Alcohol	**2009**	**2010**	**2011**	**2012**	**2013**	**% change: 2013 vs 2009**	**% change: 2013 vs 2009-2012 avg.**
MA Number of Fatalities Involving Driver or Motorcycle Operator w/ ≥.08 BAC	106	122	126	129	118	11%	-2%
US Number of Fatalities Involving Driver or Motorcycle Operator w/ ≥.08 BAC	10,759	10,136	9,865	10,336	10,076	-6%	-2%
MA Alcohol-Related Fatalities (Actual) BAC = 0.01+	143	166	162	162	158	-10%	NC
MA Percent of All Fatalities that are Alcohol-Related BAC≥0.08+)	31%	35%	34%	35%	36%	16%	8%
US Percent of All Fatalities that are Alcohol-Related BAC≥0.08+)	32%	31%	30%	31%	31%	-3%	-0.23%
MA Alcohol-Related Fatality Rate/ 100 Million VMT	0.19	0.22	0.23	0.23	0.21	8%	-5%
US Alcohol-Related Fatality Rate/ 100 Million VMT	0.36	0.34	0.33	0.35	0.34	-7%	-3%
Occupant Protection	**2009**	**2010**	**2011**	**2012**	**2013**	**% change: 2013 vs 2009**	**% change: 2013 vs 2009-2012 avg.**
MA Percent Observed Belt Use for Passenger Vehicles – Front Seat Outboard Occupants	74%	74%	73%	73%	75%	1%	2%
US Percent Observed Belt Use for Passenger Vehicles – Front Seat Outboard Occupants	84%	85%	84%	86%	87%	3%	3%
MA Unrestrained Passenger Vehicle Occupant Fatalities	116	102	122	103	96	-17%	-13%
US Unrestrained Passenger Vehicle Occupant Fatalities	11,545	10,590	10,215	10,370	9,580	-17%	-10%
MA Percent of Vehicle Occupant Fatalities Unrestrained	34%	29%	33%	27%	29%	- 14%	-4%
US Percent of Vehicle Occupant Fatalities Unrestrained	34%	32%	31%	31%	29%	-14%	-9%

Motorcycles	**2009**	**2010**	**2011**	**2012**	**2013**	**% change: 2013 vs 2009**	**% change: 2013 vs 2009-2012 avg.**
MA Number of Motorcyclist Fatalities	55	61	40	56	40	-27%	-25%
US Number of Motorcyclist Fatalities	4,469	4,518	4,630	4,986	4,668	4%	0.37%
MA Percent of all Fatalities that are Motorcyclists	16%	18%	11%	15%	12%	-25%	-20%
US Percent of all Fatalities that are Motorcyclists	13%	14%	14%	15%	14%	8%	NC
MA Number of Unhelmeted Motorcyclist Fatalities	6	7	5	3	5	17%	NC
MA Motorcyclist Serious Injuries (As measured by hospitals stays)	656	663	654	500	617	- 6%	NC
MA Number of Motorcycle Fatalities with Motorcycle Operator w/ ≥.08 BAC	10	16	11	12	13	30%	8%
US Number of Motorcycle Fatalities with Motorcycle Operator w/ ≥.08 BAC	1,238	1,205	1,298	1,335	1,232	- 0.4%	3%
MA Percent of Motorcycle Fatalities with Motorcycle Operator w/ ≥.08 BAC	20%	27%	32%	24%	32%	60%	23%
US Percent of Motorcycle Fatalities with Motorcycle Operator w/ ≥.08 BAC	30%	29%	30%	29%	28%	- 15%	- 7%
Pedestrians	**2009**	**2010**	**2011**	**2012**	**2013**	**% change: 2013 vs 2009**	**% change: 2013 vs 2009-2012 avg.**
MA Number of Pedestrian Fatalities	46	68	69	82	68	48%	3%
US Number of Pedestrian Fatalities	4,109	4,302	4,457	7,818	4,735	15%	7%
MA Percent of all Fatalities that are Pedestrians	14%	20%	16%	21%	21%	50%	17%
US Percent of all Fatalities that are Pedestrians	12%	13%	14%	14%	14%	17%	7%
MA Pedestrian Serious Injuries (as measured by hospital stays)	714	759	740	566	602	- 16%	- 13%
Bicycles	**2009**	**2010**	**2011**	**2012**	**2013**	**% change: 2013 vs 2009**	**% change: 2013 vs 2009-2012 avg.**
MA Bicyclist Fatalities	6	7	5	16	6	NC	-29%
US Bicyclist Fatalities	628	623	682	734	743	18%	11%
MA Percent of all Fatalities that are Bicyclists	2%	2%	1%	4%	2%	NC	NC
US Percent of all Fatalities that are Bicyclists	2%	2%	2%	2%	2%	NC	NC
MA Bicyclist Serious/Incapacitating Injuries	185	485	147	131	145	- 22%	- 38%
Distracted Driving	**2009**	**2010**	**2011**	**2012**	**2013**	**% change: 2013 vs 2010**	**% change: 2013 vs 2010-2012 avg.**
MA Number of Distracted Driving Fatalities	N/A	47	53	44	40	-15%	-17%

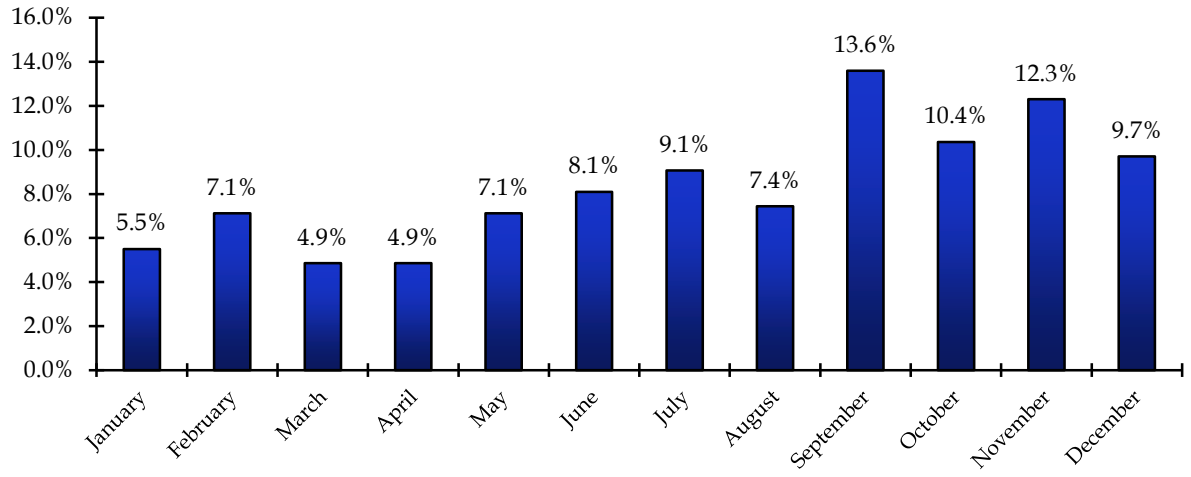
US Crashes with ≥1 distractions reported	N/A	4,538	3,831	3,966	3,737	-18%	-9%
MA Percent of all Fatalities with Distracted Driving	N/A	14%	14%	12%	12%	-9%	-6%
US Percent of all Fatalities with Distracted Driving	N/A	14%	12%	12%	11%	-17%	-8%
Speed	**2009**	**2010**	**2011**	**2012**	**2013**	**% change: 2013 vs 2009**	**% change: 2013 vs 2009-2012 avg.**
MA Number of Speed-Related Fatalities	77	83	121	114	88	14%	-11%
US Number of Speed-Related Fatalities	10,664	10,508	10,001	10,329	9,613	-10%	-7%
MA Percent of All Fatalities that are Speed-Related	23%	24%	32%	30%	27%	19%	-1%
US Percent of All Fatalities that are Speed-Related	31%	32%	31%	31%	29%	-7%	-6%
MA Speed-Related Fatality Rate/ 100 Million VMT	0.14	0.15	0.22	0.20	0.16	11%	-13%
US Speed-Related Fatality Rate/ 100 Million VMT	0.36	0.35	0.34	0.35	0.32	-11%	-8%
Younger Drivers	**2009**	**2010**	**2011**	**2012**	**2013**	**% change: 2013 vs 2009**	**% change: 2013 vs 2009-2012 avg.**
MA Fatalities involving a Younger Driver (age 16-20)	55	54	51	50	36	-35%	-31%
US Fatalities involving a Younger Driver (age 16-20)	5,544	4,936	4,726	4,596	4,248	-23%	-14%
MA Percent of all Fatalities that involve a Younger Driver	16%	16%	14%	13%	11%	-31%	-27%
US Percent of all Fatalities that involve a Younger Driver	16%	15%	15%	14%	13%	-19%	-13%
MA Serious Injuries that involve a Younger Driver	656	632	602	546	449	-32%	-26%
MA Number of Younger Driver (age 15-20) Fatalities	23	21	24	20	13	-43%	-41%
MA Number of Younger Driver (age 15-20) Fatalities with Younger Driver BAC w/ ≥.01 BAC	7	7	10	9	4	-43%	-50%
MA Percent of Younger Driver (age 15-20) Fatalities with Younger Driver BAC w/ ≥.01 BAC	30%	33%	38%	45%	31%	1%	-16%
Older Drivers	**2009**	**2010**	**2011**	**2012**	**2013**	**% change: 2013 vs 2009**	**% change: 2013 vs 2009-2012 avg.**
MA Fatalities Involving an Older Driver (age 65+) Involved	63	68	69	84	73	16%	3%
US Fatalities Involving an Older Driver (age 65+)	5,613	5,782	5,636	5,940	6,014	7%	5%
MA Percent of all Fatalities that Involve an Older Driver	19%	20%	18%	22%	22%	16%	10%
US Percent of all Fatalities that Involve an Older Driver	17%	18%	19%	22%	18%	6%	-5%
MA Serious Injuries Involving an Older Driver	513	546	559	657	534	4%	-7%

Traffic Enforcement Grants	2010	2011	2012	2013	2014	% change: 2014 vs 2010	% change: 2014 vs 2010-2013 avg.
MA Number of Seat Belt Citations Issued During Grant-Funded Enforcement Activities*	13,815	6,118	11,622	7,329	14,338	4%	47%
MA Number of Impaired Driving Arrests Made During Grant-Funded Enforcement Activities*	221	147	635	639	869	293%	111%
MA Number of Speeding Citations Issued During Grant-Funded Enforcement Activities*	14,161	6,990	9,959	9,183	10,485	-26%	4%

Source: STSI May 2014; RMV July 2014; FARS April 2015; 2008 to 2014 Massachusetts Seat belt Use Observation Surveys; HSD grant data 2007-2014, MassTRAC May 2015; Health Injury Surveillance Program February 2015; MA Crash Data System February 2015
*Based on FFY activity
Note: 1) Some numbers reported in this FFY 2016 Highway Safety Performance Plan may differ from the same categories reported in previous reports due to changes in data availability and data quality improvements. 2) Any inconsistencies between total of male/female fatalities and overall reported fatalities for given year are due to gender that was either not reported or was unknown on crash report.

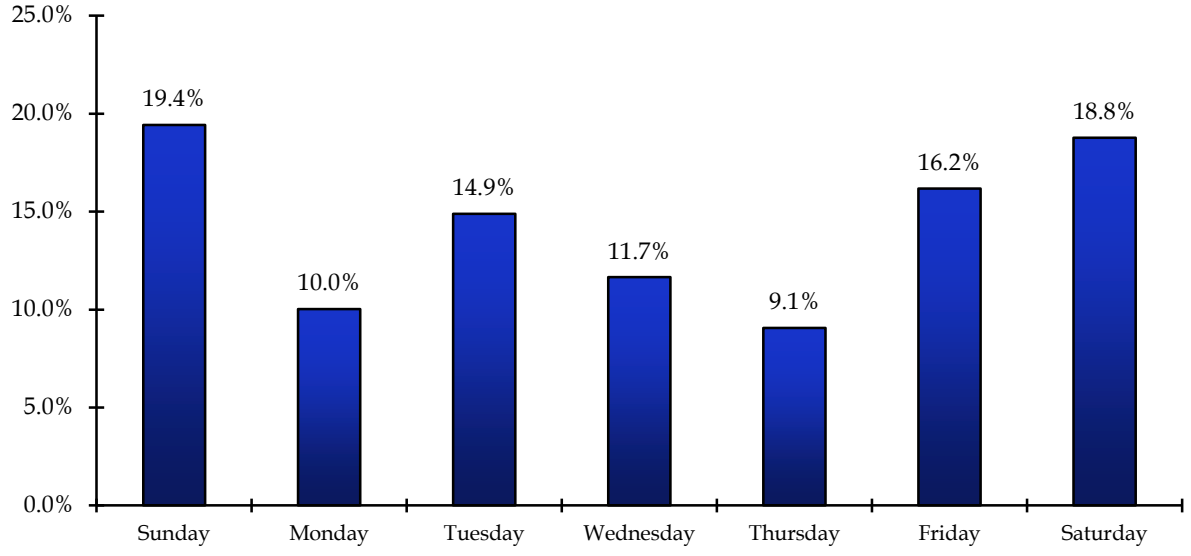
As shown in Figures 2.1 and 2.2, the greatest percentage of fatal crashes occurred in September, and on Sunday. Fatal crashes occurred most frequently between the hours of 6:00 p.m. and 8:59 p.m., as shown in Figure 2.3. Utilizing this data, EOPSS/HSD will work with MSP and local law enforcement agencies to conduct more enforcement activities during these peak times.

Figure 2.1 Percent of Massachusetts Fatal Crashes by Month-of-Year 2013



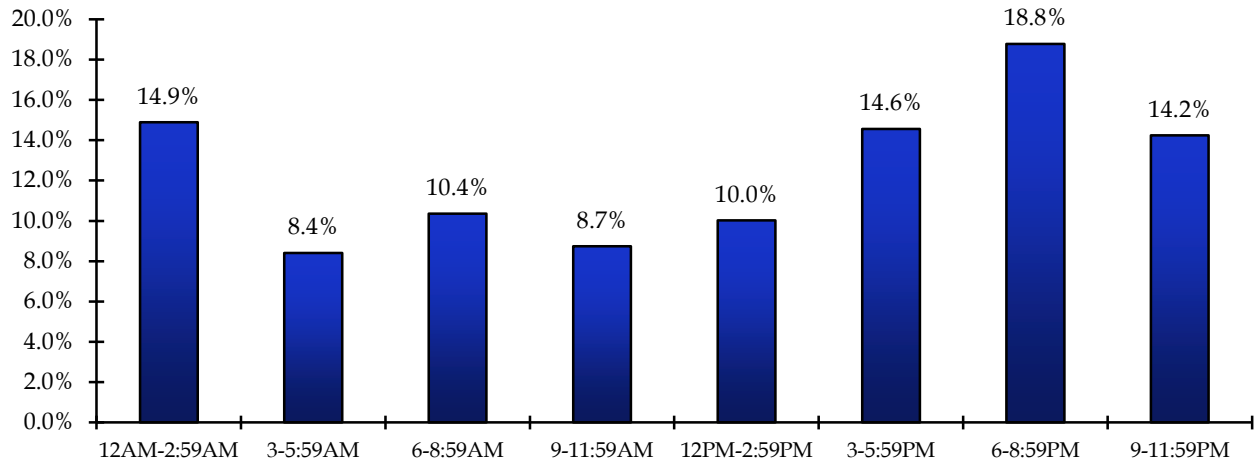
Source: FARS

Figure 2.2 Percent of Massachusetts Fatal Crashes by Day-of-Week 2013



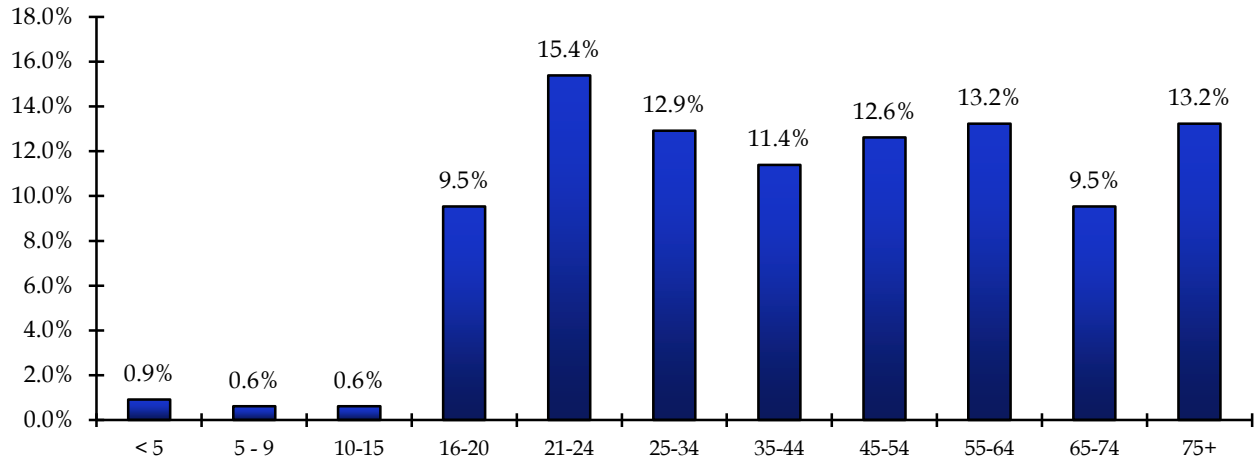
Source: FARS

Figure 2.3 Percent of Massachusetts Fatal Crashes by Time-of-Day 2013



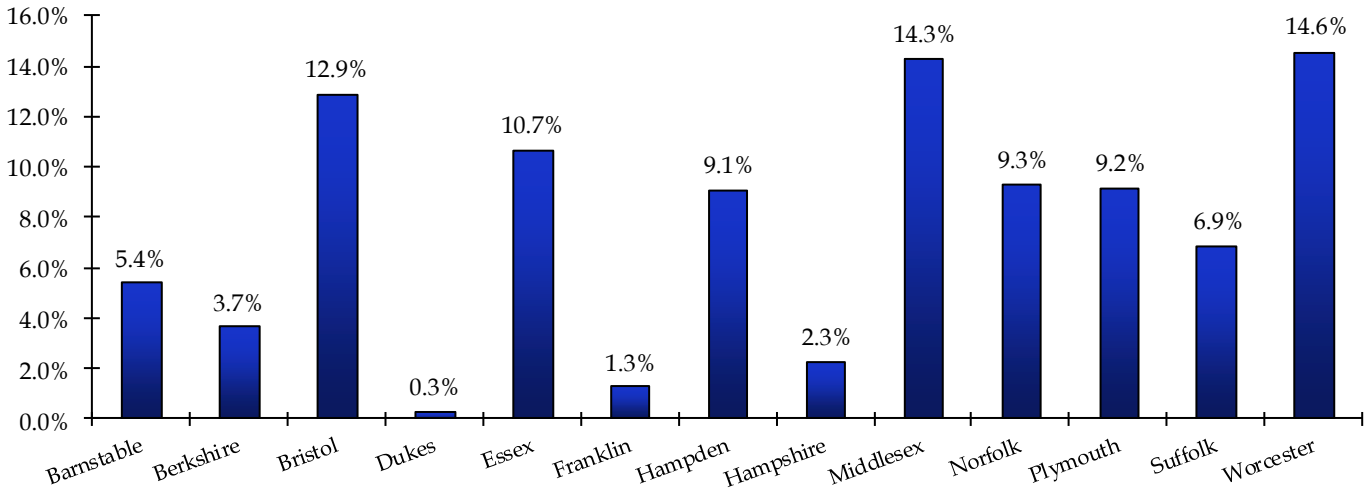
Source: FARS

Figure 2.4 Percent of Massachusetts Fatalities by Age Group 2013



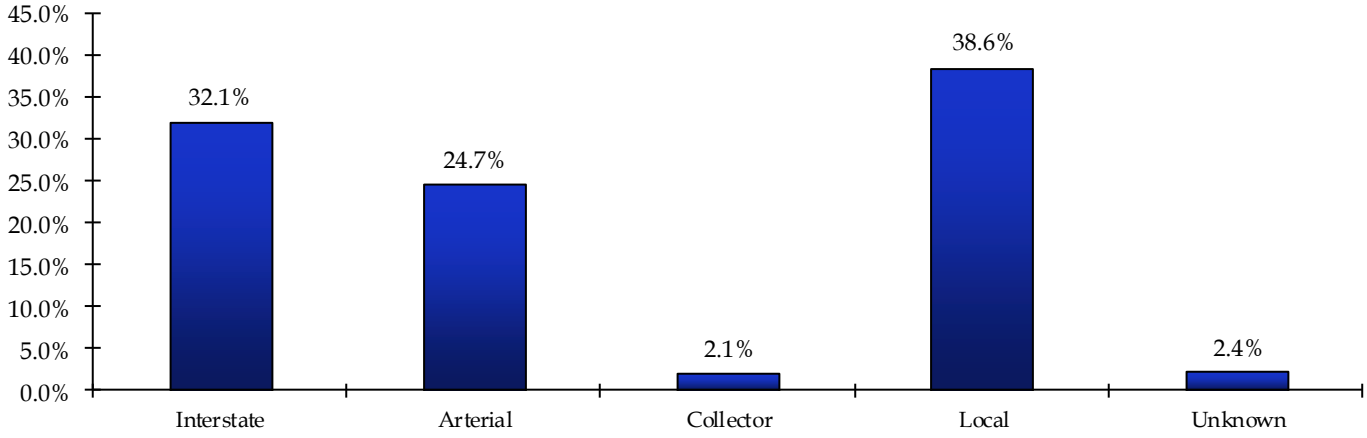
Source: FARS

Figure 2.5 Percent of Massachusetts Fatalities by County 2009-2013



Source: FARS

Figure 2.6 Percent of Massachusetts Fatalities by Road Type 2009-2013



Source: FARS

■ 2.4 FFY 2016 Performance Targets

The performance targets identified in this section were established as part of the problem identification process described in Section 2.1. Performance targets for each program area are established by reviewing available data trends from reliable sources. These performance targets are shared with EOPSS/HSD grantees.

EOPSS/HSD and MassDOT work closely to ensure that the performance measures for fatalities and serious injuries are identical. However, the performance targets listed in this section are short-term (one year out) goals, while the SHSP lists performance targets over a longer period of time (five years).

The Massachusetts SHSP adopted a five-year goal (2013-2017) to reduce fatalities by 20 percent from 367 fatalities to 294 and hospitalizations by 20% from 4,834 to 3,867 by 2017. The SHSP also adopted an interim goal which recognizes the 2007 American Association of State Highway and Transportation Officials goal of reducing the number of fatalities and serious injuries by one-half over two decades.

EOPSS/HSD monitors national traffic safety trends to ensure that its priorities are in line with NHTSA's, unless state or local data and analyses show the need for a different approach. Based on the problem identification information presented above, EOPSS/HSD has prioritized its FFY 2016 performance targets and programs for the following program areas: Impaired Driving, Occupant Protection, Motorcycles, Pedestrians/Bicyclists, Traffic Records, Distracted Driving, Speeding, and Young/Older Drivers.

Table 2.5 FFY 2016 Core Performance Measures Targets and Five-Year (2009-2013) Results

				2009	2010	2011	2012	2013
C-1	Traffic Fatalities	Decrease MV fatalities **10%** from the 2009-2013 calendar base year average of 354 to 319 by December 31, 2016	Annual	340	347	374	383	326
			5-year average	*402*	*383*	*372*	*362*	*354*
C-2	Serious Injuries	Decrease annual motor vehicle-related serious injuries **10%** from 4,134 in 2013 to 3,721 by December 31, 2016	Annual	4,782	4,858	4,853	4,384	4,134
			5-year average	*4,708*	*4,669*	*4,724*	*4,765*	*4,602*
C-3	Fatalities/VMT	Decrease fatality/VMT rate **10%** from the 2009-2013 calendar base year average of 0.64 to 0.58 by December 31, 2016	Annual	0.62	0.64	0.68	0.68	0.58
			5-year average	*0.73*	*0.70*	*0.68*	*0.66*	*0.64*
C-4	Unrestrained Passenger Vehicle Occupant Fatalities, All seat positions	Decrease unrestrained passenger vehicle occupant fatalities **10%** from the 2009-2013 calendar base year average of 108 to 97 by December 31, 2016	Annual	116	102	122	103	96
			5-year average	*143*	*129*	*122*	*113*	*108*
C-5	Alcohol-Impaired Driving Fatalities	Decrease alcohol-impaired driving fatalities **10%** from the 2009-2013 calendar base year average of 120 to 108 by December 31, 2016	Annual	106	122	126	129	118
			5-year average	*135*	*129*	*126*	*121*	*120*
C-6	Speed-Related Fatalities	Decrease speed-related fatalities **10%** from the 2009-2013 calendar base year average of 97 to 87 by December 31, 2016	Annual	77	83	121	114	88
			5-year average	*122*	*110*	*104*	*98*	*97*
C-7	Motorcyclist Fatalities	Decrease motorcycle fatalities **5%** from the 2009-2013 calendar base year average of 50 to 47 by December 31, 2016	Annual	55	61	40	56	40
			5-year average	*53*	*54*	*52*	*51*	*50*
C-8	Unhelmeted Motorcyclist Fatalities	Decrease unhelmeted motorcycle fatalities **10%** from the 2009-2013 calendar base year avearge of 5 to 4 by December 31, 2016	Annual	6	7	5	3	5
			5-year average	*4*	*4*	*4*	*4*	*5*
C-9	Young Driver (U21) Involved in a Fatal Crash	Decrease number of young drivers (age 20 or under) involved in fatal crashes **10%** from 2009-2013 calendar base year average of 47 to 42 by December 31, 2016	Annual	56	53	50	45	33
			5-year average	*70*	*63*	*59*	*53*	*47*
C-10	Pedestrian Fatalities	Decrease pedestrian fatalities **5%** from 2009-2013 calendar base year average of 67 to 64 by December 31, 2016	Annual	46	68	69	82	68
			5-year average	*65*	*63*	*65*	*68*	*67*
C-11	Bicyclist Fatalities	Decrease bicyclist fatalities **5%** from 2009-2013 calendar base year average of 8 to 7 by December 31, 2016	Annual	6	7	5	16	6
			5-year average	*8*	*8*	*8*	*9*	*8*
				2010	**2011**	**2012**	**2013**	**2014**
B-1	Observed Seatbelt Usage	Increase observed seat belt use rate **5%** from 2010-2014 calendar base year average of 74 to 78 by December 31, 2016	Annual	74	73	73	75	77
			5-year average	*70*	*71*	*72*	*74*	*74*
A-1	Seatbelt Citations During Grant-Funded Enforcement	No target necessary	FFY	13,815	6,118	11,622	7,329	14,338
A-2	Impaired Driving Arrests During Grant-Funded Enforcement	No target necessary	FFY	221	147	635	639	869
A-3	Speeding Citations During Grant-Funded Enforcement	No target necessary	FFY	14,161	6,990	9,959	9,183	10,485

■ 2.5 Evidence-Based Traffic Safety Enforcement Plan

The Massachusetts HSD has developed strategies and processes to ensure that enforcement resources are used efficiently and effectively to support the goals of the state's highway safety program. Massachusetts incorporates an evidence-based approach in its statewide enforcement program through the following elements:

Data-Driven Problem Identification

The statewide problem identification process used in the development of the HSP was described earlier in this section. Extensive data analyses are used to identify not only safety programs to focus on, but also on locations, regions, and population segments of the Commonwealth that have a high level of motor vehicle crashes and fatalities. Key results summarizing the problems identified are described in detail within the program areas of this HSP. Highlights from the data presented thus far:

- → In 2013, all core performance measures with the exception of alcohol-impaired driving fatalities, speed-related fatalities, and pedestrian fatalities have decreased compared with 2009.
- → The five-year average for 2009-2013 core performance measures showed a decrease from 2005-2009 average with the exception of unhelmeted motorcyclist fatalities (+1), pedestrian fatalities (+2) and bicyclist fatalities (no change/same).
- → Observed seatbelt usage increased three percentage points from 2010 to 77%. Concurrently, unrestrained passenger vehicle occupant fatalities dropped from 102 in 2010 to 96 in 2013, a 6% decline. Occupant protection outreach and education continues to be a key priority.
- → In terms of enforcement focus, 46% of all fatal crashes in 2013 took place between September and December; the weekend had over one-third of the fatal crashes (38%); and 19% of all fatal crashes occurred between 6pm – 9pm.
- → From 2009-2013, the 21-24 age group represented highest percentage of all fatalities (15.4%) with 55-64 and 75+ tied at 13.2%.
- → During the same five-year period (2009-2013), Worcester lead all counties with 258 fatalities, followed by Middlesex (253) and Bristol (228). Local roads accounted for nearly 39% of all fatal crash locations.

All enforcement agencies receiving EOPSS/HSD grant funding must also use a data-driven approach to identify enforcement issues within their jurisdictions. Data is required in an enforcement agency's application for grant funding and must support the agency's contention that it needs funding. The data must further detail the key areas or demographics the agency plans to target with grant funding. While funding eligibility is based on crash data, funding levels are based on population. This is because the population size generally corresponds with the number of crashes and associated data within a city or town.

Implementation of Evidence-based Strategies

When determining key areas to fund for FFY 2016, EOPSS/HSD utilizes data and stakeholders feedback not only to ascertain the size and severity of the problem but also where the greatest impact in terms of reducing crashes, injuries and fatalities can be made. With over 100 different charts, graphs and tables in the FFY 2016, all planned tasks are supported by data and justify need for funding to reduce traffic fatalities and crashes across the Commonwealth.

Potential or prospective grantees for funding are usually selected based on a competitive grant application that is data-driven and evidence-based. Each applicant is required to provide data on level of crashes and fatalities within their respective community or region.

The Commonwealth of Massachusetts evidence-based traffic safety enforcement methodology will also include enforcement of traffic laws as pertaining to impaired driving, seatbelt usage and pedestrian safety coupled with numerous sobriety checkpoints held throughout the state. The combined effort among local and state law enforcement agencies along with several non-profit organizations will help promote traffic safety and increase public awareness of the risk involved with impaired driving, failure to wear a seatbelt, and being mindful of pedestrians while on the roads.

Based on the data contained in this section, EOPSS/HSD will make recommendations to local police departments and Massachusetts State Police (MSP) so they can make more informed decisions about where to deploy resources. For instance, a recommendation to conduct seat belt enforcement during the work week and during afternoon hours and rush hour periods will be made.

Continuous Monitoring

To ensure traffic safety enforcement projects remain focused on their respective objectives – namely, decreasing traffic safety-related fatalities – EOPS/HSD will employ a two-pronged approach to oversight. First, EOPSS/HSD will conduct both pre- and post-award assessments of each grant funded agency. The assessments will determine the level of oversight likely required of the grantee to ensure all grant requirements as well as fund expenditures are properly accounted for. EOPSS/HSD will make site visits to keep enforcement agencies from lagging in their efforts as well as to ensure grantees are making efforts to reach desired objectives of their grant-funded project. Secondly, EOPSS/HSD will require all grant funded agencies to submit monthly reports covering activity, hours of enforcement, and expenditures. All data collected from these monthly reports are aggregated by EOPSS/HSD officials in order to detect any trends, whether positive or negative. If necessary, changes to the program will be made.

CORE SAFETY PERFORMANCE TARGETS for FFY 2016

C-1: Total Traffic Fatalities

FFY 2016 Target: Reduce motor vehicle-related fatalities 10% from the 2009-2013 calendar base year average of 354 to 319 by December 31, 2016.

(*Note: The 2013 SHSP has a goal of 20% reduction of five-year average motor vehicle-related fatalities from 2007-2011 average of 367 to 294 by 2017. This represents a 3.3% decrease each year from 2012 to 2017. The FFY 2016 HSP target of 10% is in line with the 2013 SHSP target as the percent target represents the same overall projected decrease from 2014 to 2016 at 3.3% per year.*)

Basis of Performance Measure: Number of motor vehicle-related fatalities

Analysis: Massachusetts saw total traffic fatalities drop dramatically in 2013 to 326 from 383 in 2012, a decrease of 15%. The five-year average also declined slightly to 354 (2009-2013) from 362 (2008-2012).

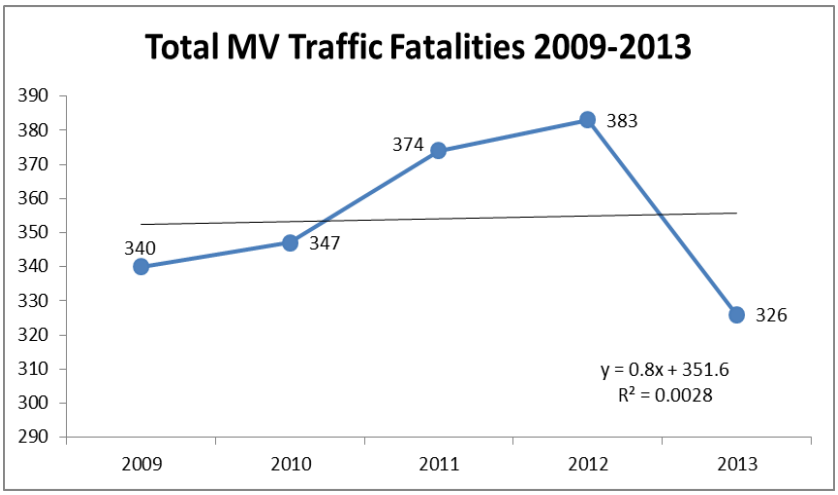


Figure 2.7

While the 15% decrease from 2012 was a positive development, trendline equation predicted fatalities to increase slightly in the coming years.

At the same time, the R-squared value (0.0028) showed the correlation was very weak.

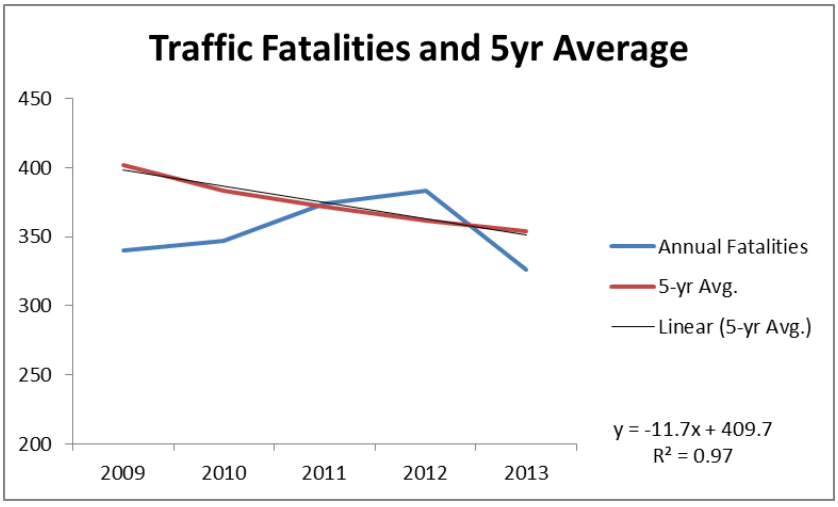


Figure 2.8

Figure 2.8 shows both overall traffic fatalities and 5-year averages since 2009. The R-squared value for the 5-year average trendline is 0.97, showing high confidence in the linear projection.

Projected 5-year average for 2016 is 316, an 11% decrease from 2009-2013 average of 354. Keeping in line with

MassDOT's goal of 20% by 2017, a 10% reduction in the five-year average is acceptable.

Target Analysis Summary:

	2009	2013	% chg	Trendline 2016 est.	Proj % chg from 2013	R-squared value
Annual	340	326	- 4%	358	+ 10%	0.0028
5-yr avg.	402	354	- 12%	316	- 11%	0.97

C-2: Serious Traffic Injuries

FFY 2016 Target: Reduce annual motor vehicle-related serious injuries 10% from 4,134 in 2013 to 3,721 by December 31, 2016.

(*Note: The 2013 SHSP has a goal of 20% reduction of five-year average motor vehicle-related fatalities from 2007-2011 average of 4,834 to 3,867 by 2017. This represents a 3.3% decrease each year from 2012 to 2017. The FFY 2016 HSP target of 10% is in line with the 2013 SHSP target as the percent target represents the same overall projected decrease from 2014 to 2016 at 3.3% per year.*)

Basis of Performance Measure: Number of motor vehicle-related serious injuries

Analysis: Massachusetts saw total serious injuries drop 6% from 4,384 in 2012 to 4,134 in 2013. The five-year average also declined by 3% from 4,765 (2008-2012) to 4,602 (2009-2013).

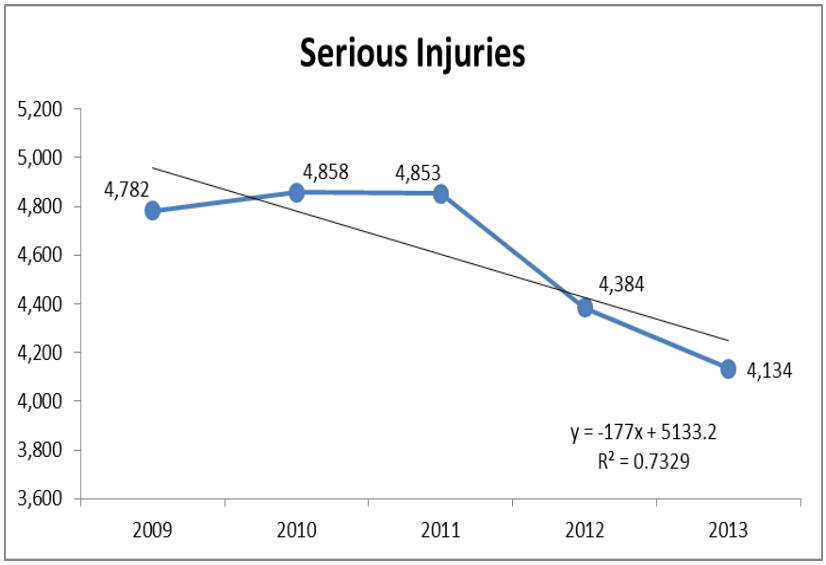


Figure 2.9

Since 2009, serious injuries have declined 14% and trendline projection for the next three years – 4,071 (2014), 3,894 (2015), and 3,717 (2016) – show an average drop of 3% each year.

The change from 2013 and projected 2016 value of 3,717 is 10%, which is in line with the 2016 target for annual serious injuries. R-squared value of 0.7329 indicates there is a strong confidence in the linear projection based on the trendline (y = -177x + 5133.2).

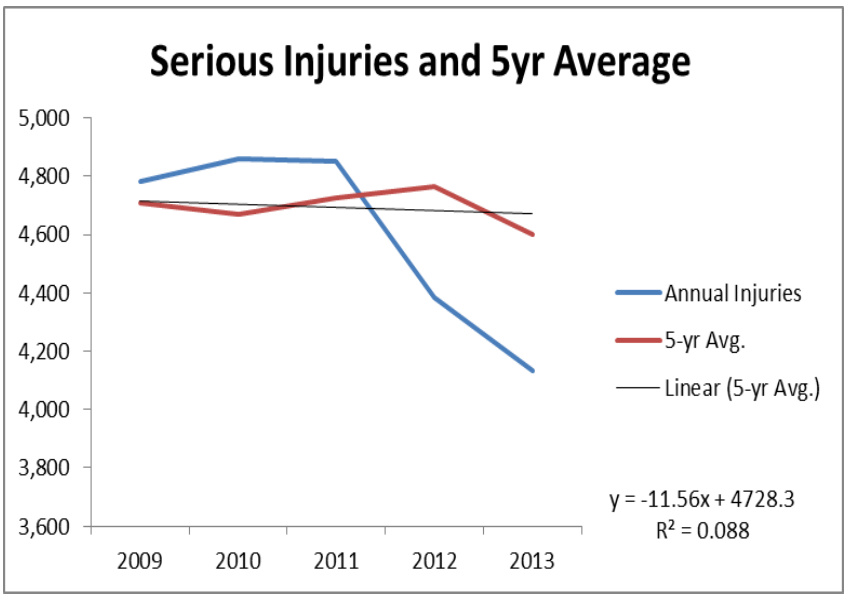


Figure 2.10

The five-year average has dropped slightly from 4,708 for 2005-2009 to 4,602 for 2009-2013 representing a 2% decline. The change from the previous five-year average (2008-2012) to the current five-year (2009-2013) has been slightly better with a 3% drop.

The trendline projection for five-year average in 2016 (2012-2016) is 4,636, an increase of 0.7% from the five-year average in 2013 (2009-2013). The R-squared value is very low, 0.088, meaning confidence in the projection is very weak.

Based upon the high confidence in the annual serious injuries projected trendline as well as the average year-to-year percentage decrease of 5%, the FFY 2016 target of 10% is considered reasonable and attainable.

Target Analysis Summary:

	2009	2013	% chg	Trendline 2016 est.	Proj % chg from 2013	R-squared value
Annual	4,782	4,134	- 14%	3,721	- 10%	0.7329
5-yr avg.	4,708	4,602	- 0.02%	4,636	+ 0.74%	0.088

C-3: Fatalities Per 100M VMT

FFY 2016 Target: Decrease fatality/VMT rate 10% from the 2009-2013 calendar base year average of 0.64 to 0.58 by December 31, 2016.

Basis of Performance Measure: Fatalities per vehicle miles traveled

Analysis: In recent years, Massachusetts has had either the lowest fatality rate per VMT in the nation or one of the lowest. From 2012 to 2013, the rate dropped 15% from 0.68 to 0.58; while the five-year average in 2013 was 3% lower than the five-year average in 2012.

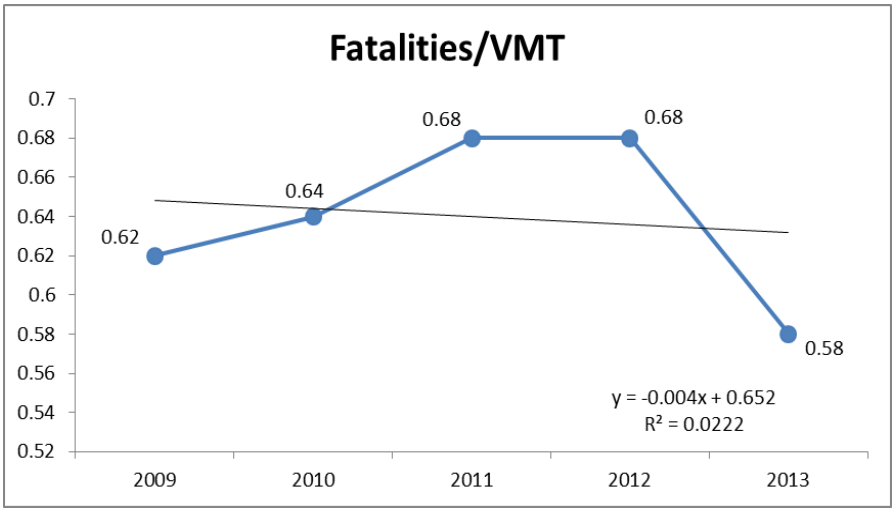


Figure 2.11

Despite an uptick in fatality rate between 2009 and 2013, the rate has decreased 6% since 2009. The trendline projects the rate to increase 7% to 0.62 by 2016. Fluctuations in the fatality rate over the last five years have resulted in a very low R-squared value (no confidence in projections).

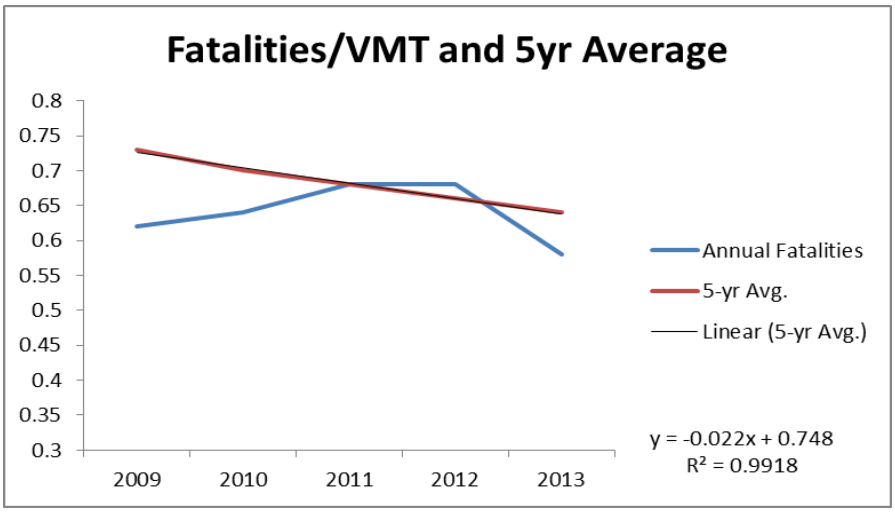


Figure 2.12

In contrast, the five-year average trendline for fatality rate has an extremely high R-squared value. By 2016, fatality rate is expected to drop 11% from 0.64 to 0.57.

Coupled with the 12% decline in five-year fatality rate average from 2009 to 2013, as well the high confidence in the five-year average trendline projection, a 10% decrease in five-year average from 0.64 for 2009-2013 to 0.58 is reasonable.

Target Analysis Summary:

	2009	2013	% chg	Trendline 2016 est.	Proj % chg from 2013	R-squared value
Annual	0.62	0.58	- 6%	0.62	+ 7%	0.0222
5-yr avg.	0.73	0.64	- 12%	0.57	- 11%	0.9918

C-4: Unrestrained Occupant Fatalities

FFY 2016 Target: Decrease unrestrained passenger vehicle occupant fatalities 10% from the 2009-2013 calendar base year average of 108 to 97 by December 31, 2016.

Basis of Performance Measure: Unrestrained passenger vehicle occupant fatalities, all seat positions

Analysis: Annual unrestrained occupant fatalities dropped from 103 in 2012 to 96 in 2013, a 7% decline; while five-year average decreased from 113 to 108 – a 4% decline – from 2009 (2005-2009 average) to 2013 (2009-2013 average). On a related note, observed seatbelt usage by front seat driver and passengers increased from 73% in 2012 to 75% in 2013. Higher awareness of seatbelt usage has undoubtedly impacted unrestrained motor vehicle passenger fatalities recently.

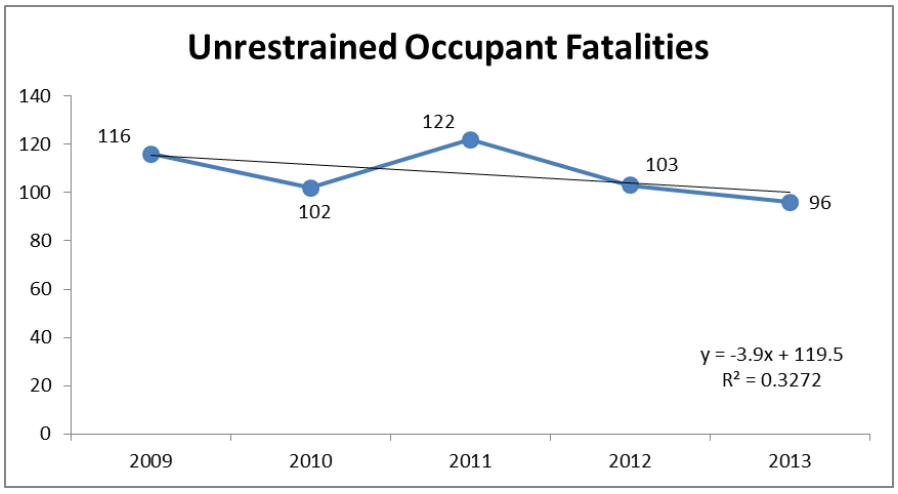


Figure 2.13

From 2009 to 2013, unrestrained occupant fatalities declined 17% from 116 to 96. Based on the trendline equation, projected fatalities in 2016 is 88. This represents a projected 8% decrease. Despite the positive estimate, the low R-squared value (0.3272) indicates confidence in the projection isn't too strong.

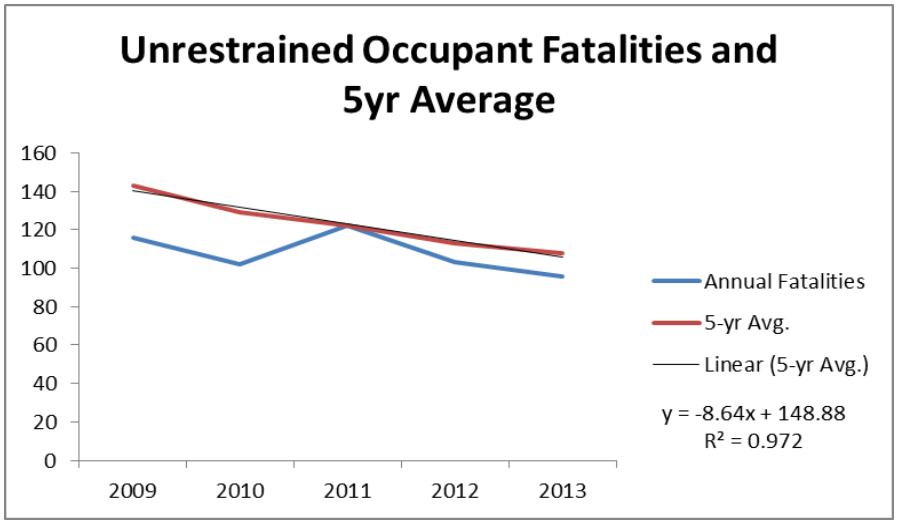


Figure 2.14

Five-year average declined 25% from 2009 to 2013. Trendline equation projects the five-year average in 2016 to be 80, an estimated drop of 26% from 2013. Confidence in the continued downward trend in five-year average is bolstered by a high R-squared value (0.972).

Based upon the high R-squared value of the five-year

average trendline for unrestrained occupant fatalities, along with the recent gains in statewide seatbelt usage, a conservative projection of a 10% decrease in five-year average from 2013 to 2016 is reasonable.

Target Analysis Summary:

	2009	2013	% chg	Trendline 2016 est.	Proj % chg from 2013	R-squared value
Annual	116	96	- 17%	88	- 8%	0.3272
5-yr avg.	143	108	- 25%	80	- 26%	0.972

C-5: Alcohol-Impaired Driving Fatalities

FFY 2016 Target: Decrease alcohol-impaired driving fatalities 10% from the 2009-2013 calendar base year average of 120 to 108 by December 31, 2016.

Basis of Performance Measure: Alcohol-impaired driving fatalities

Analysis: From 2012 to 2013, alcohol-impaired driving fatalities declined 9% from 129 to 118. The five-year average (2009-2013) was 0.8% lower than the previous five-year average (2008-2012), dropping to 120 from 121.

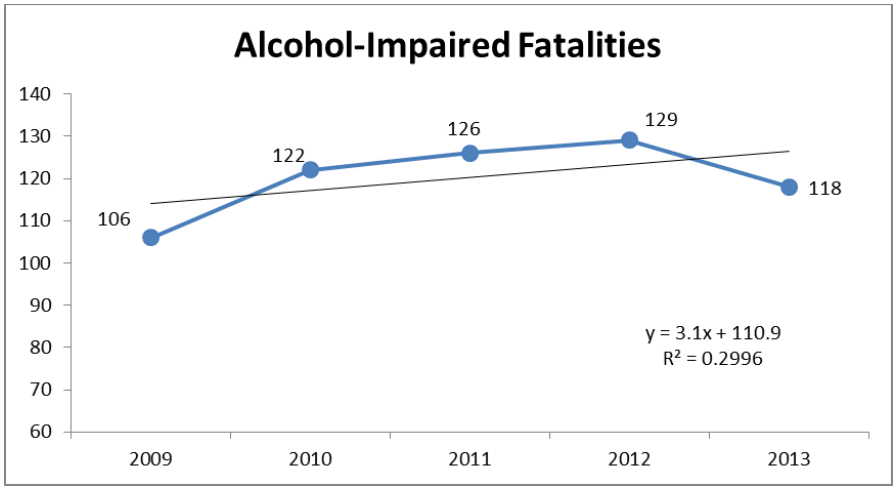


Figure 2.15

Despite the 9% decline in alcohol-impaired driving fatalities from 2012 to 2013, it was the first reduction in fatalities in the past four years. From 2009-2012 alcohol-impaired fatalities increased 22%.

Whether the recent decline is the beginning of a long-term decrease remains to be seen. Trendline equation estimates alcohol-impaired fatalities will increase in the short term with projected 2016 fatalities of 136. The low R-squared value (0.2996) suggests low confidence in the projection.

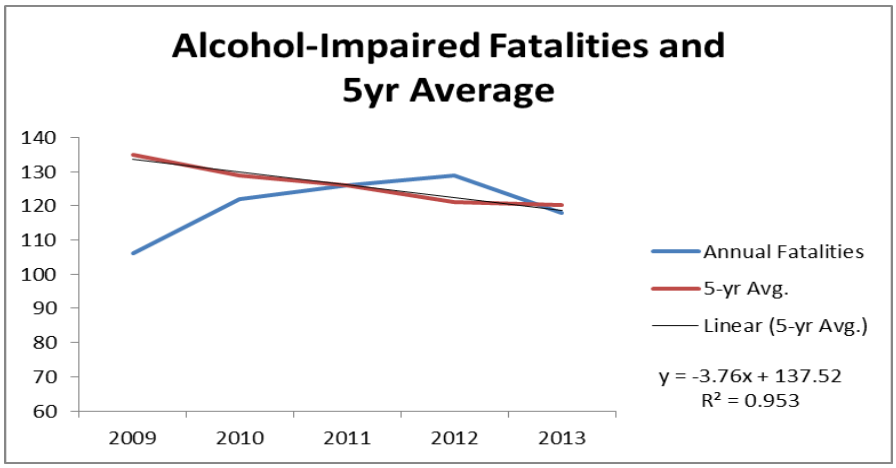


Figure 2.16

In contrast with the rising linear trendline for annual alcohol-

impaired fatalities, the five-year average has a declining linear trendline. Since 2009, the five-year average has decreased 11% from 135 to 120. According to the trendline equation, projected fatalities for 2016 are 107 – an 11% drop from 2013. High R-squared value (0.953) reveals high confidence in the projection and likelihood the decline will continue on year-by-year basis.

Based upon the high R-squared value for the five-year average and recent 9% decline from 2012 to 2013, a 10% reduction in alcohol-impaired driving fatalities for the five-year average (2012-2016) is a reasonable target for December 31, 2016.

Target Analysis Summary:

	2009	2013	% chg	Trendline 2016 est.	Proj % chg from 2013	R-squared value
Annual	106	118	+ 11%	136	+ 15%	0.2996
5-yr avg.	135	120	- 11%	107	- 11%	0.953

C-6: Speed-Related Fatalities

FFY 2016 Target: Decrease speed-related fatalities 10% from the 2009-2013 calendar base year average of 97 to 87 by December 31, 2016.

Basis of Performance Measure: Speed-related driving fatalities

Analysis: From 2012 to 2013, speed-related fatalities decreased 23% from 114 to 88. Five-year average saw a 1% drop in the same time period, going from 98 to 97.

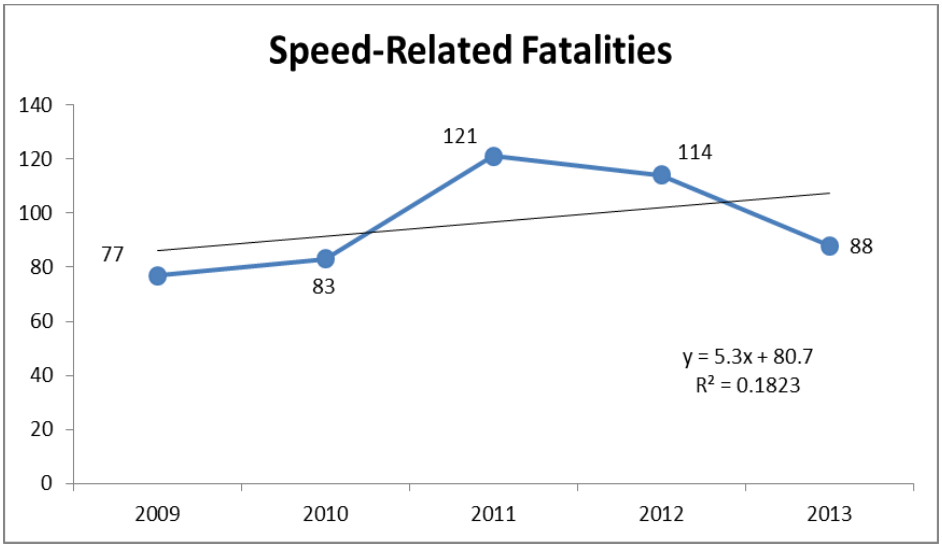


Figure 2.17

Since 2009, speed-related fatalities have been on a roller-coaster ride. From a low of 77 in 2009 to a high of 121 in 2011, fatalities have been, to say the least, hard to estimate from year-to-year.

The trendline's low R-squared value reflects this unpredictability. For 2016, the projected number of speed-related fatalities is 123, a 35% jump from 88 in 2013.

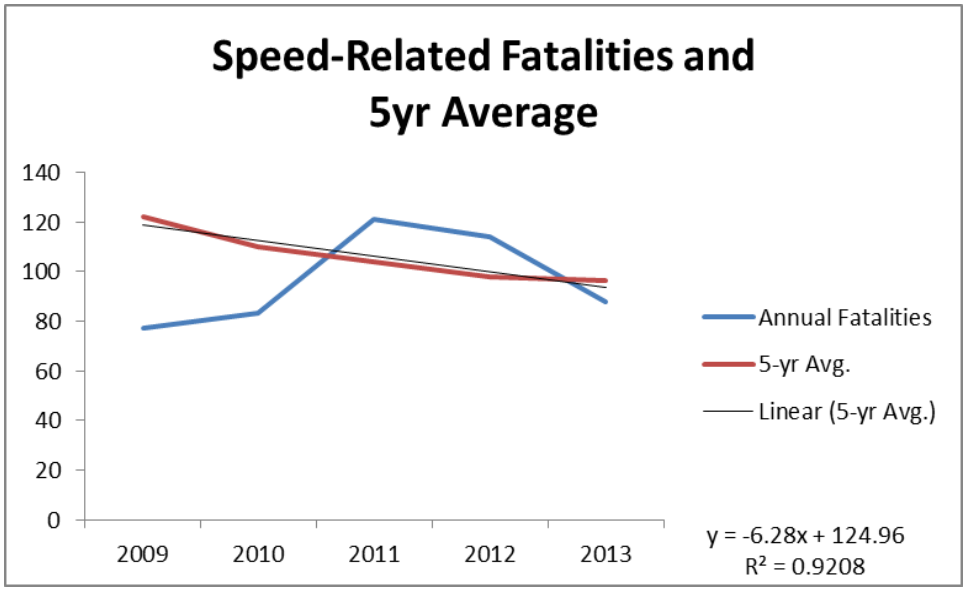


Figure 2.18

For the five-year average, the linear trendline projection for 2016 is 75 speed-related fatalities. This would be a 23% decline from 97 in 2013. The high confidence in the trendline, reflected by the R-squared value of 0.9208, suggests a decline in speed-related fatalities is more likely than an increase in annual speed-related fatalities.

Based on the high R-squared value for five-year average and nearly 15% average decrease in speed-related fatalities since 2011, a conservative target of a 10% decrease from the 2009-2013 calendar base year average of 97 to 87 in speed-related fatalities by December 31, 2016 is reasonable.

Target Analysis Summary:

	2009	2013	% chg	Trendline 2016 est.	Proj % chg from 2013	R-squared value
Annual	77	88	+ 14%	123	+ 40%	0.1823
5-yr avg.	122	97	- 21%	75	- 23%	0.9208

C-7: Motorcyclist Fatalities

FFY 2016 Target: Decrease motorcycle fatalities 5% from the 2009-2013 calendar base year average of 50 to 47 by December 31, 2016.

Basis of Performance Measure: Motorcycle fatalities

Analysis: Since 2009, motorcycle fatalities have fluctuated tremendously. From 2009 to 2010, motorcycle fatalities increased 11%, dropped 34% in 2011, up 40% in 2012, and for 2013, a decline of 29%. Overall, fatalities have decreased 27% from 55 in 2009 to 40 in 2013. During the same period, the five-year average saw a 5% reduction from 53 to 50.

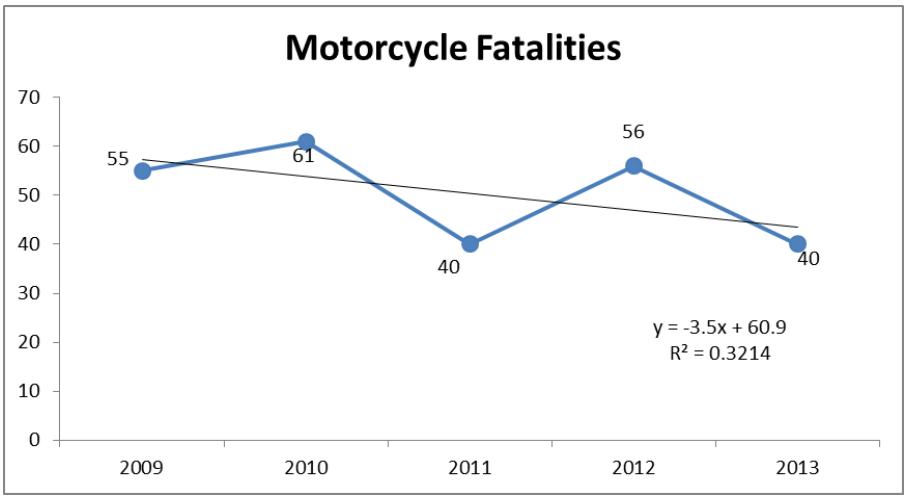


Figure 2.19

The trendline equation in Figure 2.19 projects motorcycle fatalities to drop to 33 in 2016, a decrease of 18% from 40 in 2013. The fluctuations in fatalities over the past five years most likely accounts for the low R-squared value.

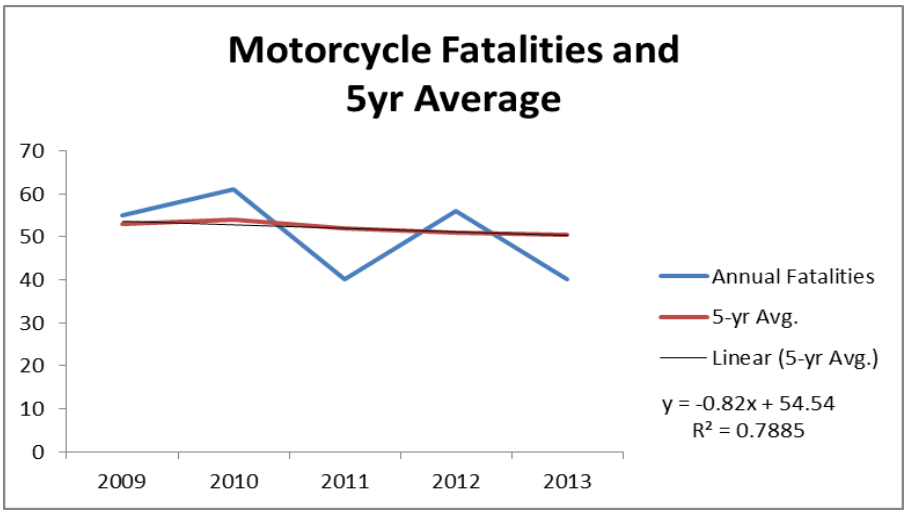


Figure 2.20

The five-year average trendline predicts an incremental decrease from 2013 to 2016 of 4% from 50 to 48. There is far more confidence in the projected value for 2016 than in Figure x.x, as evidenced by the high R-squared value.

Given the wide fluctuations in the number of motorcycle fatalities since 2009, a very conservative projected target for 2016 would be prudent. The high R-squared value also provides further confidence in the projected decrease in the five-year average for motorcycle fatalities. The target for 2016 will be a very conservative 5% drop to 48 from 50 in 2013.

Target Analysis Summary:

	2009	2013	% chg	Trendline 2016 est.	Proj % chg from 2013	R-squared value
Annual	55	40	- 27%	33	- 18%	0.3214
5-yr avg.	53	50	- 5%	48	- 4%	0.7885

C-8: Unhelmeted Motorcyclist Fatalities

FFY 2016 Target: Decrease unhelmeted motorcyclist fatalities 10% from the 2009-2013 calendar base year average of 5 to 4 by December 31, 2016.

Basis of Performance Measure: Unhelmeted motorcycle fatalities

Analysis: Unhelmeted motorcyclist fatalities increased from 3 in 2012 to 5 in 2013. Despite the 67% increase, the average number of fatalities was five from 2009-2013. The five-year average was 4 from 2009-2012 and increased 25% to 5 in 2013.

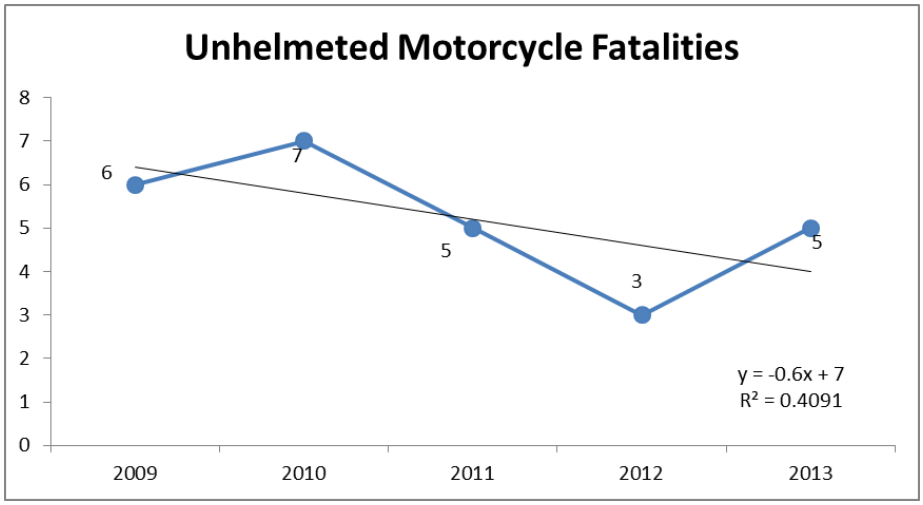


Figure 2.21

From 2009 to 2013, unhelmeted motorcycle fatalities dropped 17% from six to five. Trendline projects fatalities to decline to two by 2016, a 60% drop. Fairly low R-squared value means not much confidence should be placed in the estimate.

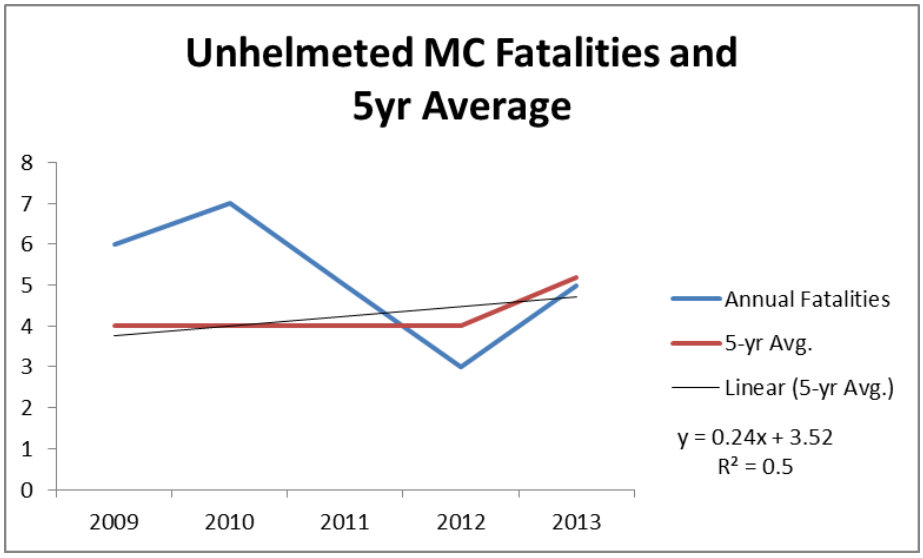


Figure 2.22

Five-year average for unhelmeted motorcycle fatalities rose 30% to five in 2013. The average was four for each year from 2009-2012. The trendline projects fatalities to remain constant at five in 2016. Higher R-squared value than in Figure 2.21 lends more confidence to the estimate.

Despite the much more favorable projection by the trendline for annual unhelmeted motorcycle fatalities and given the changes in the annual number over the past five years, a more conservative approach is needed. A drop of one fatality in five-year average is more feasible than a three fatality drop in the annual number. The target goal for 2016 for unhelmeted motorcycle fatalities will be a 10% decline from 2009-2013 average of 5 to 4 by December 2016.

Target Analysis Summary:

	2009	2013	% chg	Trendline 2016 est.	Proj % chg from 2013	R-squared value
Annual	6	5	- 17%	2	- 60%	0.4091
5-yr avg.	4	5	+ 30%	5	No Change	0.5

C-9: Young Driver (Age 20 or under) Involved in a Fatal Crash

FFY 2016 Target: Decrease number of young drivers (age 20 or under) involved in fatal crashes 10% from 2009-2013 calendar base year average of 47 to 42 by December 31, 2016.

Basis of Performance Measure: Number of young drivers (age 20 or under) involved in a fatal crash

Analysis: From 2012 to 2013, young drivers involved in a fatal crash decreased 27% from 45 to 33. The five-year average dropped 11% from 53 to 47 during the same period. The successful implementation of improved Junior Operator License (JOL) Law in Massachusetts has contributed to this decline in fatal crash involvement by young drivers.

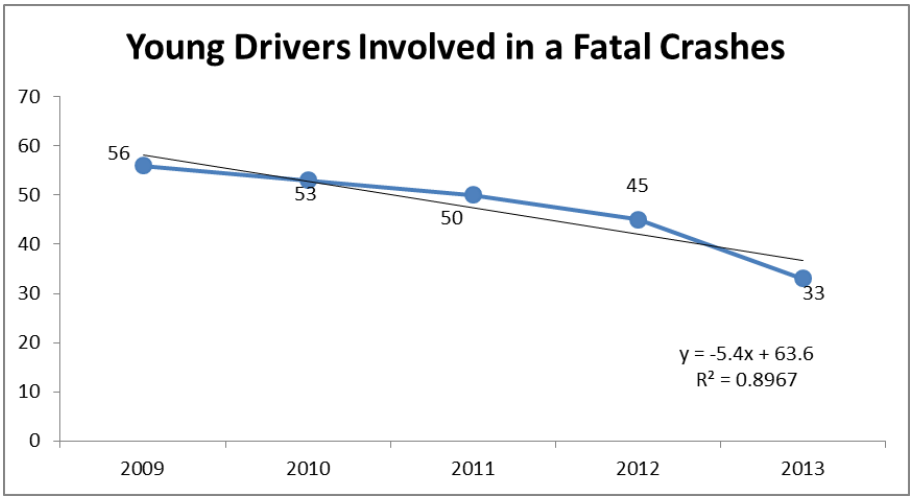


Figure 2.23

From 2009 to 2013, young drivers involved in a fatal crash declined 41% from 56 to 33. Trendline projects young driver involvement to continue decreasing to 20 by 2016, which would be 40% less than in 2013. The high R-squared value means there is confidence in the equation and projected figures.

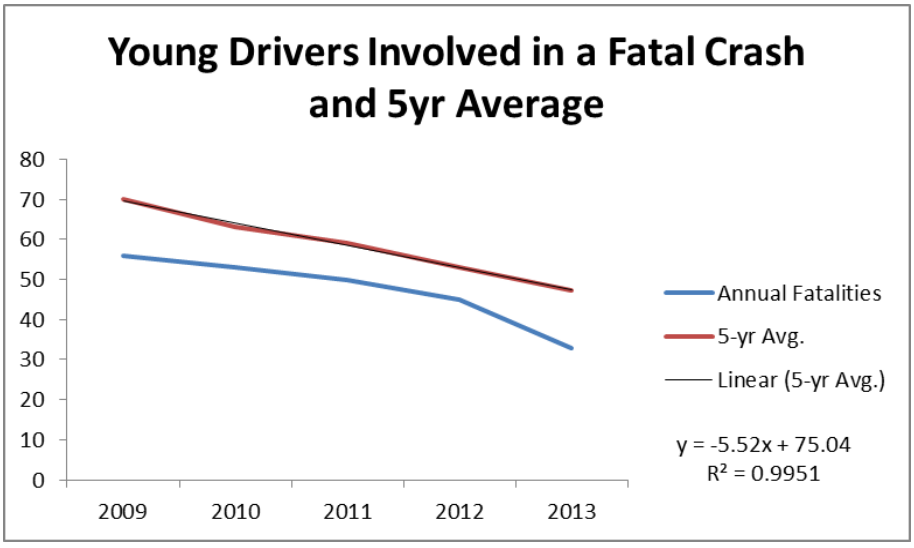


Figure 2.24

The five-year average has also decreased at nearly the same rate as the year-to-year amounts. From 2009 to 2013, the five-year average dropped 32% from 70 to 47. With an even high R-squared value than in Figure 2.23, there is

much confidence in the projected figures by the trendline equation. For 2016, projected five-year average of the number young drivers involved in fatal crash is 31, a 34% drop from 2013.

Given the high confidence in both trendline equations and the continued success of Massachusetts' JOL laws, the numbers are expected to keep going down in the coming years. Despite the high percentage decreases projected, it is more likely the number of young drivers involved in a fatal crash will be more incremental rather than substantial in the next few years. Target for 2016 will be a 10% reduction in the five-year average from 47 to 42 by December 2016.

Target Analysis Summary:

	2009	2013	% chg	Trendline 2016 est.	Proj % chg from 2013	R-squared value
Annual	56	33	- 41%	20	- 40%	0.8967
5-yr avg.	70	47	- 32%	31	- 34%	0.9951

C-10: Pedestrian Fatalities

FFY 2016 Target: Decrease pedestrian fatalities 5% from 2009-2013 calendar base year average of 67 to 64 by December 31, 2016.

Basis of Performance Measure: Pedestrian fatalities

Analysis: In 2013, pedestrian fatalities decreased 17% from 82 in 2012 to 68 in 2013. Despite the drop, the 68 pedestrian fatalities reported in 2013 were slightly above the average number of pedestrian fatalities from 2009-2013, which was 67. The five-year average for pedestrian fatalities dropped 1% from 68 in 2012 to 67 in 2013. It was the first time since 2010 that the five-year average decreased.

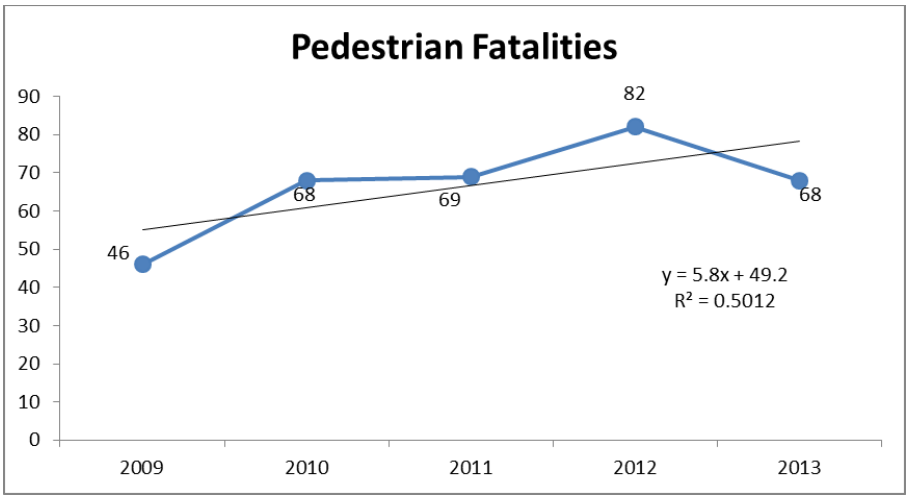


Figure 2.25

Since 2009, pedestrian fatalities have risen 48% from 46 to 68 in 2013. The trendline equation projects pedestrian fatalities to rise to 96 by 2016. This would be a 41% increase from 68 in 2013. R-squared value indicates there is moderate confidence in probability of outcome in 2016.

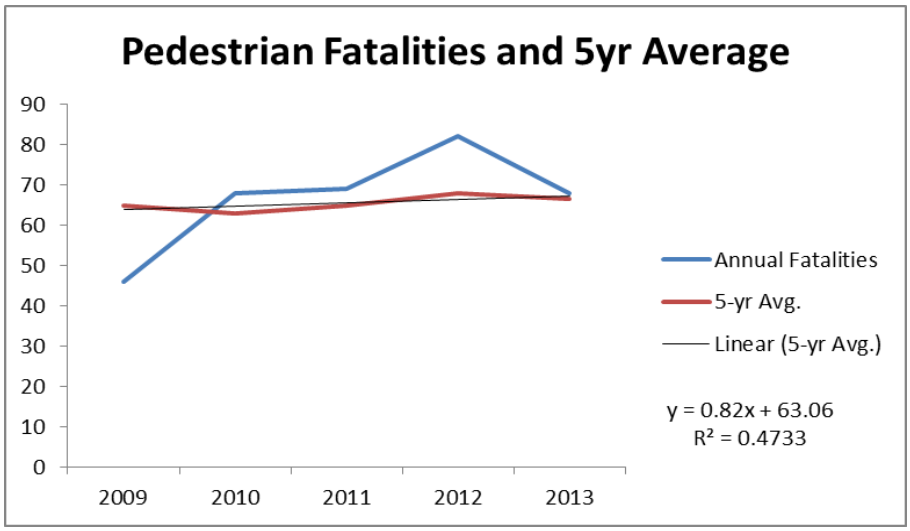


Figure 2.26

In contrast to the jump in yearly pedestrian fatalities, five-year average of pedestrian fatalities rose slightly from 65 in 2009 to 67 in 2013, a 3% increase. Trendline projects five-year average in 2016 to increase by 4% to 70. With an R-squared value lower than in Figure 2.25, the level of confidence in the future outcomes is lower as well.

Whether the 17% drop in pedestrian fatalities from 2012 to 2013 is an aberration or new trend remains to be seen. Rather than project a moderate or high reduction of pedestrian fatalities by 2016, it is more reasonable and manageable to target a slight decrease in five-year average – which have been fairly consistent over the last five years. For the 2016 HSP, a target reduction of 5% from the 2009-2013 calendar base year average of 67 to 64 is proposed.

Target Analysis Summary:

	2009	2013	% chg	Trendline 2016 est.	Proj % chg from 2013	R-squared value
Annual	46	68	+ 48%	96	+ 41%	0.5012
5-yr avg.	65	67	+ 2%	70	+ 4%	0.4733

C-11: Bicyclist Fatalities

FFY 2016 Target: Decrease bicyclist fatalities 10% from 2009-2013 calendar base year average of 8 to 7 by December 31, 2016.

Basis of Performance Measure: Pedestrian fatalities

Analysis: In 2013, bicyclist fatalities dropped 63% from 16 in 2012 to 6. While this may seem like a dramatic decrease, it is really a regression back to the mean for 2009-2011 – which was 6. At this time, the spike in bicyclist fatalities 2012 is considered an outlier until future numbers prove otherwise. Five-year average decreased 11% from 9 in 2012 to 8 in 2013.

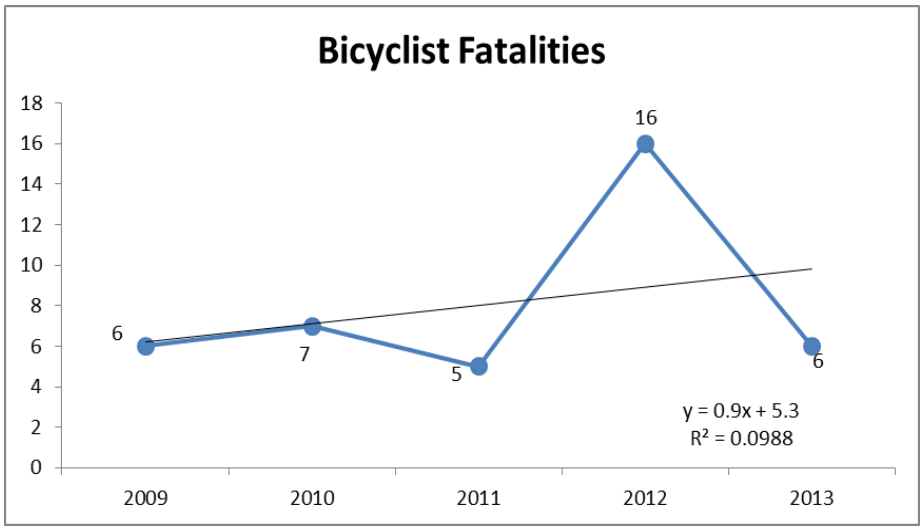


Figure 2.27

From 2009 to 2013, bicyclist fatalities remained unchanged at 6. The trendline projects fatalities to increase to 13 by 2016, a 117% rise. But, confidence in the projection is practically nil with an R-squared value of 0.0988.

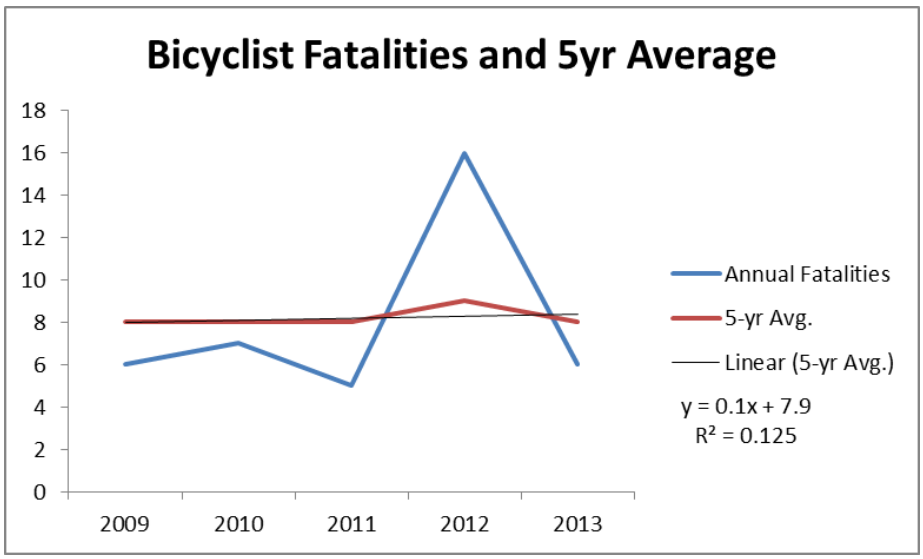


Figure 2.28

Five-year average for bicyclist fatalities remained pretty consistent from 2009-2013. The only bump was in 2012, which was a result of the 16 fatalities reported that year. Trendline projects the five-year average to increase to 9 in 2016. Yet, like the trendline in Figure 2.27, the low R-squared value dissuades one from having confidence in the equation.

Going forward, the target for 2016 will be conservative given the consistency of the five-year average since 2009 as well as the low R-squared values of each trendline. For 2016, a 10% decrease from the five-year average of 8 in 2013 to 7 is projected.

Target Analysis Summary:

	2009	2013	% chg	Trendline 2016 est.	Proj % chg from 2013	R-squared value
Annual	6	6	No Change	13	+ 117%	0.0988
5-yr avg.	8	8	No Change	9	+ 13%	0.125

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

FFY 2016 Target: Increase observed seat belt use rate 5% from 2010-2014 calendar base year average of 74 to 78 by December 31, 2016.

Basis of Performance Measure: Observed seat belt usage

Analysis: From 2013 to 2014, observed seat belt usage increased two percentage points from 75% to 77%. Five-year average remained at 74, same as in 2013. Since 2008, when Massachusetts recorded a seatbelt usage rate of 67%, the rate has increased 10%. Over the past four years, the rate has risen incrementally, indicating the combination of successful traffic enforcement mobilization, effective media outreach and education has a positive impact on seat belt usage among drivers and passengers alike throughout the Commonwealth.

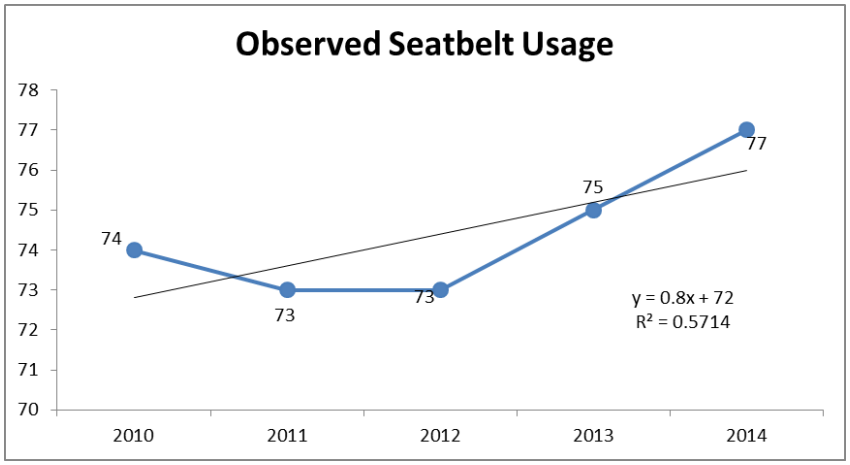


Figure 2.29

From 2010 to 2014, seat belt usage increased three percentage points to an all-time high of 77%. Trendline equation projects 2016 seat belt usage to be 78%, a slight increase but it keeps with the trend in incremental growth. Confidence in the equation is moderate as the value is 0.5714.

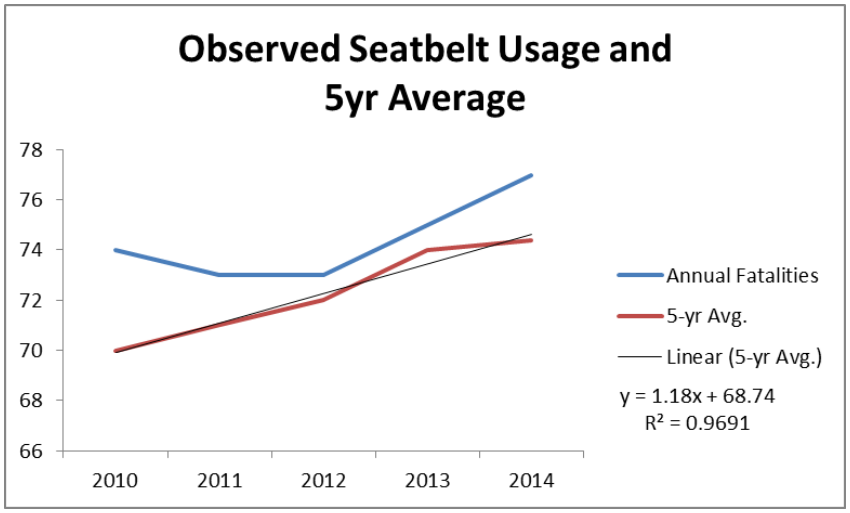


Figure 2.30

Five-year average increased four percentage points from 70 in 2010 to 74 in 2014. Trendline equation projects the 2016 five-year average to be 77, which would indicate year-to-year seat belt rate would continue to rise incrementally in the coming years. With an R-squared value of 0.9691, there is high confidence in the equation's outcome. Given this confidence in the five-year projection, a 5% increase by 2016 is reasonable.

Target Analysis Summary:

	2010	2013	% chg	Trendline 2016 est.	Proj % chg from 2014	R-squared value
Annual	74	77	+ 4%	78	+ 1%	0.5714
5-yr avg.	70	74	+ 6%	77	+ 4%	0.9691

Additional Non-Core Performance Measures:

Overall Fatalities: Urban Fatalities/VMT

FFY 2016 Target: Decrease urban fatalities/VMT rate 5% from 0.52 in 2013 to 0.49 by December 31, 2016.

Basis of Performance Measure: Urban fatality/VMT

Analysis: In 2013, urban fatalities made up 85% of total fatalities across the Commonwealth, down from 87% in 2012. Total urban fatalities dropped 17% from 333 in 2012 to 278 in 2013 after rising steadily since 2009.

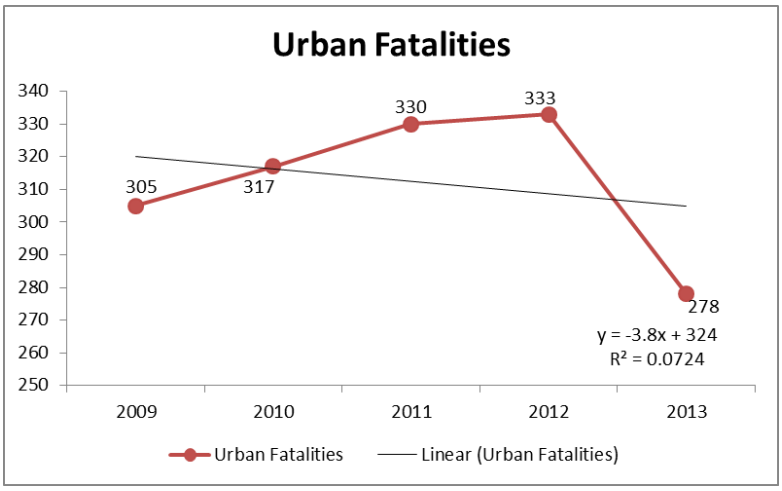


Figure 2.31

Trendline equation reflects the uncertainty about the dramatic drop from 2012 to 2013 in urban fatalities. Projected urban fatalities for 2016 of 294 would be 6% higher than in 2013. Furthermore, R-squared value of 0.0724 indicates that little or no confidence in the equation outcome.

Despite the uncertainty of future urban fatalities, the urban fatality rate for vehicle miles driven supports the likelihood of urban fatalities dropping in the coming years.

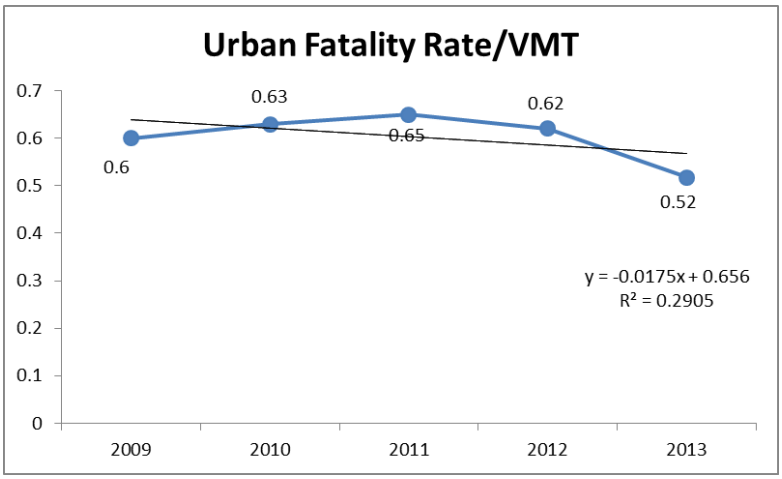


Figure 2.32

From 2009 to 2013, the urban fatality/VMT rate declined 13% to 0.52. The rate in 2013 was 16% less than the 0.62 reported in 2012. The trendline equation projects 2016 urban fatality rate/VMT to decline slightly to 0.51. This outcome is in line with five-year average falling incrementally from 0.64 in 2011 to 0.63 in 2012 to 0.60 in 2013.

For 2016, the projected change will be a very conservative 5% for urban fatalities/VMT for 2013 of 0.52 to 0.49 by the end of 2016. Prior to 2013, urban fatalities were rising each year, as shown in Figure 2.31 above. Despite the significant decline from 2012 to 2013, enthusiasm should be

tempered based on prior history. Whether the decline in 2013 is an anomaly or not remains to be seen and therefore a conservative estimate is needed.

Target Analysis Summary:

	2009	2013	% chg	Trendline 2016 est.	Proj % chg from 2013	R-squared value
Annual Urban Fatalities	305	278	- 9%	294	+ 6%	0.0724
Urban Fatality Rate	0.60	0.52	- 13%	0.52	0%	0.2905

Overall Fatalities: Rural Fatalities/VMT

FFY 2016 Target: Decrease rural fatalities/VMT rate 2% from 1.86 in 2013 to 1.82 by December 31, 2016.

Basis of Performance Measure: Rural fatality/VMT

Analysis: For the first time since 2010, rural fatalities have declined. In 2013, 48 fatalties were reported – a 4% drop from 2012. Despite the slight decrease, rural fatalities have risen 37% since 2009. As a percentage of all Massachusetts traffic fatalities, rural fatalities accounted for 15% of all fatals – up 2% from 2012.

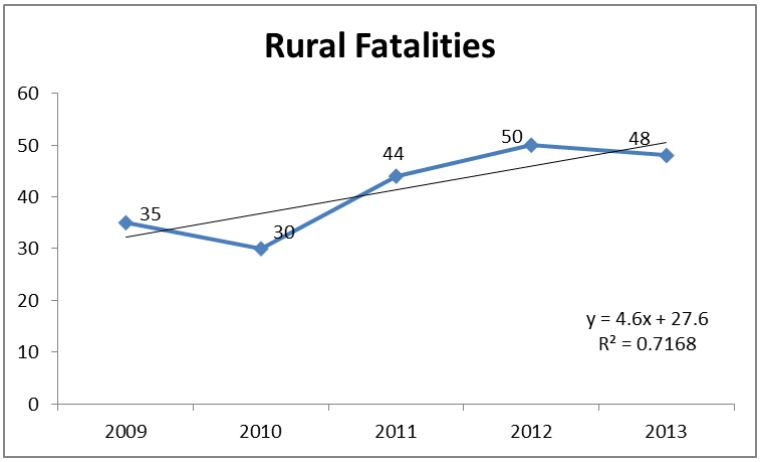


Figure 2.33

Trendline equation projects rural fatalities to rise 33% by 2016 to 64. With a fairly high R-squared value, there is confidence in this equation's outcome.

The five-year average for rural fatalities has risen 14%from 36 for 2007-2011 to 41 for 2009-2013.

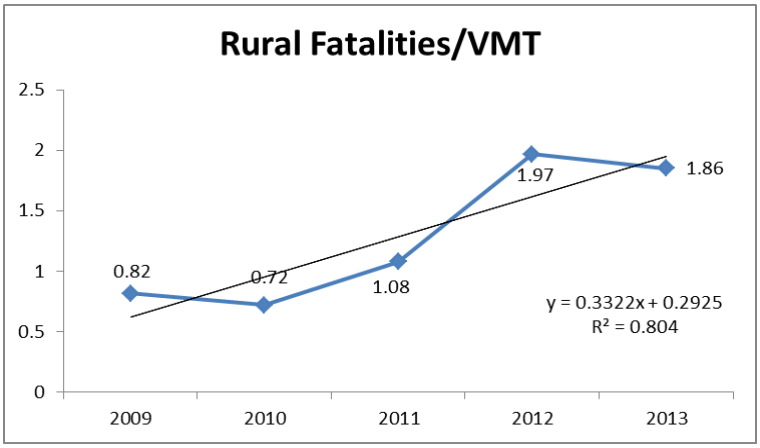


Figure 2.34

Like rural fatalities for 2013, the rural fatality rate also declined from 2012. The 1.86 rate was 6% lower than reported in 2012. It was the first decline since 2010, yet since 2009 the rural

fatality rate has increased 126%. Trendline equation projects 2016 rural fatality rate to be 2.95, which would be 59% more than the 1.86 reported in 2013. With a high R-squared value, there is high confidence in the FFY 2016 projection.

While the outlook for rural fatality rate seems unfavorable, one thing to keep in mind is that the amount of rural VMT has dropped dramatically since 2010. In 2010, it was 4,139; 2011 – 4,073; 2012 – 2,534; and 2013 – 2,586. This decrease in VMT, coupled with the uptick in rural fatalities, has led to the significant jump in rural fatality VMT. Going forward, it appears likely that the rural VMT will remain fairly constant, which would mean any decrease in rural fatalities would result in a lower rural fatality VMT. Taking this into account, a goal of attaining a 2% decline in rural fatality rate by the end of 2016 is a reasonable expectation.

Target Analysis Summary:

	2009	2013	% chg	Trendline 2016 est.	Proj % chg from 2013	R-squared value
Annual Rural Fatalities	35	48	+ 37%	64	+ 33%	0.7168
Rural Fatality Rate	0.82	1.86	+ 126%	2.95	+ 59%	0.804

Impaired Driving: Alcohol-Related Fatalities/VMT

FFY 2016 Target: Decrease alcohol-related fatalities/VMT rate 5% from 0.21 in 2013 to 0.19 by December 31, 2016.

Basis of Performance Measure: Alcohol-related fatalities/VMT

Analysis: After increasing from 2009 to 2011, alcohol-related fatality/VMT rate has declined the last two years. In 2013, the rate was 0.21 – a 5% decline from 0.22 in 2012.

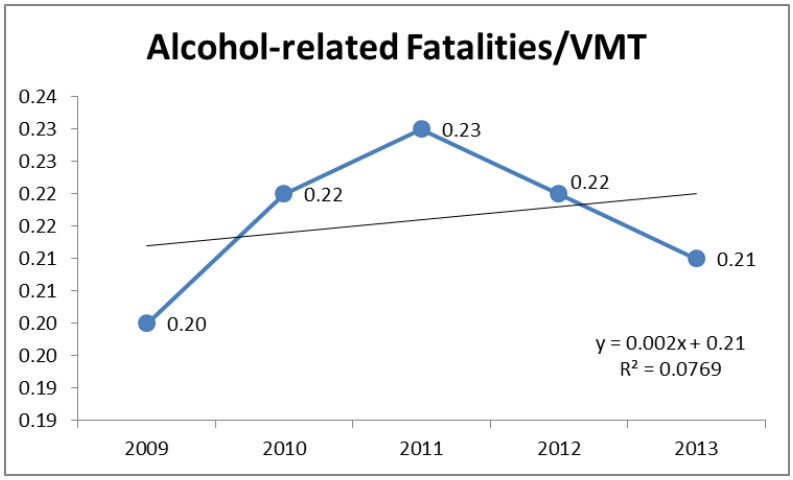


Figure 2.35

The trendline projects alcohol-related fatalities per VMT to rise 0.23 by 2016. Despite the increased outlook, it must be pointed out that the five-year average for alcohol-related fatalities is expected to decline to 107 in 2016 from 120 in 2013.

Figure 2.36 on the next page shows the trendline equation for the five-year average for alcohol-related fatalities. The

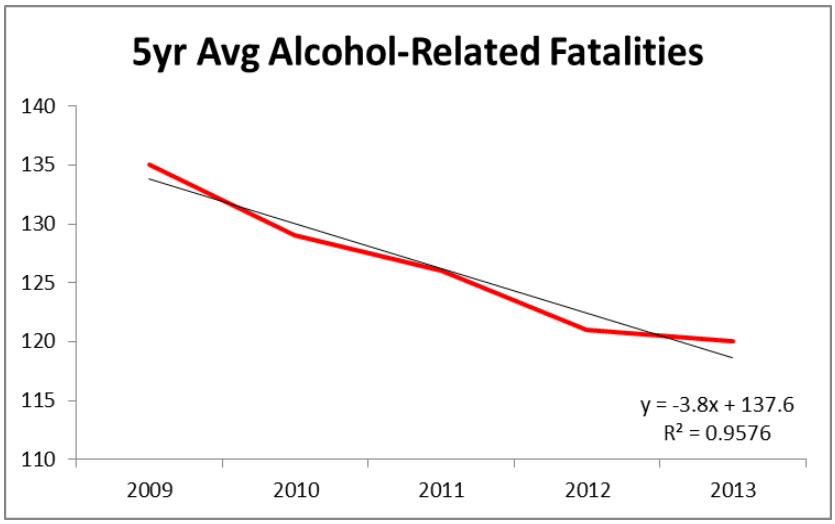


Figure 2.36

high confidence in the equation, indicated by the high R-squared value, lends credence to the possibility of alcohol-related fatality rate decreasing, rather than increasing, in the coming years.

In light of the positive projection in alcohol-related fatalities and keeping in line with the goal of a 5% decrease in alcohol-related fatalities, the 2016 goal for alcohol-related fatality rate will be a 5% decrease as well.

Target Analysis Summary:

	2009	2013	% chg	Trendline 2016 est.	Proj % chg from 2013	R-squared value
5yr Average for Alcohol-Related Fatalities	135	120	- 11%	107	- 11%	0.9576
Alcohol-Related Fatality Rate	0.20	0.21	+ 5%	0.23	+ 10%	0.0769

Motorcycles: MC Fatalities w/MC operator +0.08 BAC

FFY 2016 Target: Decrease motorcycle fatalities involving a motorcycle operator with BAC +0.08 or higher 8% from 2009-2013 calendar base year average of 13 to 12 by December 31, 2016.

Basis of Performance Measure: Motorcycle fatalities with motorcycle operator BAC 0.08 or higher

Analysis: The number of motorcycle fatalities where the motorcycle operator had a BAC of .08 or greater rose 40% between 2009 and 2013. While this may seem high, the small number of fatals – 10 in 2009; 14 in 2013 – accounts for the high double-digit percentage rate.

From 2012 to 2013, motorcycle fatalities with a motorcycle operator BAC 0.08 or higher increased from 12 to 14 – a 17% rise. Based upon the trendline equation in Figure 2.37 on the following page, the projected value for 2016 is 15, which would be a 7% increase from 2013.

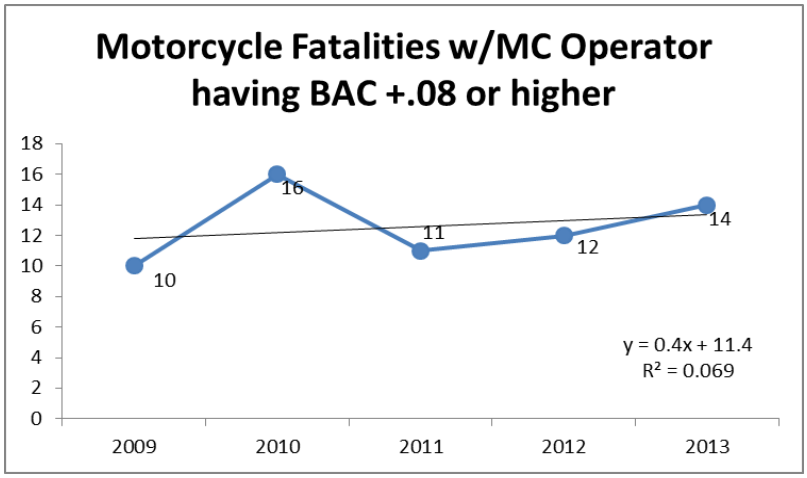


Figure 2.37

But the abysmally low R-squared value suggests one shouldn't place too much confidence in the trendline equation.

The five-year average for motorcycle fatalities involving a motorcycle operator with BAC 0.08 or higher has increased 18% since 2009. In 2013, the number of fatalities increased by 8% to 13 from 12 in 2012.

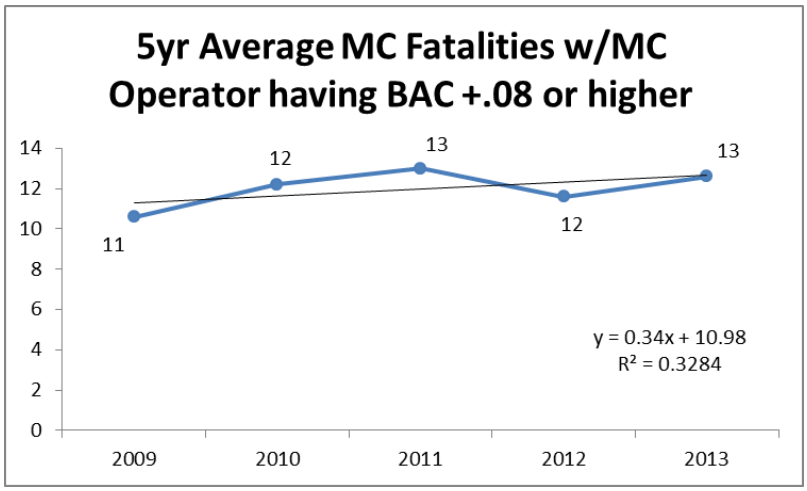


Figure 2.38

Trendline equation for five-year average indicates the projected 2016 value will be 14, an 8% increase from 13 in 2013.

Taking into account that both the five-year average of motorcycle fatalities (Figure 2.20) and alcohol-related fatalities (Figure 2.16) decreased from 2009 to 2013 and are both expected to continue declining through 2016, a conservative but positive projection for motorcycle fatalities involving motorcycle operator with BAC 0.08 or higher is needed.

Therefore, an 8% decline (which would equal a reduction of one fatality) from the 2009-2013 calendar base year average of 13 by December 2016 is a reasonable goal to set.

Target Analysis Summary:

	2009	2013	% chg	Trendline 2016 est.	Proj % chg from 2013	R-squared value
MC Fatalities w/MC operator BAC +.08 or more	10	14	+ 40%	15	+ 7%	0.069
5yr avg. for MC Fatalities w/MC operator BAC +.08 or more	11	13	+ 18%	14	+ 8%	0.3284

Distracted Driving: Distracted Driving-Related Fatalities

FFY 2016 Target: Decrease distracted driving-related fatalities 10% from 40 in 2013 to 36 by December 31, 2016.

Basis of Performance Measure: Distracted driving-related fatalities

Analysis: The data for distracted driving-related fatalities has only been tracked since 2010, so a five-year average cannot be determined or examined at this time. Nevertheless, distracted driving-related fatalities have decreased 15% from 47 in 2010 to 40 in 2013.

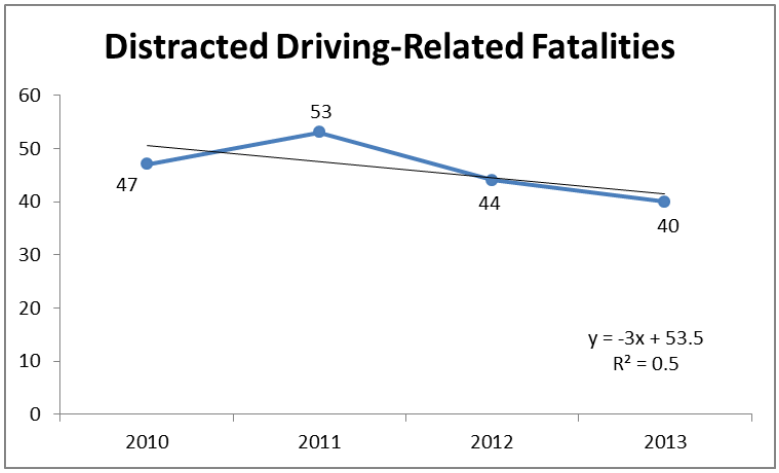


Figure 2.39

Trendline equation projects distracted driving fatalities to decrease 25% to 30 in 2016. The R-squared value indicates moderate confidence in the projection.

To further support the projected outcome of distracted driving-related fatalities by 2016, the number of distracted driving violations has increased nearly ten times since 2010 from 429 to 4,156 in 2013.

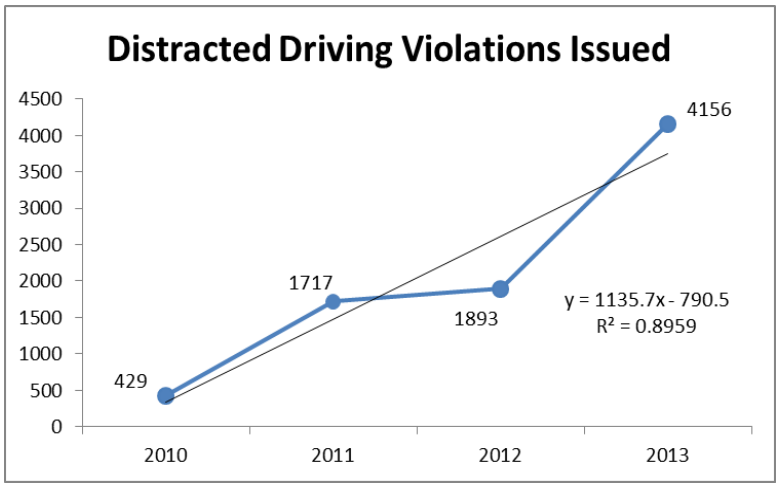


Figure 2.40
(**Source**: MRB Quarterly Violation Report – 90 8M JOL Mobile Dev/Phone; 90 13MP Mobile Device Improper Use; 90 13B Electronic Msg Send/Receive)

The tremendous increase in distracted driving violations over the past four years has positively impacted the number of distracted driving-related fatalities. As more drivers are ticketed for distracted driving, there is more awareness about the dangers (as well as financial impact) of distracted driving.

The trendline equation in Figure 2.40 has a very high R-squared value which indicates there is confidence in the future estimates of distracted driving violations. By 2016, a projected 8,285 violations will be distributed.

The combination of projected distracted driving fatalities decreasing and distracted driving violations increasing through 2016, as well as the expected positive impact of distracted driving mobilizations in 2015 and 2016, allows for a more generous projected goal. For 2016, the target will be a 10% decrease in distracted driving-related fatalities from 40 in 2013 to 36.

Target Analysis Summary:

	2009	2013	% chg	Trendline 2016 est.	Proj % chg from 2013	R-squared value
Distracted Driving-related Fatalities	47	40	- 15%	30	- 25%	0.5
Distracted Driving Violations	429	4,156	+ 1,142%	8,295	+ 50%	0.8959

Younger Drivers: Young Driver (Age 20 or under) Fatalities

FFY 2016 Target: Decrease young driver fatalities 15% from 13 in 2013 to 11 by December 31, 2016.

Basis of Performance Measure: Young driver fatalities

Analysis: Since 2009, the number of young driver (Ages 20 or under) fatalities in Massachusetts has dropped substantially from 19 in 2009 to 13 in 2013. This represents a 32% decrease in young driver fatalities. The same percentage decline took place from 2012 to 2013.

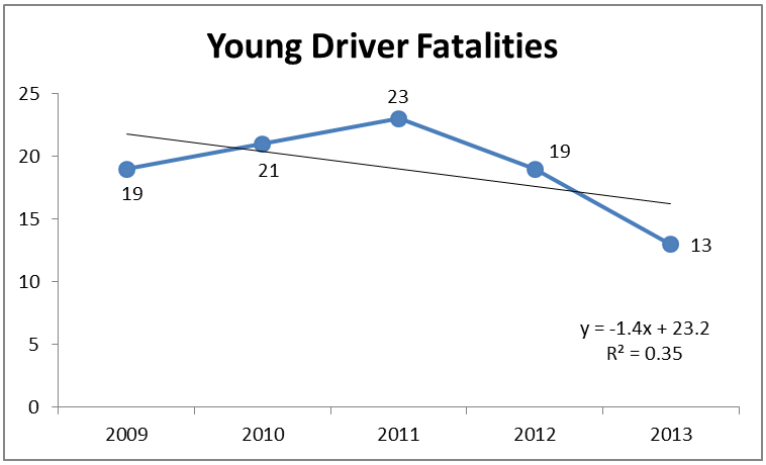


Figure 2.41

The trendline equation projects young driver fatalities to drop 8% to 12 in 2016. Confidence in the estimate is low as the R-squared value is 0.35.

Despite the low R-squared value, there is optimism in the near-term young driver fatalities. JOL violations, which include penalties for texting, phone usage, speeding, and time restriction offenses, have been instrumental in reducing young driver fatalities.

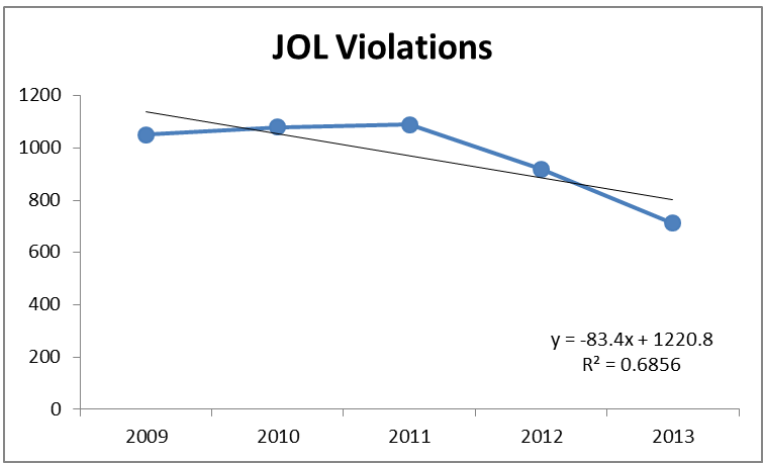


Figure 2.42

The 32% decline in JOL violations from 2009 to 2013 shows that young drivers are aware of the penalties involved if caught as well as an increased appreciation of the need to stay focused while on the road. The trendline

equation indicates JOL violations are expected to decline 22% to 554 by 2016.

Plus, the implementation of the Safer Driver Law in 2010, which prohibits the usage of electronic devices by drivers under the age of 18, has helped further increase safe driving habits by young drivers throughout the Commonwealth.

With young driver fatalities projected to decrease along with a decline in JOL violations – meaning more young drivers are adhering to driving laws – a 15% decline in young driver fatalities by 2016 is reasonable.

Target Analysis Summary:

	2009	2013	% chg	Trendline 2016 est.	Proj % chg from 2013	R-squared value
Young Driver Fatalities	19	13	- 32%	12	- 8%	0.35
JOL Violations	1,050	713	- 32%	554	- 22%	0.6856

Older Drivers: Older Drivers (65+) Involved in Fatal Crashes

FFY 2016 Target: Decrease older drivers (65+) involved in fatal crashes 5% from 69 in 2013 to 65 by December 31, 2016.

Basis of Performance Measure: Older drivers (65+) involved in fatal crashes

Analysis: Older drivers involved in a fatal crash increased 13% from 2009 to 2013. From 2012 to 2013, it dropped 16% from 82 to 69. The trendline equation projects 2016 fatalities to be 78, a 13% rise from 69 in 2013.

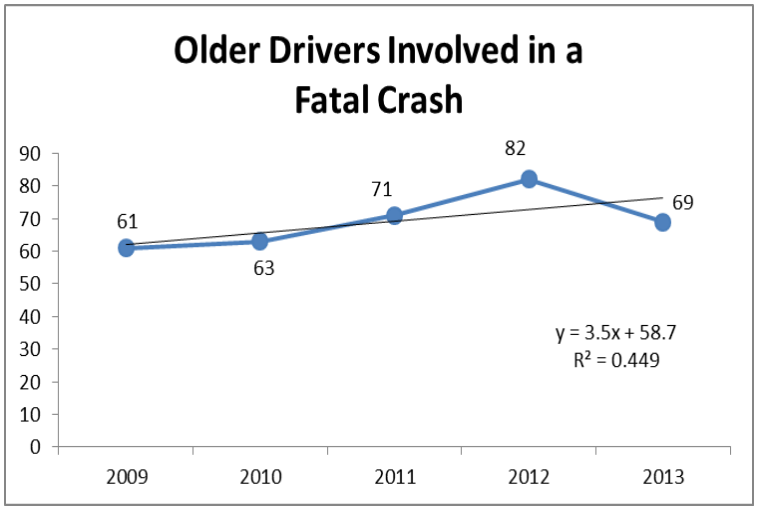


Figure 2.43

While there is some confidence in the equation outcome with an R-squared value of 0.449, recent legislation in Massachusetts aimed at older drivers may help decrease fatalities in coming years. Effective in September 2010, all operators 75 or older must renew their driver's license at an RMV branch. They must either pass an on-site vision test or present a completed Vision Screening Certification in order to receive a new license.

Despite the restriction to drivers age 75 or older, it will help prevent older drivers that are no longer visually able to drive from being on the roads. Older drivers are typically involved in two types of collisions – failure to yield or while taking a left turn. Both involve the necessity of good depth perception (how far is oncoming traffic, how fast is traffic coming) and without it, drivers tend to miss visual clues or misjudge speed and distance regarding oncoming vehicles.

A 5% decrease by 2016 is a reasonable target given the impact of the recently instituted renewal requirements for drivers age 75 or older, which should help lower older driver involvement in fatal crashes.

Target Analysis Summary:

	2009	2013	% chg	Trendline 2016 est.	Proj % chg from 2013	R-squared value
Older Drivers Involved in Fatal Crashes	61	69	+ 13%	87	+ 26%	0.449

Table 2.6 below presents progress on the performance targets set in the FFY 2015 HSP. The time period for most of the performance targets is still open so this is a progress report only.

Table 2.6 Progress for FFY 2015 Highway Safety Performance Targets

Program Area	Performance Target	Performance Measure	Update
Overall	Decrease MV fatalities 5% from the 2008-2012 calendar base year average of 355 to 337 by December 31, 2015.	Number of motor vehicle related crash fatalities	The five-year average for 2009-2013 for MV fatalities was 354, a decrease of 0.3% from 2008-2012.
Overall	Decrease the number of serious traffic injuries 10% from the 2008-2012 calendar base year average of 4,765 to 4,288 by December 31, 2015.	Number of serious traffic injuries	The five-year average for 2009-2013 for serious injuries was 4,602, a 4% decrease from 2008-2012.
Overall	Decrease fatalities/VMT 9% from the 2008-2012 calendar base year average of 0.64 to 0.58 by December 31, 2015.	Fatality rate per 100 M VMT	The five-year average for 2009-2013 was 0.64, no change from 2008-2012.
Overall	Decrease rural fatalities/VMT 8% from the 2008-2012 calendar base year average of 1.08 to 0.99 by December 31, 2015.	Rural fatality rate per 100 M VMT	The five-year average for 2009-2013 was 1.29, an increase of 19% from 2008-2012.
Overall	Decrease urban fatalities/VMT 10% from the 2008-2012 calendar base year average of 0.62 to 0.55 by December 31, 2015.	Urban fatality rate per 100 M VMT	The five-year average for 2009-2013 was 0.60, a 3% decrease from 2008-2012.
Impaired Driving	Decrease alcohol impaired driving fatalities 9% from the 2008-2012 calendar base year average of 119 to 108 by December 31, 2015.	Number of fatalities involving a driver or motorcycle operator with a BAC of 0.08 or greater	The five-year average for 2009-2013 was 120, a 0.8% increase from 2008-2012.
Impaired Driving	Decrease alcohol-related fatalities/VMT 5% from the 2008-2012 calendar base year average of 0.22 to 0.21 by December 31, 2015.	Alcohol-related (+0.08 BAC) fatalities rate per 100 M VMT	The five-year average for 2009-2013 for alcohol-related fatalities/VMT was 0.22., no change from 2008-2012.

Occupant Protection	Increase observed seat belt use rate by 5% from 74 average for 2009-2013 to 78 in 2015.	Percent of front seat outboard vehicle occupants who are observed to be using seat belts	2014 survey result for front seat occupants was 77%, an increase of two percentage points from 2013. The 2010-2014 average was 74. No change from 2009-2013. The 2015 survey result will be ready in August 2015.
Occupant Protection	Decrease unrestrained vehicle occupant fatalities in all seating positions 25% from the 2008-2012 base calendar year average of 112 to 84 by December 31, 2015.	Number of unrestrained passenger vehicle occupant fatalities (all seat positions)	The five-year average for 2009-2013 was 108, a decrease of 4% from 2008-2012.
Distracted Driving	Decrease distracted driving-related fatalities by 5% from 2010-2012 calendar base year average of 38 to 36 by December 31, 2015.	Number of fatalities with one or more distractions	The three-year average for 2011-2013 was 46, an increase of 21% from 2010-2012.
Speed and Aggressive Driving	Decrease speed-related fatalities by 12% from 2008-2012 calendar base year average of 97 to 85 by December 31, 2015.	Number of speed-related fatalities	The five-year average for 2009-2013 was 97, no change from 2008-2012.
Young Drivers	Decrease number of young drivers age 20 or under involved in fatal crashes from 2008-2012 calendar base year average of 52 by 30% to 36 by December 31, 2015.	Number of younger driver (age 20 or younger) involved in a fatal crash	The five-year average for 2009-2013 was 47, a 10% decrease from 2008-2012.
Young Drivers	Decrease young driver (age 20 and under) fatalities by 20% from 2008-2012 calendar base year average of 23 to 18 by December 31, 2015.	Number of young driver fatalities	The five-year average for 2009-2013 was 19, a decrease of 21% from 2008-2012.
Older Drivers	Decrease older drivers (age 65 or more) involvement in fatal crashes by 5% from 2008-2012 calendar base year average of 59 to 56 by December 31, 2015.	Number of older driver (age 65 or older) involved in a fatal crash	The five-year average for 2009-2013 was 69, an 17% increase from 2008-2012.
Pedestrians	Decrease pedestrian fatalities by 5% from 2008-2012 calendar base year average of 66 to 63 by December 31, 2015.	Number of pedestrian fatalities	The five-year average for 2009-2013 was 67, a 2% increase from 2008-2012.

Bicyclists	Decrease bicycle fatalities by 20% from 2008-2012 calendar base year average of 9 to 7 by December 31, 2015.	Number of bicyclist fatalities	The five-year average for 2009-2013 was 8, a decrease of 11% from 2008-2012.
Motorcyclists	Decrease motorcycle fatalities by 10% from 2008-2012 calendar base year average of 50 to 45 by December 31, 2015.	Number of motorcycle fatalities	The five-year average for 2009-2013 was 50, no change from 2008-2012.
Motorcyclists	Decrease the number of motorcycle fatalities where the motorcycle operator has a +0.08 BAC by 10% from 2008-2012 calendar base year average of 9 to 8 by December 31, 2015.	Number of motorcycle fatalities where the motorcycle operator has a +0.08 BAC	The five-year average for 2009-2013 was 13, an increase of 44% from 2008-2012.
Motorcyclists	Decrease unhelmeted motorcycle fatalities by 50% from 2008-2012 calendar base year average of 4 to 2 by December 31, 2015.	Number of unhelmeted motorcyclist fatalities	The five-year average for 2009-2013 was 5, a 25% increase from 2008-2012.

Traffic Records	Ensure key highway safety stakeholders have accessible, accurate, complete, consistent, integrated, and timely data and analyses from the local, state, and federal systems involving citation/adjudication, crash, driver, injury surveillance, roadway, and vehicle data to conduct cost-effective and successful highway safety planning, programs, and evaluations.	1. Increase by 5% the percentage of crashes that have been geocoded and linked to the roadway file from 89% in 2007-2008 to 93% by December 31, 2014 2. To improve the integration of traffic records systems by increasing the number of linked crash reports to hospital inpatient records by 10% from 91,000 in 2007 to 100,100 by September 2015 3. To increase by 10% the number of agencies able to access MassTRAC from 145 in June 2014 to 155 in June 2015 4. To improve the timeliness of crash data by decreasing the average number of days from crash incident to receipt of crash report by the RMV from 56.14 days in 2012 to less than 40 days by December 31, 2015 5. Improve the completeness of the Massachusetts EMS injury database, the Massachusetts Ambulance Trip Record Information System (MATRIS), by increasing in the number of ambulance services submitting reports to MATRIS from 293 in 2013 to over 300 in December 31, 2015	1. The geocoding rate for 2013 is 96.5% 2. The project to link data sets is still in the beginning stage. UMassSAFE is still in the process of accessing health data. 3. As of April 2015, there are 153 agencies with access to MassTRAC. 4. The average number of days between crash occurrence and the time it is entered into the crash data system was 42 days for paper reports and 45 days for electronic reports in 2013. 5. As of March 2015, there were 297 ambulance services submitting reports to MATRIS

3.0 Impaired Driving Program Area

Problem Identification and Analysis

Preventing impaired driving deaths remains a top priority for Massachusetts. Massachusetts continues to make progress in its efforts to reduce impaired driving. In 2003, Massachusetts adopted a 0.08 Blood Alcohol Content (BAC) per se law. In 2005, Massachusetts further strengthened its impaired driving laws with the passage of "Melanie's Law." This legislation toughened the laws, in particular, against repeat offenders. Since December 2002, EOPSS/HSD has provided funds to conduct between two and three Drive Sober or Get Pulled Over (DSOGPO) Mobilizations each year. Additionally, the MSP has continued to deploy EOPSS/HSD-funded mobile Breath Alcohol Testing (B.A.T.) mobiles for sobriety checkpoints.

In Massachusetts, the number of alcohol-related fatalities (+ 0.08 BAC) rose 11% between 2009 (106) and 2013 (118). In contrast, the number of alcohol-related fatalities nationally decreased 6% during the same time frame. Alcohol-related fatalities in Massachusetts accounted for 36% of all fatalities; while nationally, alcohol-related fatalities made up 31% of all traffic fatalities. On a positive note, alcohol-related fatalities dropped 9% from 129 in 2012 to 118 in 2013.

Although Massachusetts has shown significant improvement in this area in recent years, these numbers warrant that EOPSS/HSD continue to treat impaired driving as a major highway safety program area in FFY 2016. EOPSS/HSD will continue to fund high priority programs such as sobriety checkpoints and DSOGPO. Funding will also be allocated for programs to prevent underage drinking and for police training.

Alcohol-Related Driving Fatalities

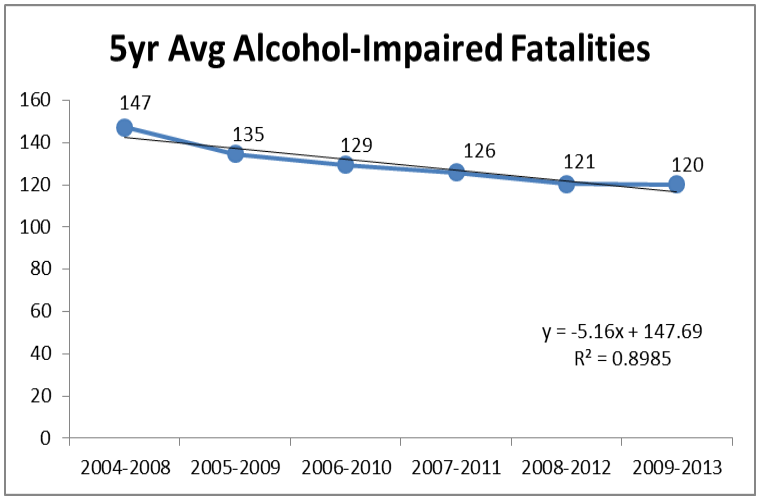


Figure 3.1

Since 2004, alcohol-related fatalities (0.08+ BAC) have dropped 30% from 169 to 118. As shown in Figure 3.1, efforts to battle alcohol-related fatalities are slowly paying off. From 2004-2008, the average number of alcohol-related fatalities was 147; by 2009-2013, it had dropped 18% to 120. The trendline for five-year average of alcohol-impaired fatalities has a high confidence value (R-square of 0.8985), which indicates the downward trend is expected to continue in the near future.

To determine how best to distribute funding throughout the Commonwealth to help further reduce the number of alcohol-impaired fatalities, EOPSS/HSD examined six key data elements – location, age, gender, time of day, month and day of week.

Table 3.1 Alcohol-Related Fatalities by County: 2009-2013

County	2009	2010	2001	2012	2013	Total Alcohol Fatals	Total MV Fatals 2009-2013	% Alcohol Fatals
Barnstable	5	7	6	9	6	33	96	34%
Berkshire	7	4	5	6	3	25	65	38%
Bristol	12	16	19	19	16	82	228	36%
Dukes	1	0	0	0	1	2	6	33%
Essex	11	12	18	13	10	64	189	34%
Franklin	0	2	1	1	3	7	23	30%
Hampden	16	13	9	12	11	61	161	38%
Hampshire	5	1	1	3	3	13	41	32%
Middlesex	16	18	21	13	12	80	253	32%
Nantucket	0	0	0	0	0	0	0	0%
Norfolk	14	12	7	13	11	57	165	35%
Plymouth	5	8	12	14	17	56	163	34%
Suffolk	7	6	8	10	9	40	122	33%
Worcester	8	24	21	16	16	85	258	33%
Total	**107**	**123**	**128**	**129**	**118**	**605**	**1770**	34%

In Table 3.1, the breakdown of alcohol-related fatalities by county in Massachusetts is provided. For each county, with the exception of Nantucket (0%), alcohol-related fatalities accounted for at least a third of all motor vehicle-related fatalities. In terms of percentage of all alcohol-related fatalities, the top five counties were: Worcester (14%), Bristol (14%), Middlesex (13%), Essex (11%), and Hampden (10%). These five counties accounted for 62% or 1,089 of the reported alcohol-related fatalities from 2009 to 2013.

Top cities for alcohol-related fatalities (2009-2013) and their respective county are:

Boston (31) – Suffolk County
Worcester (14) – Worcester County
Springfield (14) – Hampden County
New Bedford (10) – Bristol County
Taunton (10) – Bristol County
Holyoke (9) – Hampden County
Haverhill (9) – Essex County
Lynn (8) – Essex County
Brockton (8) – Plymouth County

These nine cities represent 19% of the alcohol-related fatalities reported from 2009-2013.

In terms of time-of-day, alcohol-related fatal crashes tend to occur during the time between 6pm and 3am. Of 622 reported fatal crashes from 2009 to 2013, nearly 64% took place during this time frame. The midnight to 3am period had the highest percentage of fatal crashes (28.6%), followed by 6pm to 9pm (18.6%) and 9pm to midnight (16.4%).

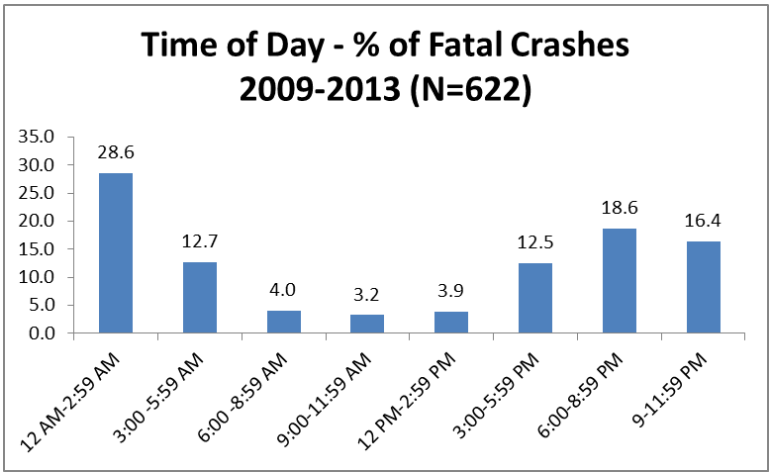
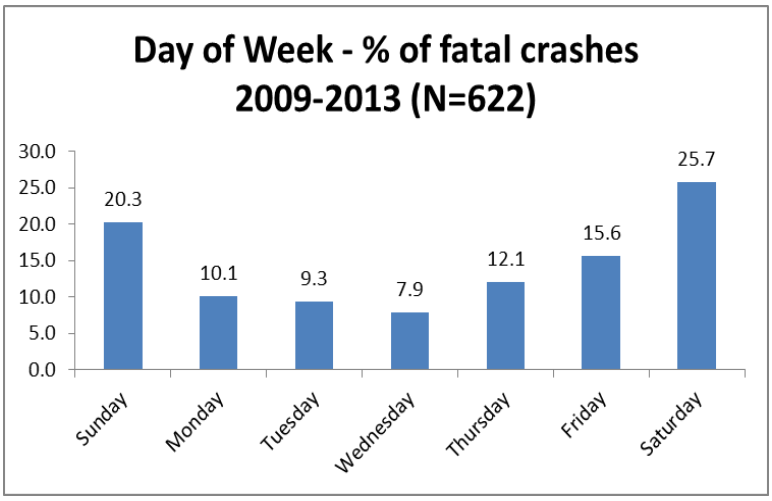


Figure 3.2

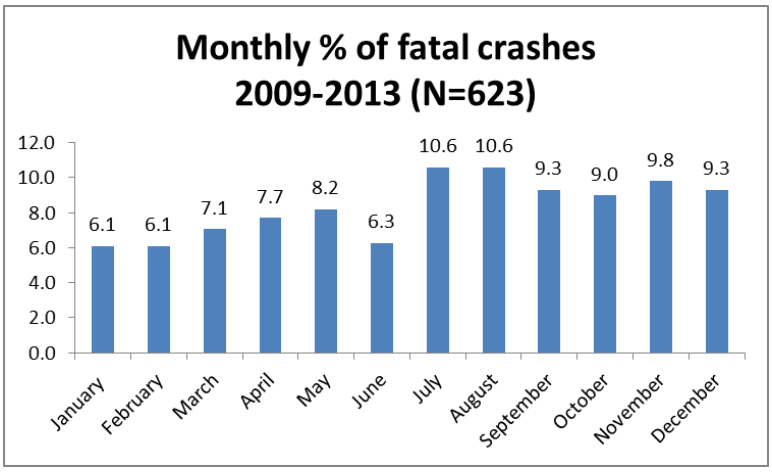
The top three time-of-day periods were also the top three across the nation during 2009-2013. Midnight to 3am (25%), 9pm to midnight (22.1%), and 6pm to 9pm (18%). The percentages are similar to the ones for Massachusetts.



Between 2009-2013, most alcohol-related fatal crashes occurred during the weekend. Nearly half the fatal crashes (46%) took place over Saturday and Sunday.

Figure 3.3

During the week, Friday had the highest percentage of alcohol-related fatal crashes, 15.6%. As with time of day, Saturday, Sunday, and Friday were the top three days nationally for alcohol-related fatal crashes.



From 2009-2013, July and August were the months with the highest percentage of alcohol-related fatal crashes in Massachusetts.

Figure 3.4

In fact, each month from July through December had a fatal crash percentage over nine. During the 2009-2013 time period, these six months accounted for nearly 60% of all alcohol-related fatal crashes.

During 2013, there were 133 impaired drivers involved in fatal crashes. Males accounted for 77% of the drivers. Both the 21-24 and 25-34 age group represented the highest amount of male drivers (24), while the 35-44 age group were highest for females (10). Interestingly, females came closest to males in number at the 35-44 age range (10 v 14); whereas, males were the majority for all other age groups.

Age	Male	Female
16-20	8	0
21-24	24	8
25-34	24	7
35-44	14	10
45-54	23	6
55-64	9	0
65-74	0	0
75+	0	0
Total	**102**	**31**

Table 3.2
Alcohol-related fatal crashes by driver age and gender in 2013

Taking into account all the data presented, EOPSS/HSD plans to prioritize funding for projects aimed at reducing alcohol-related fatalities and fatal crashes in Bristol, Essex, Hampden, Suffolk, and Worcester counties. Given those counties accounted for 62% of alcohol-related fatalities since 2009, priority will be to fund departments and non-profit agencies residing in those five counties. Furthermore, cities with high alcohol-related fatalities such as Boston, Springfield, and Worcester will be considered for additional funding to combat impaired driving through traffic enforcement outreach and mobilizations.

Based upon evidence presented above, EOPSS/HSD will work with grant recipient to target alcohol enforcement activities more often during weekends between 6pm – 3am and have the majority of the patrols (activity, outreach) occur between July and December.

Alcohol-Related Violations and Arrests

Table 3.3 presents alcohol-related violations in Massachusetts between 2010 and 2014. Overall, total violations have declined 11% since 2010. Impaired driving violations have dropped 8% since 2010 and underage drinking violations have gone down 46% in the same time frame. On a year-to-year basis, both impaired driving violations and underage drinking violations increased from 2013 to 2014 - impaired driving went up 2%; underage drinking, up 2% as well.

Table 3.3 Massachusetts Alcohol-Related Violations

	2010	2011	2012	2013	2014
Impaired Driving Violations[a]	19,944	18,420	19,241	18,071	18,350
Underage Drinking Violations[b]	1,672	1,417	1,218	893	907
Total Violations	**21,616**	**19,837**	**20,459**	**18,964**	**19,257**

Source: MRB Quarterly Violations Report January 2015

[a] Comprising Operating with a suspended License/OUI (90 23 J), DWI Liquor (90 24 DI), DWI Alcohol Program (90 24 D), Motor Vehicle Homicide/OUI Liquor (90 24 GF), Drink Open Container (90 24 I), DWI Serious Injury (90 24 L), Operating without an Ignition Lock (90 24 S), OUI with Child Endanger (90 24 VA), MV Homicide/Liq&Negl (90 24GG) [b] Comprising Minor Attempt Procure Liquor (138 34 A AP) , Minor Procure Liquor (138 34A PR), Liquor Purchase ID Card (138 34 B), Liquor Transported by Minor (138 34 C), Liquor Possession by Minor (138 34 C NS)

Table 3.4 presents alcohol-related arrests in Massachusetts between 2009 and 2013. Operating under the Influence (OUI) arrests have declined 33% since 2009, while liquor law and drunkenness arrests have decreased 39% and 2%, respectively. For under 18 offenders, the biggest drop was in liquor law arrests, which saw arrests go down 31% from 2009 to 2013.

Table 3.4 Massachusetts Alcohol-Related Arrests

	2009		2010		2011		2012		2013	
	Under 18	All Others	Under 18	All Others	Under 18	All Others	Under 18	All Others	Under 18	All Others
Operating Under the Influence	88	12,369	78	11,634	66	9,887	74	8,467	57	8,324
Liquor Laws	922	5,077	975	4,601	748	4,311	816	3,295	639	3,025
Drunkenness	276	7,144	231	7,443	175	7,249	152	6,875	201	7,055

Source: http://www.fbi.gov/about-us/cjis/ucr/crime-in-the-u.s/2013/crime-in-the-u.s.-2013, Table 69 June 2015

Drug-Related Fatalities, Violations and Arrests

In Massachusetts, as well as across the nation, driving under the influence of drugs has become an issue of public safety. Since 2009, drug-related fatalities have risen 34% from 38 to 51. Nationally, drug-related fatalities increased 14% during the same time period.

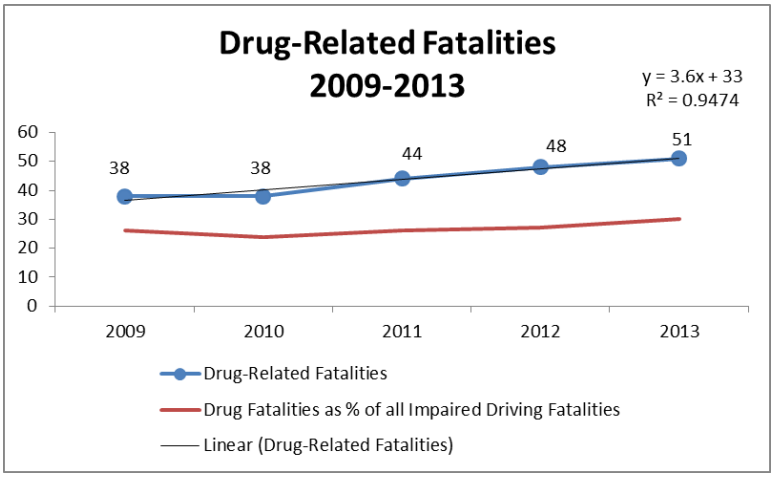


Figure 3.5

Trendline equation for drug-related fatalities has projected the number to increase 22% to 62 by 2016. The high R-squared value indicates there should be high confidence in the future estimate.

As a percentage of all impaired driving fatalities (total of alcohol and drug-related fatalities), drug fatalities have gone up four percentage points from 26% to 30% from 2009 to 2013.

On Table 3.5, the change in classification of drugs found among drivers involved in fatal crashes who tested positive in 2012 and 2013 is provided. Cannabinoid (hashish, marijuana, THC) drugs have been present in 29% of drug tests administered to drivers of drug-related fatal

Drug Type		2012	2013
Narcotic	Codeine, Heroin, Methodone	16%	19%
Depressant	Barbituates, Diazepam	9%	21%
Stimulant	Amphetamine, Cocaine	12%	7%
Hallucinogen	LSD, mescaline	1%	2%
Cannabinoid	Hashish, THC	29%	29%
PCP		0%	0%
Anabolic Steroid		0%	0%
Inhalant	Anesthetic gas, ether, nitrous oxide	0%	0%
Other Drugs	caffeine, mild analgesics	33%	23%
Unknown Drug		0%	1%

Table 3.5
Classification of Drugs found among Drivers Involved in Fatal Crashes in Massachusetts who Tested Positive

crashes in 2013. Depressant drug usage jumped from 9% in 2012 to 21% in 2013, while stimulants and other drugs dropped in 2013 compared to 2012.

To better assess and track drug usage by drivers, EOPSS/HSD has provided funding to the Massachusetts Police Training Committee (MPTC) to expand their Drug Recognition Expert (DRE) program. More DRE candidates are being trained and a drug testing result database is being developed and instituted by late fall 2015. The new database will help track drug usage and 'hot spots' for drug-influenced driving.

Table 3.6 Drug-Related Driving Violations: 2010-2014

	2010	2011	2012	2013	2014
Total Drug-Related Driving Violations	1,255	1,365	1,324	1,501	1,700

Source: MRB Quarterly Violations Report January 2015
Comprising MV Homicides/OUI Drug (90 24GC), MV Homicide/Drug & Negl (90 24GD), DWI Drug (90 24 DD), DWI Drug Program (90 24DP)

Table 3.6 shows the number of drug-related driving violations issued from 2010 to 2014. By 2014, the amount of violations had risen 35% since 2010. From 2013 to 2014, the number of violations rose 13%. During 2014, DWI Drug (90 24 DD) infractions accounted for 88% (1,491) of all drug-related driving violations and the number of DWI Drug violations issued had increased 22% from the number issued in 2013. Police are being more vigilant in finding drugged driving perpetrators and more funding has been awarded in recent years to both local and MSP to conduct aggressive enforcement programs aimed at flagging both alcohol- and drug-impaired drivers across the Commonwealth.

Location-wise, Worcester County experienced the most drug-related fatalities from 2009 to 2013. With 110 fatalities reported during the five-year span, Worcester accounted for 18% of all drug-related fatalities (630). Following Worcester – much like it was for alcohol-related fatalities – were Bristol (14%), Middlesex (13%), Essex (12%), then Hampden and Plymouth (both at 9%).

Compared to Table 3.1, drug fatalities as a percent of all motor vehicle fatalities were higher (36% vs 34%). This could be attributed to alcohol-related fatalities being counted as a drug-related fatality at times when only drugs were involved.

Table 3.7 Drug-Related Fatalities by County: 2009-2013

County	2009	2010	2011	2012	2013	Total Drug-Related Fatals	Total MV Fatals 2009-2013	% Drug Fatals
Barnstable	3	10	8	15	7	43	96	45%
Berkshire	3	2	3	2	1	11	65	17%
Bristol	9	22	24	22	13	90	228	39%
Dukes	1	2	0	1	1	5	6	83%
Essex	10	12	21	16	14	73	189	39%
Franklin	0	2	2	2	4	10	23	43%
Hampden	10	13	7	13	12	55	161	34%
Hampshire	1	3	1	4	1	10	41	24%
Middlesex	10	21	16	15	19	81	253	32%
Nantucket	0	0	0	0	0	0	0	0%
Norfolk	6	12	9	12	14	53	165	32%
Plymouth	2	7	12	16	18	55	163	34%
Suffolk	5	6	7	8	8	34	122	28%
Worcester	7	26	24	24	29	110	258	43%
Total	**67**	**138**	**134**	**150**	**141**	**630**	**1770**	36%

The top eleven cities for drug-related fatalities from 2009-2013 were:

Worcester (29) – Worcester County
Boston (27) – Suffolk County
Taunton (15) – Bristol County
New Bedford (14) – Bristol County
Springfield (13) – Hampden County
Andover (12) – Essex County
Brockton (10) – Plymouth County
Wareham (10) – Plymouth County
Falmouth (9) – Barnstable County
Lynn (9) – Essex County
Newton (9) – Middlesex County

Five of the top eleven reside in the southeastern Massachusetts region – Bristol, Plymouth, and Barnstable – accounting for 36% of the total drug-related fatalities for the top ten. For FFY 2016, EOPSS/HSD will fund MPTC to train more DREs, with emphasis on police officers from the southeastern region, plus the cities of Worcester and Boston. Furthermore, any drug enforcement efforts to be funded will place focus on Barnstable, Bristol, and Plymouth counties.

The chart below details funding by county for DSOGPO Enforcement (AL-16-11), Underage Alcohol Enforcement (AL-16-12) and Sustained Enforcement (AL-16-13).

FFY 2016 Total AL Funding by County			
Barnstable	$ 92,000	Hampshire	$ 66,000
Berkshire	$ 31,000	Middlesex	$ 489,500
Bristol	$ 241,500	Nantucket	$ -
Dukes	$ -	Norfolk	$ 230,500
Essex	$ 224,500	Plymouth	$ 191,500
Franklin	$ 5,000	Suffolk	$ 233,000
Hampden	$ 276,500	Worcester	$ 341,500

Performance Targets

Impaired Driving Performance Target #1
Decrease alcohol-impaired driving fatalities 10% from the 2009-2013 calendar base year average of 120 to 108 by December 31, 2016.

Impaired Driving Performance Target #2
Decrease alcohol-related fatalities/VMT 5% from 0.21 in 2013 to 0.19 by December 31, 2016.

Performance Measures

Number of alcohol-impaired fatalities

Alcohol-related fatality rate per 100 M VMT

Strategies

1. Provide funds to 202 local police departments to conduct two DSOGPO Mobilizations
2. Fund paid and earned media regarding the dangers of impaired driving
3. Fund 14 selected local police departments and the MSP to conduct sustained enforcement of traffic laws, including impaired driving laws
4. Encourage state and other local law enforcement to participate in sustained enforcement of impaired driving laws
5. Continue to fund Sobriety Checkpoints
6. Enlarge the efforts to reduce impaired driving by younger drivers and underage drinking through grants with local police departments, the ABCC, and campus police
7. Utilize the Traffic Safety Resource Prosecutor (TSRP) to conduct trainings and provide technical support for prosecutors and law enforcement regarding the prosecution of impaired driving cases (task listed in PT section)
8. Support law enforcement with training and technical assistance aimed at increasing their effectiveness to combat impaired driving and underage drinking
9. Provide funds to train additional DREs and sustain current DRE certifications
10. Provide funds for Preliminary Breath Testing (PBT) Units
11. Provide funds for a part-time SFST coordinator
12. Provide funds to support 3 part-time LEL positions (task listed in PT section)

Impaired Driving Program Area Projects

AL-16-01 Paid & Earned Media for Impaired Driving Prevention Programs

Utilizing a statewide media contractor, funds will be used to develop and implement paid and earned media to support anti-impaired driving programs including, but not limited to, DSOGPO Mobilizations December 2015 to January 2016 and August to September 2016. Funds may also be used to support new programs or to respond to new laws or events that affect this program area as needed. The Rendon Group is the EOPSS/HSD media contractor. This task will meet the requirements within the Grant Funding Policy Part II E by ensuring that all television public service announcements include closed captioning. In addition, they will be evaluated based on the criteria in the 402 Advertising Space Guidance. EOPSS/HSD follows a system like the NHTSA Communications Pyramid. Strong internal policies are followed noting that all media and communications activities should be in support of our data-driven objectives and in coordination with our other activities and programs, in particular enforcement. Crash and citation data are used not only for targeting enforcement activities but also to determine the primary audience and location and types of media purchased. This task is supported by CTW Chapter 1, Sections 5.2 and 2.2, and Chapter 5 Section 2.1. This task will support all performance targets.

Project Budget/Source – $750,000 (Sec. 405d) [Paid - $610,000; Earned - $140,000]

Project Staff – John Fabiano

AL-16-02 MSP Sobriety Checkpoint/BAT Mobile Partnership

Provide funds for overtime for approximately 110 Sobriety Checkpoints and saturation patrols for the MSP with support from the two BAT mobile units whenever operationally possible. This project will take place throughout the year in locations throughout Massachusetts chosen by on-going data analysis. The goal will be to deter motorists from driving while impaired and to apprehend impaired motorists. This task is supported by CTW Chapter 1, Section 2.1. This task will support all overall performance targets, impaired driving performance targets 1 and 2, motorcycle performance target 3, and younger driver performance target 2.

Project Budget/Source – $1,325,000 (Sec. 405d)

Project Staff - Deb Firlit

AL-16-03 Impaired Driving Law Enforcement Specialized Training Program

Provide funds to MPTC to conduct up to 36 trainings throughout the year focused on Standardized Field Sobriety Testing (SFST). Classes to be offered: SFST Instructor, SFST Refresher, and a three-day SFST course to help law enforcement better detect impaired drivers during OUI checkpoints, traffic stops, and at the scene of motor vehicle crashes. Increased

awareness of driver impairment by officers will lead to safer roads. Funding will also be used to fund a part-time SFST Coordinator responsible for implementing and maintaining the SFST training program statewide. Training will take place at various police departments across the Commonwealth. This task is supported by CTW Chapter 1, Section 7.1. This task will support all overall performance targets and impaired driving performance targets 1 and 2.

Project Budget/Source – $132,000 (Sec. 405d) [SFST Coordinator - $31,000; Training - $101,000]

Project Staff – Bob Kearney

AL-16-04 Underage Drinking Compliance Checks Program

Provide funds for overtime to the Massachusetts ABCC to conduct enhanced liquor enforcement compliance checks and Cops in Shops to reduce underage drinking and impaired driving. Overtime funds will be provided to ABCC investigators to perform compliance checks in approximately 150 communities. The Compliance Check program is designed to achieve broad geographical coverage throughout the commonwealth in order to develop a deterrence impact created through wider knowledge among the industry retailers that their establishment could be subject to a compliance check at any time. The ABCC will cover all counties and reach the highest number municipalities within each county that is feasible. While maintaining this focus, we also endeavor to re-check municipalities where we have found a higher than average failure rate in previous years. The 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 program will take place throughout the year. Municipalities and/or liquor establishments selected for compliance checks will either have a high failure rate or less than 50% compliance in 2014 and 2015; or ABCC hasn't conducted checks in municipality or liquor establishment to date. Since the ABCC is in the process of completing their FFY 2015 program, the ABCC will begin the process of selecting communities for FFY 2016 in September/October. This task is supported by CTW Chapter 1, Section 6.3. This task will support all overall performance targets, impaired driving performance targets 1 and 2, and younger driver performance targets 1 and 2.

Project Budget/Source – $175,000 (Sec. 405d)

Project Staff – Lindsey Phelan

AL-16-05 Statewide Underage Drinking Enforcement Training Program

Provide funds to ABCC to conduct trainings throughout the year for up to 900 officers from 150 departments for enforcement of the Massachusetts Liquor Control Act as well as false identification and fraudulent document detection. Trainings will take place at local police departments throughout Massachusetts. The main objective of this program is to prevent underage drivers from driving while intoxicated. This task is supported by CTW Chapter 2, Sections 6.3 and 6.4. This task will support all overall performance targets, impaired driving performance targets 1 and 2 and younger driver performance targets 1 and 2.

Project Budget/Source – $25,000 (Sec. 405d)

Project Staff – Lindsey Phelan

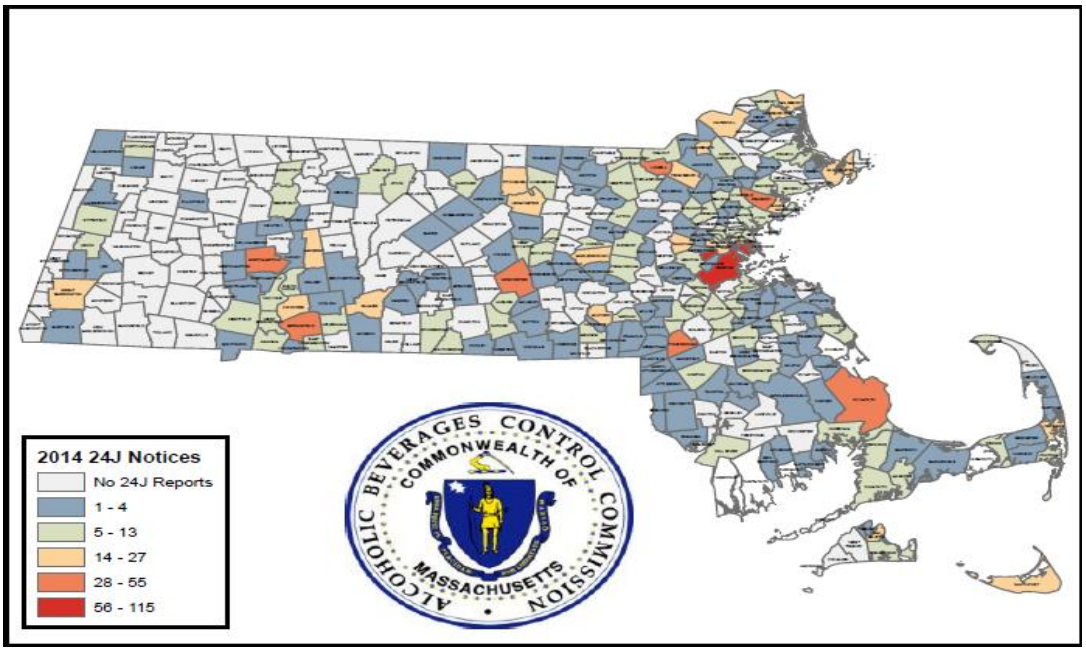
AL-16-06 Enforcement Program to Prevent Sale of Alcohol to Intoxicated Persons

Project Description – Provide overtime funds to the ABCC for investigators to participate in undercover operations at licensed establishments to determine if the licensee serves intoxicated individuals in approximately 40 communities. The ABCC will use DDACTS-style 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. Factors such as number of alcohol-related fatalities and crashes, OUI violations, and sales to minors violations will be taken into account. Large urban municipalities with a high concentration of liquor establishments (Boston, Worcester) as well as communities with residential colleges or universities will be given priority. The ABCC will focus on the establishments with the largest number of violations, which are listed in their application for funding. The ABCC will also conduct outreach to local police departments to ask if they can identify additional establishments that should be checked. This task is supported by CTW Chapter 1, Section 5.3. This task will support all overall performance targets and impaired driving performance targets 1 and 2.

Project Budget/Source – $175,000 (Sec. 405d)

Project Staff – Lindsey Phelan

Figure 3.6 - Map of 24J Notices (Place of Last Drink for Convicted DUI) during 2014



AL-16-07 Breath Test Operator (BTO) Training

Provide funds to the MSP Office of Alcohol Testing (OAT) to conduct up to 61 Breath Test Operator classes for approximately 1,600 local and state police to better detect impaired drivers. Trainings will take place throughout the year at MPTC and other facilities. This task is supported by CTW Chapter 1, Section 2.3. This task will also support all overall performance targets and impaired driving performance targets 1 and 2.

Project Budget/Source – $70,000 (Sec. 405d)

Project Staff – Krystian Boreyko

AL-16-08 Preliminary Breath Test (PBT) Equipment

Funds will be provided to the MSP/OAT and local law enforcement for approximately 100 PBT units. These units will be provided to local police officers and troopers including those who successfully complete a DRE class conducted by MPTC. They will be used throughout the year in MSP substations Troops A, B, C, D, and H. MSP/OAT will determine how the units are divided among agencies based on problem identification and greatest need. Yearly certification will be performed by OAT. This task is supported by CTW Chapter 1, Section 2.3. This task will support all overall performance targets and impaired driving performance targets 1 and 2.

Project Budget/Source – $100,000 (Sec. 405d)

Project Staff – Krystian Boreyko

AL-16-09 MSP BTO Recertification

In order to reduce alcohol related crashes and fatalities through aggressive OUI enforcement, it is imperative that all field service personnel maintain a current Breath Test Operator certification. This task will provide funds to the MSP to purchase four Breath Test machines for training purposes and recertify all twelve hundred (1200) officers assigned to the Division of Field Services as well as any other MSP personnel in need of recertification. This task is supported by CTW Chapter 1, Section 2.3. This task will support all overall performance targets, impaired driving performance targets 1 and 2, and motorcycle performance target 3.

Project Budget/Source – $40,000 (Sec. 405d)

Project Staff – Deb Firlit

AL-16-10 Drug Evaluation and Classification Program (DEC)

Provide funds to MPTC to conduct up to 29 training classes throughout the year for police officers covering ARIDE (Advanced Roadside Impaired Driving Enforcement) and DEC (Drug Evaluation & Classification). Funding will also support a part-time DRE Coordinator to attend DRE-related conferences and seminars and for out-of-state travel to Maricopa County, Arizona for hands-on oversight of field evaluations for students seeking DRE certification. There are currently 111 certified DREs in Massachusetts. The DREs represent 52 municipalities along with MSP, MA Environmental PD, and Bridgewater State Campus Police. Presently, many DREs come from Essex or Middlesex Counties and FFY 2016 funding will help increase DRE presence in other counties, especially Bristol and Worcester. MPTC projects the addition of 20-25 new DREs during 2016. Funding will also be used to develop and maintain a DRE testing database as well as tablets and associated software. The DRE Coordinator will be required to submit an annual report that details all of the activities of the program. This task is supported by CTW Chapter 1, Section 7.1. This task will support all overall performance targets and impaired driving performance targets 1 and 2.

Project Budget/Source – $350,000 (Sec. 405d) [DRE Coordinator - $32,000; Coordinator Travel - $7,000; DRE Student Travel - $68,000; Training - $198,000; Equip/Software - $45,000]

Project Staff – Bob Kearney

AL-16-11 Local DSOGPO Police Enforcement Campaign

Provide funds for high-visibility overtime enforcement for 201 local police departments for the December 2015 to January 2016 and August to September 2016 DSOGPO Mobilizations. Enforcement efforts will primarily focus on apprehending impaired motorists, although other violations such as speeding and failure to wear a seat belt will also be targeted. Patrols will be conducted during high-risk times and locations based on the latest available state and local data. Eligibility was based upon 2010-2012 crash data, subtracting crashes the MSP responded to, and then normalized by state population. Any community with a crash rate equal to or above 0.45 is deemed eligible for this program. Eligible departments are listed in the appendix under Table 13.1. This task is supported by CTW Chapter 1, Sections 2.1, 2.2, and 7.1. The departments were selected based on crash data and past performance. This task will support all performance targets.

Project Budget/Source –$1,245,000 (Sec. 405d)

Project Staff – Lindsey Phelan

AL-16-12 Local Underage Alcohol Enforcement Grant Program

Provide overtime funds for 71 local police departments for enforcement of underage drinking laws in partnership with ABCC, community organizations, and youth groups. Eligible activities will include: compliance checks, party patrols, surveillance patrols, Cops in Shops, and shoulder taps. Grantees will provide detailed monthly reports on various elements related to alcohol possession, usage, and transportation as well as additional data on any evidence of drugs or drug usage. These activities should lead to a decrease in incidences of drinking and/or drugged driving by young drivers. Grant awards will range from $5,000 to $15,000 per department for overtime enforcement. Award winners were selected based upon data provided along key problem identification areas for their respective community such as number of alcohol-related MV fatalities involving persons under 21, number of OUI arrests, and number of arrests made for alcohol transportation by person under 21. Grantees are listed in Appendix under Table 13.2. This task is supported by CTW Chapter 1, Section 6.2, 6.3, and 6.4. This task will support all overall performance targets, impaired driving performance targets 1 and 2, and younger driver performance targets 1 and 2.

Project Budget/Source – $505,000 (Sec. 405d)

Project Staff – Lindsey Phelan

AL-16-13 Sustained Traffic Enforcement Program

Sustained enforcement of impaired driving laws will be conducted in selected communities. By using detailed data from the MassTRAC, 14 hot spots involved in sustained enforcement have the highest percentage of crashes in the Commonwealth with fatal or non-fatal injuries normalized by population. The hot spots are Worcester, Brockton, Lowell, New Bedford, Fall River, Springfield, Lynn, Boston, Framingham, Holyoke, Chicopee, Taunton, Quincy, and Cambridge. MSP and local police departments in the selected areas will receive additional overtime funding to crack down on impaired driving and other traffic safety areas. A list of the selected areas is in the Appendix under Table 13.3. This task is supported by CTW Chapter 2, Sections 2.1, 2.5, 3.1, 3.2, and Chapter 3 Section 2.2. This task will support all performance targets (not including traffic enforcement grant citation and arrest-related performance targets).

Project Budget/Source – $338,750 (Sec. 405d) and $338,750 (Sec. 402)

Project Staff – Deb Firlit

AL-16-14 MSP Sustained Traffic Enforcement Program

In support of impaired driving laws, this task will provide funds to the MSP to deploy sustained and selective "zero tolerance" traffic enforcement overtime patrols on the day/time/location identified in each respective Troop to augment local police department

efforts within the same general location as outlined in support of the STEP program. MSP STEP enforcement patrols will provide maximum visibility for deterrent purposes and saturate target areas taking immediate and appropriate action on all motor vehicle violations, with particular focus on impaired driving. This task is supported by CTW Chapter 2, Sections 2.1, 2.5, 3.1, 3.2, and Chapter 3 Section 2.2. This task will support all performance targets (not including traffic enforcement grant citation and arrest-related performance targets).

Project Budget/Source – $93,750 (Sec. 405d) and $93,750 (Sec 402)

Project Staff – Deb Firlit

AL-16-15 Office of Alcohol Testing Training Updates

Funding will be provided to the MSP/Office of Alcohol Testing (OAT) to enhance their breath test program for Massachusetts. Currently, OAT trains approximately 25 breath test operators to certify approximately 7,800 breath test operators every three years. Funding will be used to enhance their current program by developing a web-based training, which will improve the efficiency and frequency of training. Funds will be used to develop, maintain, and support this new system. MSP/OAT will provide EOPSS/HSD with a more detailed budget once the vendor's has been approved. OAT is the Massachusetts agency responsible for overseeing the breath test program for Massachusetts. OAT establishes and maintains lists of approved breath test devices in accordance with the Massachusetts General Laws and the National Highway Traffic Safety Administration's list of conforming products. OAT also annually certifies all breath test equipment utilized in Massachusetts, approves and distributes all calibration standards used with breath test devices and establishes the standards for training and certification relative to breath testing. This task is supported by CTW Chapter 1, Section 2.3. This task will support all overall performance targets and impaired driving performance targets 1 and 2.

Project Budget/Source - $125,000 (Sec. 405d)

Project Staff – Barbara Rizzuti

AL-16-16 Stakeholders Conference

Funding will be used to conduct a one day conference with and for traffic safety stakeholders. Alcohol-Impaired driving will be the main focus, but topics will also include drugged driving, occupant protection, and speeding. The goal will be to initiate a dialogue with key local, state, federal, and private sector leaders to identify highway priorities, supported by problem identification where possible, in order to improve traffic safety and achieve the goals of the HSP. Location and date of conference is yet to be determined. This task is supported by CTW Chapter 1, Section 5.2. This task will support all core performance targets.

Project Budget/Source – $15,000 (Sec. 402)

Project Staff – Bob Kearney

AL-16-17 MSP DRE Training

Funding will be provided to the MSP to expand their Drug Recognition Expert (DRE) program. With the decriminalization of small amounts of marijuana and the recent legislation allowing for the distribution of medical marijuana, troopers are seeing a marked increase of people driving under the influence of this drug. Other states that passed similar legislation much earlier than Massachusetts are now facing an epidemic of impaired drivers as a result. The MSP will expand the DRE training and at a minimum have a trained DRE available in every barrack. Coordinating this effort with the state DRE coordinator, MSP will train and equip 12 additional officers as DREs.. The plan is to conduct a training session in FFY 2016. This task is supported by CTW Chapter 1, Section 2.1, 2.2, 2.5 and 7.1. This task will support core performance targets 1, 2, 3 as well as Impaired Driving targets 1 and 2.

Project Budget/Source – $40,000 (Sec. 405d)

Project Staff – Deb Firlit

AL-16-18 Educational Outreach to Young Drivers

Funding will be provided to SADD and In Control Family Foundation to educate young drivers on the dangers of underage drinking and impaired driving. According to the 2011 Massachusetts Youth Health Survey (MYHS), conducted by DPH, teens are starting to experiment with alcohol earlier. When asked about how many times they have had alcohol in the past 30 days, 21% of high school students reported using alcohol on 1-2 days, 16% on 3-9 days and 4% on 10-30 days. Approximately 15% of high schools students reported driving after drinking alcohol within the past 30 days. Methods for outreach may include, but are not limited to, school presentations, peer-to-peer workshops, safety fairs, and informational campaigns. An evaluation component will be included. This task is supported by CTW Chapter 1, Sections 5.2, 6.5. This task will support all core performance targets as well as Younger Driver target 2.

Project Budget/Source – $50,000 (Sec. 410)

Project Staff – Bob Kearney

AL-16-19 District Attorney's Conferences

Funds will be provided to Offices of the District Attorney to conduct one-day conferences within their jurisdictions. Topics may include underage drinking, impaired driving, and distracted driving. Attendees would include prosecutors, parents, youth service providers, state and local law enforcement, court personnel, school officials, coaches/athletic providers, health care providers, media outlets, business and government leaders. This task is supported by CTW Chapter 6, Sections 3.1, 6.5 and 7.3 and Chapter 4, Section 2.2. This task will support all core performance targets as well as Younger Driver target 2.

Project Budget/Source – $20,000 (Sec. 402)

Project Staff – Lindsey Phelan

AL-16-20 ABCC – SOURCE Investigations Program

Funding will be provided to ABCC to continue with the success of the FFY2015 pilot program called "SOURCE Investigations." The purpose of the program is to investigate alcohol-related motor vehicle crashes resulting in death or incapacitating injuries as well as those involving persons under the legal age to possess or consume alcohol. Through coordinated efforts with local police, ABCC investigators will conduct in-depth investigations to identify the source of alcoholic beverages sold to minors or intoxicated persons involved a motor vehicle crash ending in either death or serious injuries. By holding licensed establishments accountable, ABCC's goal is to reduce the number of licensees selling alcohol to minors and intoxicated individuals, leading to fewer incidents and motor vehicle crashes in Massachusetts. The program will run from October 2015 to September 2016. This task is supported by CTW Chapter 1, Section 5.3. This task will support all overall performance targets and impaired driving performance targets 1 and 2.

Project Budget/Source - $25,000 (Sec. 410)

Project Staff – Lindsey Phelan

AL-16-21 Program Management

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

Project Budget/Source – $275,601 (Sec. 402)

Project Staff –Barbara Rizzuti, Bob Kearney, Deb Firlit, Lindsey Phelan, Krystian Boreyko, John Fabiano

Impaired Driving: Budget Summary

	Project	Budget	Source
AL-16-01	Paid and Earned Media	$ 750,000	405d
AL-16-02	MSP Sobriety Checkpoint/BAT Mobile Partnership	$ 1,325,000	405d
AL-16-03	Impaired Driving Law Enforcement Specialized Training Program (MPTC)	$ 132,000	405d
AL-16-04	Underage Drinking Compliance Checks Program (ABCC)	$ 175,000	405d
AL-16-05	Statewide Underage Drinking Enforcement Training Program (ABCC)	$ 25,000	405d
AL-16-06	Prevent the Sale of Alcohol to Intoxicated Persons (ABCC)	$ 175,000	405d
AL-16-07	BTO Training	$ 70,000	405d
AL-16-08	PBT Equipment	$ 100,000	405d
AL-16-09	MSP Breath Test Machines for Training	$ 40,000	405d
AL-16-10	DEC/DRE	$ 350,000	405d
AL-16-11	DSOGPO Local Police Enforcement Campaign	$ 1,245,000	405d
AL-16-12	Local Underage Alcohol Enforcement	$ 505,000	405d

	Program		
AL-16-13	Sustained Traffic Enforcement Program	$ 338,750 $ 338,750	405d 402
AL-16-14	MSP Sustained Traffic Enforcement Program	$ 93,750 $ 93,750	405d 402
AL-16-15	OAT Training Update	$ 125,000	405d
AL-16-16	Stakeholders Conference	$ 15,000	402
AL-16-17	MSP DRE Training	$ 40,000	405d
AL-16-18	Educational Outreach to Young Drivers	$ 50,000	410
AL-16-19	District Attorney's Conferences	$ 20,000	402
AL-16-20	ABCC SOURCE Investigations	$ 25,000	410
AL-16-21	Program Management	$ 275,601	402
	Total All Funds	**$ 6,307,601**	

4.0 Occupant Protection Program Area

Problem Identification and Analysis

Occupant protection refers to the use of seat belts, motorcycle helmets, booster seats, and child passenger safety (CPS) seats by motor vehicle drivers and passengers. Massachusetts has a secondary seat belt law which makes enforcement of occupant protection laws more challenging (see Appendix: Occupant Protection - Attachment A for the seat belt law; Attachment B for CPS law).

The statewide seat belt rate reached 77 percent in 2014, up from 75% in 2013. This is the highest seat belt rate the Commonwealth has ever recorded, thanks in part to the national CIOT model that is followed. However, the belt rate still lagged 10 percent behind the nationwide rate of 87%, which remained unchanged from 2013 to 2014.

Because seat belts remain the most effective means of preventing death or injury as a result of a crash and the Massachusetts belt use rate remains below the national average, EOPSS/HSD will continue to make occupant protection a major highway safety program area in FFY 2016.

Table 4.1 Massachusetts Seat Belt Use Rates

		2010	2011	2012	2013	2014	% chg 2010-2014
Nationwide Belt Use		84%	84%	86%	87%	87%	+ 3
MA Statewide Belt Use		74%	73%	73%	75%	77%	+ 3
Gender	Male	67%	68%	65%	69%	71%	+ 4
	Female	82%	80%	81%	81%	83%	+ 1
Age Group	Teen	72%	69%	72%	75%	80%	+ 8
	Adult	72%	73%	71%	74%	75%	+ 3
	Elder Adult	84%	79%	83%	82%	82%	- 2
Occupant Role	Driver Alone	73%	73%	71%	74%	75%	+ 2
	Passenger	74%	74%	76%	77%	81%	+ 7
Vehicle Type	Passenger Car	77%	76%	75%	76%	77%	--

		2010	2011	2012	2013	2014	% chg 2010-2014
	SUV	79%	78%	78%	80%	83%	+ 4
	Van	80%	79%	80%	81%	81%	+ 1
	Pick-Up Truck	58%	59%	57%	57%	60%	+ 2
	Commercial Vehicle	51%	47%	44%	51%	55%	+ 4
Functional Classification	Primary (Interstate)	79%	80%	80%	83%	85%	+ 6
	Secondary (Arterial)	75%	72%	74%	77%	78%	+ 3
	Local (All others)	74%	68%	71%	73%	75%	+ 1
State of Vehicle Registration	Massachusetts	73%	72%	72%	74%	76%	+ 3
	New Hampshire	72%	73%	73%	66%	69%	- 3
	Other State	82%	84%	80%	85%	85%	+ 3
Region*	Region 1	N/A	N/A	72%	79%	77%	+ 5
	Region 2	N/A	N/A	76%	78%	81%	+ 5
	Region 3	N/A	N/A	77%	78%	78%	+ 1
	Region 4	N/A	N/A	69%	70%	75%	+ 6
	Region 5	N/A	N/A	75%	78%	78%	+ 3
	Region 6	N/A	N/A	68%	65%	73%	+ 5
	Region 7	N/A	N/A	70%	76%	73%	+ 3

Source: EOPSS/HSD's 2010 to 2014 Massachusetts Seat Belt Use Observation Surveys
*Region borders changed with the new methodology in 2012
Region 1 – Berkshire, Franklin, Hampden, Hampshire Counties
Region 2 – Worcester County
Region 3 – Middlesex County
Region 4 – Essex County
Region 5 – Norfolk, Suffolk Counties
Region 6 – Bristol County
Region 7 – Barnstable, Plymouth Counties

In 2014, the overall seat belt usage rate increased two percent from 2013. Males again had a substantially lower belt usage than females but increased four percent from 2013. Additionally, female belt usage increased slightly from 81% to 83%. Teen belt use increased five percent from 2013 – rising nearly 9% since 2012. All seven regions of Massachusetts saw an increase in belt usage. Region 6 (Bristol County) had the biggest gain from 2013, jumping eight percent from 65% to 73%. This is a significant development as Bristol had the lowest belt usage rate (68%) among all regions in 2012. Furthermore, from 2009-2013, Bristol (see Table 4.2) had the highest percentage of unrestrained passenger vehicle occupant fatalities of all the counties. This

increase in belt usage from 2013 will hopefully lead to even fewer unrestrained fatalities in Bristol going forward. Results from the 2015 survey will be provided to NHTSA in August 2015.

As the results of the most recent Statewide Seatbelt Survey shows, more and more drivers and passengers of motor vehicles are using restraints when traveling. Since 2009, unrestrained passenger vehicle occupant fatalities have dropped 17% from 116 to 96 in 2013. The national rate declined by the same percentage during the matching time period.

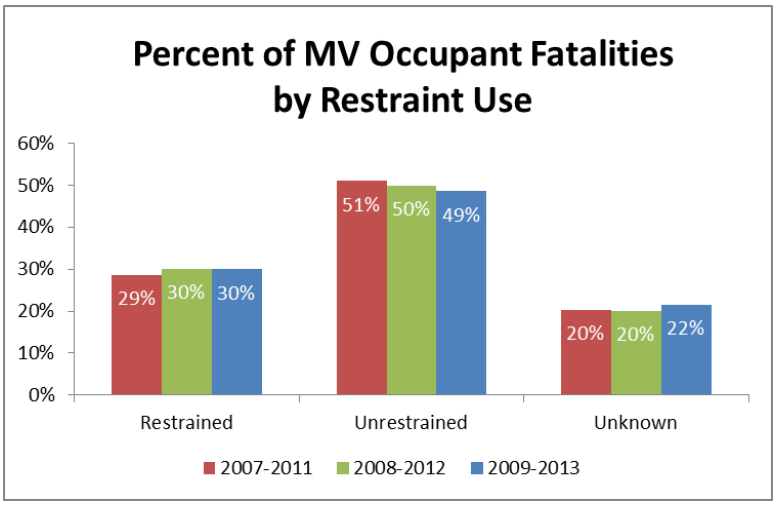


Figure 4.1

Starting in 2007, the five-year trend of the number of unrestrained motor vehicle occupant fatalities as a percentage of all motor vehicle occupant fatalities declined two percent from 2007-2011 to 2009-2013.

The slight increase in restrained fatalities likely reflects an increase in motor vehicle occupants wearing seatbelts in a crash as fewer drivers and passengers go without restraints.

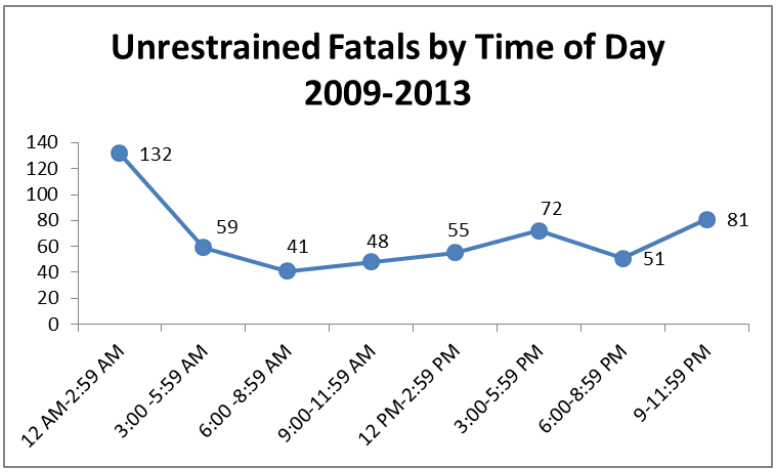


Figure 4.2

By time of day, the top three time periods for unrestrained fatalities from 2009-2013 were: midnight-3pm (132), 9pm-midnight (81), and 3pm-6pm (72). The period from 3pm-6pm would reflect lack of seatbelt usage as people head home from work, drive children to afterschool events, and willingness to do without a seatbelt for short drives in local neighborhoods. The 9pm-3am period would be most likely due to drinking and not wearing seatbelts.

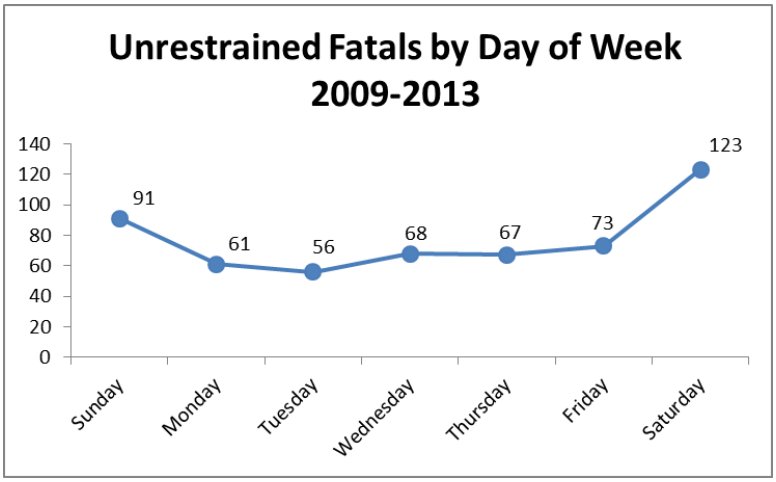


Figure 4.3

By day of week, the weekend period (Friday – Sunday) accounted for the three highest days for unrestrained fatalities. Over 50% of unrestrained fatalities occurred during the Friday-Sunday period from 2009-2013, with Saturday representing 23% of all reported unrestrained fatalities.

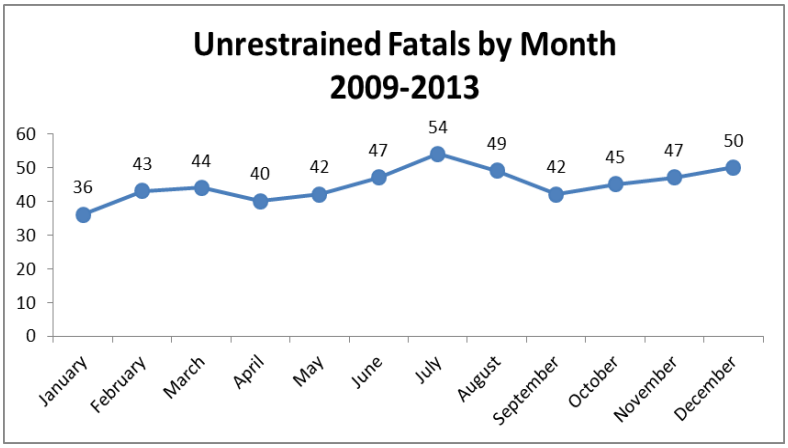


Figure 4.4

By month, unrestrained fatalities peaked during the summer months (June – August) as well as during the holiday season encompassing Thanksgiving, Christmas, and New Year's Eve.

Based on this data, EOPSS/HSD will work with police departments, both local and state, to focus more enforcement activities during the months of June, July, August, November and December with emphasis on the weekend and times from 9pm-3am.

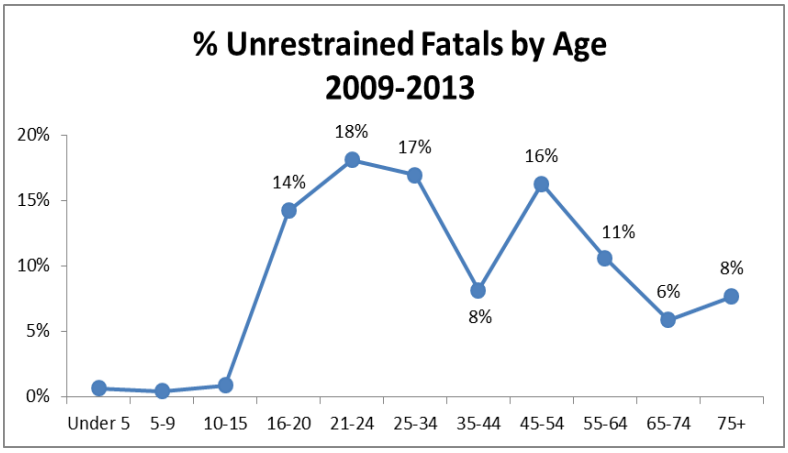


Figure 4.5

From 2009-2013, the 21-24 age group had the highest percentage of all unrestrained fatalities (18%), followed by 25-34 (17%), 45-54 (16%) and 16-20 (14%).

As for gender, males made up nearly 75% of all unrestrained fatalities. Females were closest in number to males in the 75+ age group, which may be due to possibility of more women being the primary drivers in this age group than males.

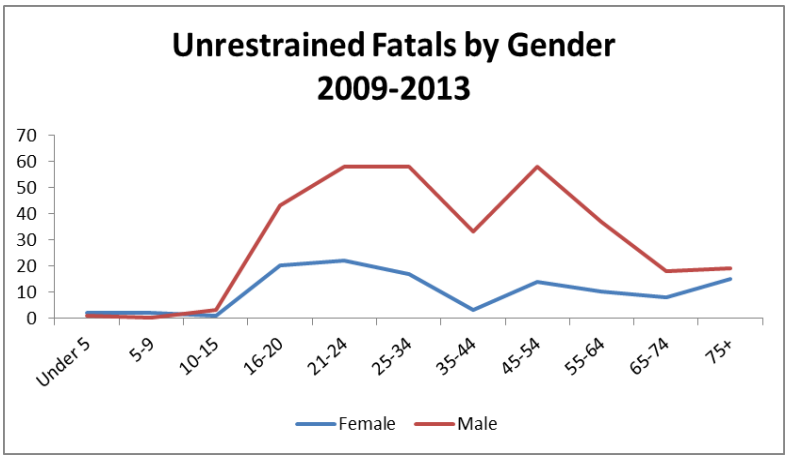


Figure 4.6

Any social media messaging or advertising should be aimed at occupants in the 16-34 age range, which makes up nearly 50% of all unrestrained fatalities. If funds are available, marketing outreach to the 45-54 age group would be advisable.

In terms of optimal location to focus enforcement and educational efforts, data from FARS indicates unrestrained fatalities occur with greater frequency in the counties of Bristol, Middlesex, and Worcester. These counties accounted for 47% of all unrestrained fatalities reported in Massachusetts from 2009-2013.

Top cities for unrestrained fatalities from 2009-2013 were: Boston (14), Holyoke (11), New Bedford (11), Taunton (11), Worcester (11), Attleboro (9), Dartmouth (8) and Springfield (8).

Table 4.2 Unrestrained Fatalities by County, 2009-2013

County	2009	2010	2011	2012	2013	Total Unrestrained Fatals	% Unrestrained Fatals
Barnstable	6	3	7	7	2	25	5%
Berkshire	3	6	1	5	3	18	3%
Bristol	16	16	26	15	13	86	16%
Dukes	0	0	0	2	0	2	0%
Essex	18	9	12	13	10	62	12%
Franklin	0	0	2	2	3	7	1%
Hampden	11	12	7	6	9	45	8%
Hampshire	4	0	4	1	2	11	2%
Middlesex	20	14	22	17	10	83	15%
Nantucket	0	0	0	0	0	0	0%
Norfolk	15	9	9	6	8	47	9%
Plymouth	8	11	10	11	9	49	9%
Suffolk	3	2	8	5	1	19	4%
Worcester	12	20	14	13	26	85	16%
Total	**116**	**102**	**122**	**103**	**96**	**539**	

Seat Belt Violations

Table 4.3 presents seat belt and child safety violations issued along Massachusetts state- and locally-controlled roadways for all police departments. The number of overall violations has dropped 24% since 2010. Seatbelt violations only rose slightly from 2013 to 2014, while No Child Restraint violations rose 4% from 2013 to 2014. The decline in violations since 2010 may indicate EOPSS/HSD's traffic safety messages regarding seatbelt and child seat usage is making an impact on driver and passenger decision-making. The uptick from 2013 to 2014 could be attributed to increased traffic enforcement mobilization participants in 2014 compared to 2013.

Table 4.3 Massachusetts Seat Belt and Child Safety Seat Violations

	2010	2011	2012	2013	2014
Seat belt Violations[a]	61,430	46,975	53,343	46,832	46,975
No Child Restraint Violations[b]	3,723	3,005	3,434	2,919	3,037
Total Violations	**65,153**	**49,980**	**56,777**	**49,751**	**49,262**

Source: MRB Quarterly Violations Report, January 2015

[a] Comprising Seatbelt Violation (90 13A) and Seatbelt (90 7BB), [b] No Child Restraint (90 7AA), No child Car Seat (90 7AA WC)

Occupant Protection Plan

CIOT

As its primary effort to increase seat belt, booster seat, and child safety seat use in Massachusetts, during May FFY 2016, EOPSS/HSD will conduct a statewide CIOT Mobilization. This will be based on the NHTSA High-Visibility Enforcement model involving traffic enforcement, paid and earned media, and community education. CIOT and all mobilizations will include traffic enforcement and messaging that will promote seat belt and child safety seat use and compliance with the Commonwealth's related laws.

EOPSS/HSD will award approximately $622,500 in grant funding for CIOT Mobilization overtime for state and local police traffic enforcement. The enforcement is anticipated to take place statewide with the MSP and 202 local police departments. A list of eligible police departments is provided in the Appendix (Table 13.4). Additionally, with the MSP also participating in this mobilization, over 70% of the population of Massachusetts will be impacted.

These saturation patrols will focus on all traffic violations with a special emphasis on seat belt and CPS violations. The goal is for police to cite all motorists stopped for offenses in violation of the Commonwealth's occupant protection laws. State and local police will develop deployment plans based on crash data to ensure their enforcement is data-driven and performed on the optimal days, times, and locations to reduce death, injury, and economic losses.

Sustained Occupant Protection Enforcement

In FFY 2016, to complement NHTSA's three national mobilizations, EOPSS/HSD will continue its sustained traffic enforcement program (STEP) with the 14 "hot spots" for traffic injuries and fatalities that were selected in FFY 2014 based upon key data such as fatal crashes, seat belt violation, OUI violations and license suspension violations. The 14 selected participants are, by county location:

Bristol County – Fall River, New Bedford, Taunton

Essex County – Lynn

Hampden County – Chicopee, Holyoke, Springfield

Middlesex County – Cambridge, Framingham, Lowell

Norfolk County – Quincy

Plymouth County - Brockton

Suffolk County – Boston

Worcester County – Worcester

Since FFY 2014, the 14 selected 'hot spots' have conducted 19,040 hours of patrol resulting in 52,544 traffic stops, which led to 5,505 safety belt citations and 324 child seat citations issued by local police departments.

Occupant Protection Media and Targeting High Risk Populations

EOPSS/HSD's statewide paid and earned media efforts during the 2016 CIOT Mobilization will clearly communicate the risks and costs of traffic crashes, the benefits of increased occupant protection use, and enforcement of the Commonwealth's occupant protection laws as a way to address those risks and costs.

A draft paid and earned media plan for the mobilization has been developed with an EOPSS/HSD contractor (see occupant protection attachment D). The media plan will target high risk population groups including teen and minority drivers. The primary audience for the CIOT Mobilization will be white males 18 to 34. Secondary efforts will be directed at teen drivers and Latino and African-American males ages 18 to 34. Furthermore, NHTSA's national paid media campaign is expected to include broadcast and cable television, radio, online media and social media. Our state plan will support the national buy with digital and television advertisements.

EOPSS/HSD will conduct earned media work during the 2016 CIOT Mobilization in close cooperation with NHTSA, the MSP's Office of Media Relations, and participating local police. This work will highlight the coordinated effort of state and local police in this campaign. News releases will be developed by EOPSS/HSD staff and tailored to participating departments, who will distribute to their local media contacts resulting in up to 202 local and regional newspaper articles. EOPSS/HSD will work with our media contractor to develop an additional news release to announce our paid media efforts and will forward video links to all of our traffic enforcement stakeholders for sharing on their social media platforms.

A press conference will be held ahead of the scheduled mobilization period at North Quincy High School's Annual Pre-Prom Safety Day, with a media advisory being distributed to attract local news outlets. HSD will outreach to Spanish media outlets and arrange bilingual personnel to be on hand. The press conference will feature staff from HSD and MSP stressing the risks associated with driving unbelted.

A CIOT message will be displayed on 80 digital message boards at high-visibility locations throughout the state. These billboards are part of our earned media plan and design and placement is free through MassDOT's Office of Outdoor Advertising's PSA program. Thus, an estimated hundreds of thousands of dollars in seat belt messages will be displayed several months of the year at no cost to EOPSS/HSD.

CPS Plan

Massachusetts has excelled at expanding a very effective CPS program for many years. A 2008 amendment to the Massachusetts CPS law required all children riding in passenger motor vehicles to be in federally approved child passenger restraints that are properly fastened and secured until they are either eight years of age or 57 inches in height. This is a primary

enforcement law in Massachusetts. Since passage of this law, it has been imperative to ensure that the public is informed of these laws and that CPS technicians are properly trained.

Since FFY 2014, the vendor for administration and training of the EOPSS/HSD CPS program has been Baystate Medical/SafeKids of Western Massachusetts. To date, they have organized 11 CPS Technician and 11 CPS Technician Renewal classes across the Commonwealth, resulting in training of over 280 new and recertified CPS technicians. There were also 5 CPS Update classes, which enabled 117 technicians to earn CEU credits needed to remain certified as well as a CPS Special Needs class that was attended by 18 technicians.

Baystate will continue to be the vendor for EOPSS/HSD in FFY 2016. Responsibilities of the vendor include administering CPS training and certification sessions, scheduling CPS checkup events, and handling day-to-day CPS Hotline inquiries. CPS courses scheduled during FFY 2016 will ensure the opportunity for training new technicians, the recertification of current technicians, and the ability to renew certifications for those technicians whose accreditation has recently lapsed.

EOPSS/HSD expects to award $168,000 in CPS Equipment Grants to 62 municipal public safety agencies and non-profit organizations during FFY 2016 for the purchase of child safety seats. The awards will be based upon several factors including experience with this grant, a commitment to a minimum of two required community checkup events or a commitment to a regular fitting station schedule during the year and the schedule/availability of certified technicians within each organization. Applicants must also demonstrate a need within their community or region and a commitment to serve low-income and diverse populations.

Ongoing media efforts for public education include sample customizable press releases to be used by grantees to publicize their CPS activity during the grant period. Additionally, EOPSS/HSD conducts paid media advertising highlighting CPS tips and resources, and also regularly airs a digital billboard on CPS safety through MassDOT's Office of Outdoor Advertising, which is free through their PSA program.

CPS Technicians

The Massachusetts CPS program consistently recruits, trains and maintains a sufficient number of technicians and instructors. The CPS Program uses the NHTSA standardized curriculum for instructors and technicians which is reviewed by the National Child Passenger Safety Board. As of June 2015, there are 722 Certified CPS Technicians and 24 Certified CPS Instructors.

Approximately 22 classes are expected to run from October 2014 – September 2015, which will increase not only the number of new CPS technicians but also help recertify current ones. From January 2015 – April 2015, Massachusetts' recertification rate was 71% - up from 47% during the same period in 2014.

There are over 140 fitting and inspection stations across Massachusetts serving all geographic areas and populations. During FFY 2015, there have been 25 publicized checkups across the

Commonwealth. A list of current Statewide Fitting Stations and Checkups by CPS grantees can be found in Attachment C.

Based on the data contained in this section, EOPSS/HSD will make recommendations to local police departments and MSP so that they can make more informed decisions about where to deploy resources. For instance, a recommendation to conduct seat belt enforcement during the work week and during afternoon hours and rush hour periods will be made.

The table below shows estimated funding by county for selected FFY 2016 Occupant Protection grants:

FFY 2016 Total OP Funding by County	
Barnstable	$ 30,500
Berkshire	$ 17,000
Bristol	$172,000
Dukes	$ 2,000
Essex	$ 116,000
Franklin	$ 2,500
Hampden	$ 202,000
Hampshire	$ 26,500
Middlesex	$ 280,500
Norfolk	$ 110,000
Plymouth	$ 102,500
Suffolk	$ 202,500
Worcester	$ 201,500

Note – Funding levels above related to OP-16-03 (CIOT Mobilization), OP-16-04 (CPS Equipment Grant), and OP-16-07 (Sustained Enforcement). Funds to Massachusetts State Police were not included.

Performance Targets

Occupant Protection Performance Target #1

Decrease unrestrained vehicle occupant fatalities in all seating positions 10% from the 2009-2013 base calendar year average of 108 to 97 by December 31, 2016.

Occupant Protection Performance Target #2

Increase observed seat belt use rate by 5% from 2010-2014 calendar base year average of 74 to 78 by December 31, 2016.

Performance Measures

Number of unrestrained passenger vehicle occupant fatalities

Percent of front seat outboard vehicle occupants who are observed to be using seat belts

Strategies

1. Provide funds to state and 202 local police departments for CIOT enforcement
2. Fund paid and earned media regarding the dangers of driving unbelted
3. Enlarge the impact of efforts to increase seat belt use by white males 18 to 34, teen drivers, Latino males and African American males ages 18 to 34, and those living in urban areas and throughout southeastern Massachusetts
4. Provide funds to 14 selected communities for sustained enforcement of seat belt use
5. Encourage other state and local law enforcement to participate in sustained enforcement of seat belt laws
6. Urge the media to report occupant restraint use when reporting on crashes
7. Expand the impact of efforts to increase proper use of child safety seats, including booster seats
8. Increase the number of CPS equipment grant recipients and continue to require at least two checkup events during the grant period
9. Continue to provide funds to administer the CPS program and provide training
10. Provide a toll free CPS hotline
11. Conduct the annual seat belt observation survey
12. Support law enforcement with training and technical assistance aimed at increasing their effectiveness to increase occupant protection usage for all age groups
13. Provide funding for three part-time LELs (task listed in PT section)

Occupant Protection Program Area Projects

OP-16-01 Paid and Earned Media in Support of Occupant Protection

Develop and implement statewide paid and earned media to support occupant protection efforts specifically during the May-June CIOT Mobilization and for sustained enforcement. The Rendon Group is the EOPSS/HSD media contractor. Media efforts will educate the public, and specifically high risk populations, about the benefits of seat belt, booster seat, and child safety seat use as well as the importance of compliance with the Commonwealth's occupant protection laws. The primary CIOT audience will be males ages 18 to 34. Secondary efforts will be directed at teen drivers and Latino and African-American males ages 18 to 34. This task will meet the requirements within the Grant Funding Policy Part II E by ensuring that all television public

service announcements include closed captioning. In addition, they will be evaluated based on the criteria in the 402 Advertising Space Guidance. EOPSS/HSD follows a system like the NHTSA Communications Pyramid. Strong internal policies are followed noting that all media and communications activities should be in support of our data-driven objectives and in coordination with our other activities and programs, in particular enforcement. Crash and citation data are used not only for targeting enforcement activities but also to determine the primary audience and location and types of media that we purchase. NHTSA's guidelines are followed for messaging, demographics, best practices and target groups for each media effort. This task is supported by CTW Chapter 2, Sections 2.1, 2.2, 3.1, 3.2, and 5.1. This task will support all performance targets.

Project Budget/Source – $500,000 (Sec. 405b) [Paid - $390,000; Earned - $110,000]

Project Staff –John Fabiano

OP-16-02 CIOT MSP Enforcement Campaign

Provide funds for overtime by the MSP to participate in one CIOT Mobilization during May-June 2016. Enforcement efforts will focus on increasing compliance with occupant protection laws during the day and night and will take place at times and locations shown to have high incidence of motor vehicle crashes based on the most current state and local crash and citation data. Other violations such as speeding and texting may also be targeted during this mobilization. This task is supported by CTW Chapter 2, Sections 2.1, 2.2, 3.1, 3.2, and 5.1. This task will support all performance targets.

Project Budget/Source – $300,000 (Sec. 405b)

Project Staff – Deb Firlit

OP-16-03 CIOT Local Police Enforcement Campaign

Provide funds for overtime enforcement to 202 local police departments for May-June 2016 CIOT Mobilizations. Enforcement will focus on increasing seat belt use during the day and night. Eligibility was based upon 2010-2012 crash data, subtracting crashes the MSP responded to, and then normalized by state population. Any community with a crash rate equal to or above 0.45 is deemed eligible for this program. Eligible departments are listed in the Appendix under Table 13.4. This task is supported by CTW Chapter 2, Sections 2.1, 2.2, 3.1, 3.2, and 5.1. This task will support all performance targets.

Project Budget/Source – $622,500 (Sec. 405b)

Project Staff – Lindsey Phelan

OP-16-04 CPS Equipment Grants

Provide grants to 62 local municipal entities or regional non-profit organizations to purchase car seats through EOPSS/HSD-selected vendor, Mercury Distributing. Grants are $2,000 for municipalities and $7,500 for non-profit regional organizations. Car seats will be delivered by vendor directly to grantee. Award winners were selected based upon clear identification of low-income families in their respective community as well as supporting data regarding car seat violations and motor vehicle crashes involved no restraint. Grantees are listed in the Appendix under Table 13.5. This task is supported by CTW Chapter 2, Sections 7.2 and 7.3. This task will support occupant protection performance targets 1 and 2.

Project Budget/Source – $168,000 – [$108,000 (Sec. 405b); $60,000 (Sec. 2011)] Please note: EOPSS/HSD will not exceed the 5% cap for car seat purchases. Once the maximum is met, the remaining balance will be covered by Section 402 funding. EOPSS/HSD will submit a request for approval once additional funding information is available.

Project Staff – John Fabiano

OP-16-05 CPS Program Administration and Training

Provide funding to continue using Baystate Medical Center as the administrator of the Statewide CPS program. This is a one-year contract. Baystate will be responsible for recruiting, training and maintaining a sufficient number of certified CPS technicians and instructors in Massachusetts. Up to 25 courses will be conducted. Topics will include CPS Technician, CPS Technician Renewal, CPS Update and Special Needs. The CPS telephone hotline will also be handled by Baystate. This task will support occupant protection performance targets 1 and 2.

Project Budget/Source – $150,000 (Sec. 2011)

Project Staff – John Fabiano

OP-16-06 CPS Conference

EOPSS/HSD will utilize funding to conduct a CPS conference for up to 300 attendees, including certified technicians and instructors. Topics will include national and state updates and changes in current CPS laws, regulations, and standards for CPS seats. Location and date for conference yet to be determined. EOPSS/HSD estimates that speaker fees will be approximately $450 per speaker and conference space will be $5,000. This task is supported by CTW Chapter 2, Section 7.3. This task will support occupant protection performance targets 1 and 2.

Project Budget/Source – $10,000 (Sec. 2011)

Project Staff –John Fabiano

OP-16-07 Sustained Traffic Enforcement Program

Sustained enforcement of traffic laws will be conducted in 14 selected communities. These 'hot spots' were selected based upon crash and motor vehicle violation data culled from FARS and MassTRAC. The selected local police departments of selected communities will receive additional overtime funding to crack down on seat belt laws in addition to speeding, impaired driving, distracted driving and other traffic safety topics. A list of the selected areas is provided in the Appendix under Table 13.3. This task is supported by CTW Chapter 2, Sections 2.1, 2.5, 3.1, 3.2, and Chapter 3 Section 2.2. This task will support all performance targets (not including traffic enforcement grant citation and arrest-related performance targets).

Project Budget/Source – $338,750 (Sec. 402) and $338,750 (Sec. 405b)

Project Staff – Deb Firlit

OP-16-08 Seat Belt Observation Survey

Provide funding for UMass-Safe, a research program at UMass-Amherst, to conduct the statewide seat belt observation survey utilizing NHTSA methodology. This survey is required from all states by NHTSA and will take place following the May-June CIOT Mobilization. This survey will capture demographic data to assist measuring performance and targeting future occupant protection programs. A final report is submitted to EOPSS/HSD for review and dissemination. This task will support occupant protection performance target 2.

Project Budget/Source – $100,000 (Sec. 405b)

Project Staff – Bob Kearney

OP-16-09 Educational Outreach to Young Drivers

Funding will be provided to SADD and In Control Family Foundation to educate young drivers on the importance of wearing seat belts. According to the 2011 MYHS, conducted by DPH, approximately 7% of students reported that they never/rarely wore a seat belt. Methods for outreach can include, but are not limited to, school presentations, peer-to-peer workshops, safety fairs, and informational campaigns. An evaluation component will be included. This task is supported by CTW Chapter 2, Section 3 and 7.1. This task will support all core performance targets as well as Younger Driver target 2.

Program Budget/Source – $50,000 (Sec. 405b)

Program Staff – Bob Kearney

OP-16-10 MSP Car Seat Checkpoints, CPS Trailer and CPS Seats

Funds will be provided to the MSP for conducting four child car seat safety checkpoints throughout Massachusetts. These checkpoints will provide the public information on the latest CPS laws, regulations and standards for CPS seats as well as assisting the public with proper car seat adjustments if necessary. Checkpoint locations and date are yet to be determined. Low-income and car seat violation analysis will be used to assist MSP in selecting the location and duration for the four checkpoints. This task is supported by CTW Chapter 2, Sections 7.2 and 7.3. This task will support occupant protection performance targets 1 and 2.

Project Budget/Source - $36,000 (Sec. 405b): four car seat safety checkpoints ($17,000), 70 child safety seats ($7,000) and one CPS trailer ($12,000)

Project Staff – Deb Firlit

OP-16-11 MSP Rollover Demonstration Events

Funds will be provided to the MSP for conducting weekend demonstrations of the rollover simulator at highly populated events in Massachusetts. These demonstrations will provide the public information on the dangers of motor vehicle occupants not wearing a seatbelt. This task is supported by CTW Chapter 2, Sections 7.2 and 7.3. This task will support occupant protection performance targets 1 and 2.

Project Budget/Source - $16,000 (Sec. 405b)

Project Staff – Deb Firlit

OP-16-12 CPS Media

Develop and implement statewide paid and earned media to support occupant protection efforts to educate the public, specifically high risk populations, about the benefits of seat belt, booster seat, and child safety seat. Advertising space purchases will be evaluated based on the criteria in the 402 Advertising Space Guidance. EOPSS/HSD follows a system like the NHTSA Communications Pyramid. Strong internal policies are followed noting that all media and communications activities should be in support of our data-driven objectives and in

coordination with our other activities and programs. Crash and citation data are used not only for targeting enforcement activities but also to determine the primary audience and location and types of media that we purchase. EOPSS/HSD will work the media vendor, The Rendon Group, to determine when this campaign will be implemented. NHTSA's guidelines are followed for messaging, demographics, best practices and target groups for each media effort. This task is supported by CTW Chapter 2,Section 6.2. This task will support all performance targets.

Project Budget/Source - $20,000 Paid media (Sec. 405b)

Project Staff – John Fabiano

OP-16-13 MSP STEP Enforcement

In support of occupant protection laws, this task will provide funds to the MSP to deploy sustained and selective "zero tolerance" traffic enforcement overtime patrols on the day/time/location identified in each respective Troop to augment local police department efforts within the same general location as outlined in support of the STEP program. MSP STEP enforcement patrols will provide maximum visibility for deterrent purposes and saturate target areas taking immediate and appropriate action on all motor vehicle violations, with particular focus on seat belt usage and child passenger safety infractions. This task is supported by CTW Chapter 2, Sections 2.1, 2.5, 3.1, 3.2, and Chapter 3 Section 2.2. This task will support all performance targets (not including traffic enforcement grant citation and arrest-related performance targets).

Project Budget/Source – $ 93,750 (Sec. 402) and $ 93,750 (Sec. 405b)

Project Staff – Barbara Rizzuti, Bob Kearney, Deb Firlit, Lindsey Phelan

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OP-16-14 Program Management

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

Project Budget/Source – $283,576 (Sec. 402)

Project Staff – Barbara Rizzuti, Bob Kearney, Deb Firlit, Lindsey Phelan, John Fabiano

Occupant Protection: Budget Summary

Project Number	Project Title	Budget	Budget Source
OP-16-01	Paid and Earned Media in Support of Occupant Protection	$ 500,000	405
OP-16-02	CIOT MSP Enforcement Campaign	$ 300,000	405b
OP-16-03	Local Police Enforcement Campaign	$ 622,500	405b
OP-16-04	CPS Equipment Grants	$ 60,000 $ 108,000	2011 405b
OP-16-05	CPS Admin Program	$ 150,000	2011
OP-16-06	CPS Conferences & Events	$ 10,000	2011
OP-16-07	Sustained Enforcement	$ 338,750 $ 338,750	402 405b
OP-16-08	Seatbelt Survey	$ 100,000	405b
OP-16-09	Educational Outreach to Young Drivers	$ 50,000	405b
OP-16-10	MSP Car Seat Checkpoints, CPS Trailer and CPS Seats	$ 36,000	405b
OP-16-11	MSP Rollover Demos	$ 16,000	405b
OP-16-12	CPS Media	$ 20,000	405b
OP-16-13	MSP STEP Enforcement	$ 93,750 $ 93,750	402 405b
OP-16-14	Program Management	$ 283,576	402
	Total All Funds	**$ 3,121,076**	

5.0 Motorcyclists

Problem Identification and Analysis

The popularity of motorcycling continues to grow as vehicle miles traveled by motorcyclists across the nation has doubled since 2004. In 2013, motorcycle-related fatalities comprised 12% of the total motor vehicle fatalities in Massachusetts, while the nationwide rate was 14%. Across the Commonwealth, motorcycle fatalities dropped 29% to 40 in 2013 compared to 56 in 2012. Though this decline is a good development, motorcycle fatalities in Massachusetts have been inconsistent from year-to-year: 55 in 2009; 61 in 2010; and 40 in 2011. Thus, it is hard to project which way fatalities will go – up or down – in the near future.

2013 data revealed that in Massachusetts, 78% of operators/passengers involved in fatal crashes were wearing helmets, as compared to 60% nationwide. Massachusetts has a mandatory helmet law. Unhelmeted motorcycle-related fatalities increased from three to five in 2013. However, helmet use is only part of the educational efforts that must be conducted in order to ensure motorcyclist safety in Massachusetts; riders statewide must be further trained and educated about all aspects of motorcycle safety, including roadway rules and regulations, licensing requirements, and proper equipment usage.

Nationally, 28% of all motorcycle riders killed in a motor vehicle crash had BAC of +0.08 or higher. In Massachusetts, the rate was 35% - up from 21% in 2012.

The RMV is the lead agency at the state level for administrative, management, operational oversight and control of the Massachusetts Rider Education Program (MREP) (See MC attachment A). EOPSS/HSD receives funding from NHTSA for the Massachusetts Motorcycle Safety Program and provides this funding through an interdepartmental service agreement to the RMV for additional programming, which includes media campaigns, training Rider Coaches, and conducting a pilot sport bike program (see motorcycle attachment B for locations of trainings and attachment C for training policy guide).

Although the MREP is not housed in the state highway safety office, the RMV and EOPSS/HSD work very closely on the Motorcycle Safety Program and collaborate on applications that are submitted to NHTSA. For instance, EOPSS/HSD and the RMV partnered to submit a proposal for a grant through NHTSA to help increase proper motorcycle licensing in Massachusetts. Massachusetts was awarded this grant and as part of this initiative, EOPSS/HSD and the RMV created posters for display and flyers for dissemination at RMV branches and motorcycle dealerships to show the importance of training and being properly licensed. To help law enforcement better understand the many types of registration and licensing requirements for motorcycles, limited use vehicles, mopeds and motorized scooters, EOPSS/HSD and the RMV created pocket guides and a roll-call video for law enforcement.

From 2009-2013, motorcycle fatalities occurred far more often during the weekend than weekdays. The weekend (Saturday/Sunday) accounted for 43% of all motorcycle fatalities.

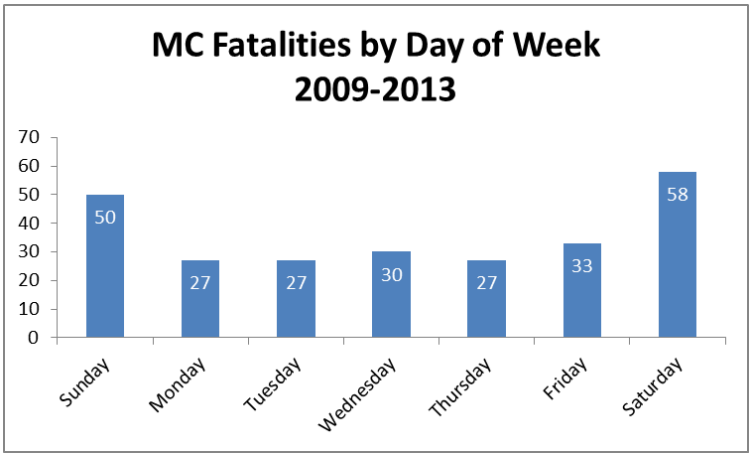


Figure 5.1

If Friday were included as part of the weekend, the three-day period would represent 56% of all motorcycle fatalities.

Unsurprisingly, the months with the highest motorcycle fatalities were warm weather months as motorcycle enthusiasts tend to have more vehicle miles traveled compared to cold weather months.

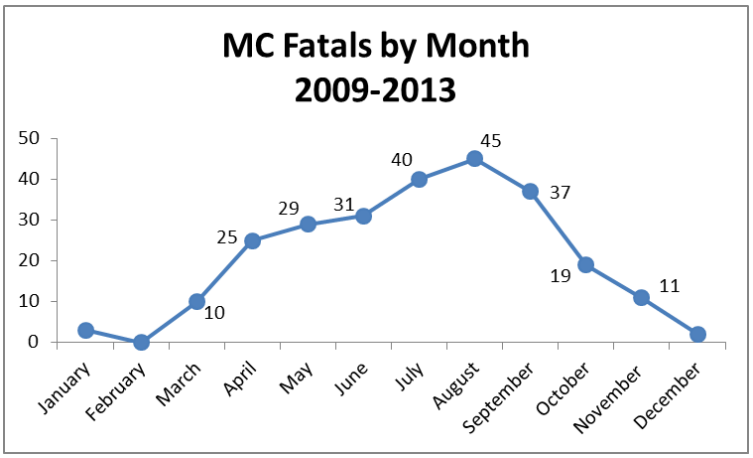


Figure 5.2

The five-month period from May to September, typically the warmest and longest days in New England, saw 182 motorcycle fatalities occur – 72% of all reported motorcycle fatalities. August had the highest amount of fatalities with 45. February did not have a reported motorcycle fatalities from 2009-2013.

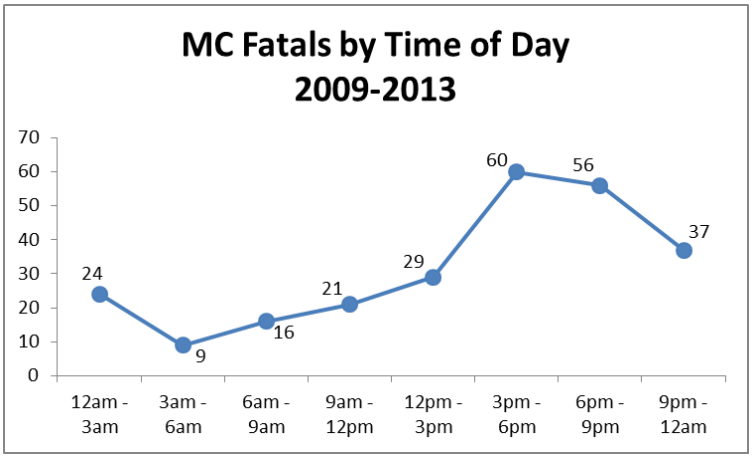


Figure 5.3

For time of day, motorcycle fatalities occurred more regularly during the 3pm – 9pm period. This time frame accounted for 46% of total fatalities reported. If the 9pm – midnight period is included, the nine hour stretch represents 61% of all motorcycle fatalities.

The higher amounts during the 3pm to midnight period are likely due to increased traffic (rush hour), poor visibility (nighttime), and alcohol-impaired driving among other factors.

By county, motorcycle fatalities occurred with most frequency in Worcester from 2009-2013. Thirty-nine reported fatalities represented 15% of all fatalities. Following Worcester were Bristol (29), Hampden (28) and Middlesex (28). Neither the county of Dukes nor Nantucket reported a motorcycle fatality.

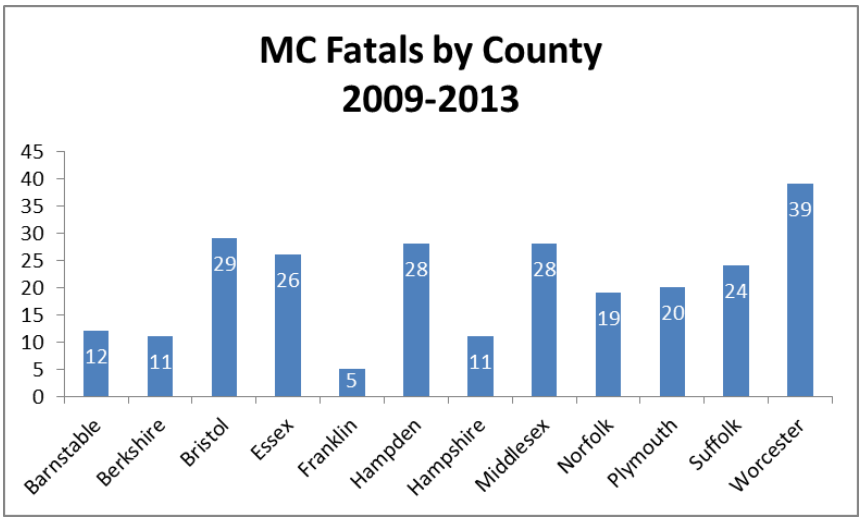


Figure 5.4

Based on the data provided, any traffic enforcement activity aimed at motorcyclist safety by either local or state police, should take place during the weekend during the 3pm – midnight time frame. Best months for activities would be May through September.

Unhelmeted motorcycle fatalities remain a concern of EOPSS/HSD and RMV, despite the fact motorcyclist fatalities without a helmet has been in the single-digits since 2004.

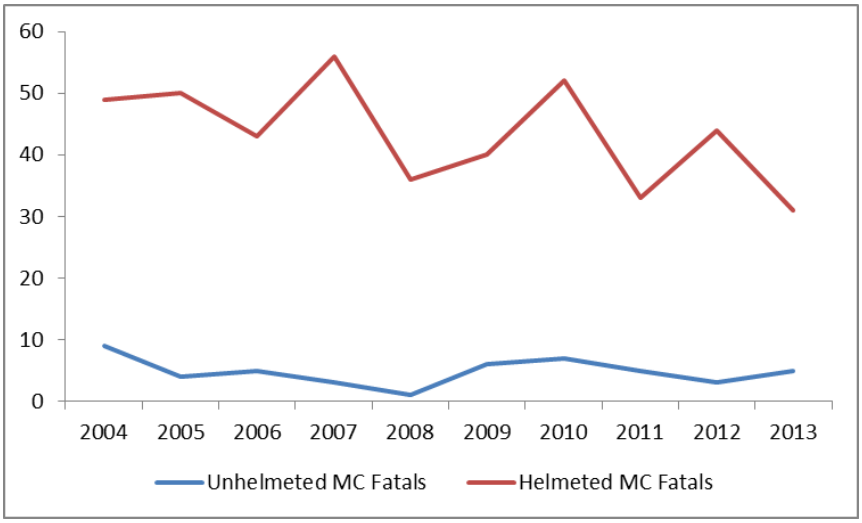


Figure 5.5

While unhelmeted fatalities have been fairly consistent from year-to-year, helmeted fatalities have been on a downward slide but not without occasional spikes in fatalities.

The trend downward since 2004 could be due to several factors such as better made helmets, better educated motorcyclists, and overall impact of the mandatory helmet law.

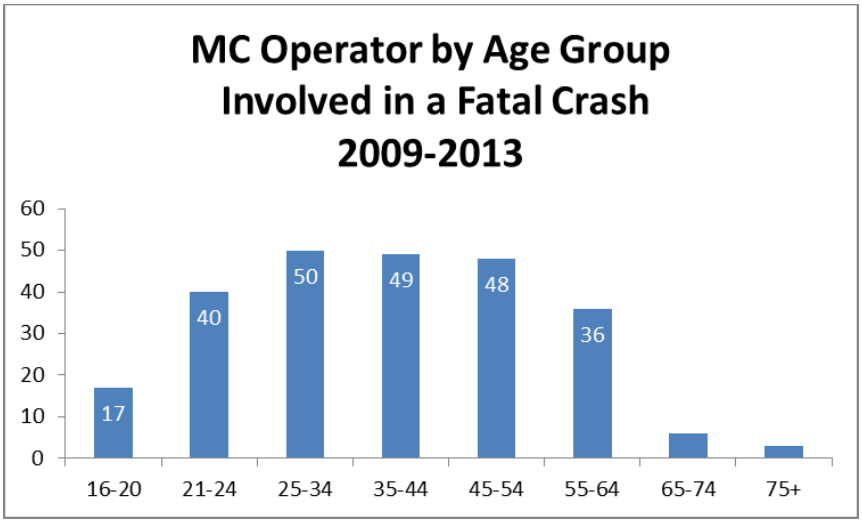


Figure 5.6

In terms of age, motorcycle operators involved in a fatal crash were spread out across the spectrum. From 2009-2013, the 25-34 age group had 50 operators involved in a fatal crash, followed closely by the 35-44 and 45-54 age brackets.

MC Operator in Fatal Crash w/BAC +.08 or higher in 2013	
16-20	2
21-24	2
25-34	2
35-44	2
45-54	5
55-64	1
65-74	0
75+	0
	14

Table 5.1

In 2013, of the 14 motorcycle fatalities with a motorcycle operator having a BAC +.08 or higher (Figure 2.37), the 45-54 age group had five operators involved. All other age groups, except 65 or older, had two operators involved. Even though the 45-54 age bracket had slightly more motorcycle operators involved, the involvement of all but two age groups (over 65), shows that impaired driving is not dominated by a specific age grouping.

EOPSS/HSD will work with RMV to increase focus of motorcycle training curricula on the dangers of impaired riding. Furthermore, EOPSS/HSD will work with its marketing vendor to include messages on the dangers of impaired riding in upcoming motorcycle media campaign. The marketing message will be universal (for ages 16+) rather than customized for a younger or older demographic.

Based on the motorcycle data provided in this section, as well as in Figures 2.19, 2.21 and 2.37 (MC fatals, Unhelmeted MC fatals, MC Operator BAC), Massachusetts has selected the programs below for FFY 2016. Although not specifically noted in the tasks below, enforcement of motorcycle laws will also take place during the mobilizations and sustained enforcement program listed earlier. EOPSS/HSD will present data to participating departments to encourage enforcement during peak times and locations. More localized data and resource availability will also factor into where resources are deployed. This enforcement plan may be adjusted based on new data and effectiveness of ongoing activities.

Performance Targets

Motorcycle Performance Target #1
Decrease motorcycle fatalities by 5% from 2009-2013 calendar base year average of 50 to 47 by December 31, 2016.

Motorcycle Performance Target #2
Decrease unhelmeted motorcycle fatalities 10% from 2009-2013 calendar base year average of 5 to 4 by December 31, 2016.

Motorcycle Performance Target #3
Decrease the number of motorcycle fatalities involving a motorcycle operator with +0.08 BAC or higher 8% from 2009-2013 calendar base year average of 13 to 12 by December 31, 2016.

Performance Measures

Number of motorcycle fatalities

Number of unhelmeted motorcycle fatalities

Number of motorcycle fatalities where the motorcycle operator has a +0.08 BAC

Strategies

1. Enhance motorist awareness of motorcycles through communication efforts
2. Increase the recruitment of motorcycle training instructors
3. Improve training curricula
4. Conduct media campaign to target impaired riders
5. Provide information to motorcyclists and law enforcement about the importance of full motorcycle licensure and enforcement
6. Conduct two DSGPO Mobilizations

Motorcycle Program Area Projects

MC-16-01 Motorcycle Safety Program Enhancements

Funds will be provided to the RMV to enhance their motorist communications efforts to make drivers more aware of the need to share the road with motorcyclists, increase awareness of rider responsibility, increase the recruitment of motorcycle training instructors, and improve motorcycle training curricula. Television and radio may be utilized for communication mediums. A portion of this funding will be used by the RMV to address impaired driving. This task is supported by CTW Chapter 5 Sections 3.1, 3.2, 4.1, and 4.2. This task will support all motorcycle performance targets.

Project Budget/Source – $229,498.68 [$100,000 (Sec. 405f – Training); $100,000 (Sec. 405f – Awareness); $25,000 (Sec. 405d); and $4,448.68 (Sec. 2010)]

Project Staff – Barbara Rizzuti

MC-16-02 Motorcycle Media Program

Funds will be for the implementation of a media program to educate riders about the dangers of impaired motorcycle riding. A combination of earned and paid media will center on education and enforcement of impaired riding laws through press releases and op-eds. EOPSS/HSD's communications vendor, The Rendon Group, will be handling the media implementation. Advertising space purchases will be evaluated based on the criteria in the 402 Advertising Space Guidance. EOPSS/HSD follows a system like the NHTSA Communications Pyramid. Strong internal policies are followed noting that all media and communications activities should be in support of our data-driven objectives and in coordination with our other activities and programs, in particular, enforcement. Crash and citation data are used not only for targeting enforcement activities but also to determine the primary audience and location and types of media that we purchase. EOPSS/HSD will work with The Rendon Group to determine when this campaign will be implemented. NHTSA's guidelines are followed for messaging,

demographics, best practices and target groups for each media effort. This task is supported by CTW Chapter 5 Sections 4.1 and 4.2. This task will support all motorcycle performance targets.

Project Budget/Source – $80,000 (Sec. 410) [Paid - $65,000; Earned - $15,000]

Project Staff – John Fabiano

MC-16-03 Program Management

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

Project Budget/Source – $41,500 (Sec. 402)

Project Staff –Barbara Rizzuti and John Fabiano

Motorcycles: Budget Summary

Project Number	Project Title	Budget	Budget Source
MC-16-01	Motorcycle Safety Program Enhancements	$ 200,000 $ 25,000 $ 4,448.68	405f 405d 2010
MC-16-02	Motorcycle Media	$ 80,000	410
MC-16-03	Program Management	$ 41,500	402
	Total all Funds	**$ 350,998.68**	

6.0 Pedestrians and Bicycles

Pedestrian Safety

Problem Identification and Analysis

As would be expected in a more urbanized state, pedestrian fatalities represent a higher proportion of total fatalities in Massachusetts than at the national level. In 2013, pedestrian fatalities represented 21% of the total motor vehicle fatalities in Massachusetts, same as in 2012. The nationwide rate was also unchanged from 2012 to 2013 at 14%.

To decrease the number of pedestrian fatalities and incapacitating injuries, drivers and pedestrians need to improve upon sharing road. This can be made easier by engineering, enforcement, and public information endeavors.

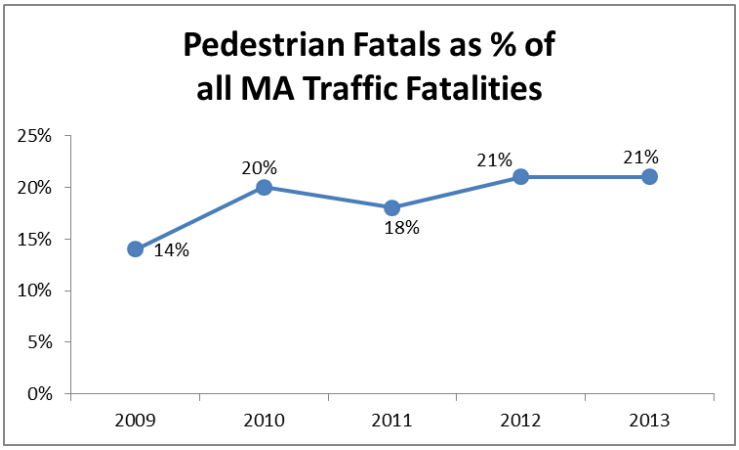


Figure 6.1

In 2013, the proportion of pedestrian fatalities was 21% of all traffic-related fatalities – no change from 2012. The average for the five-year period (2009-2013) was 19%. The previous five-year period (2008-2012) was the same, 19%.

From 2009-2013, there were 333 pedestrian fatalities across the Commonwealth.

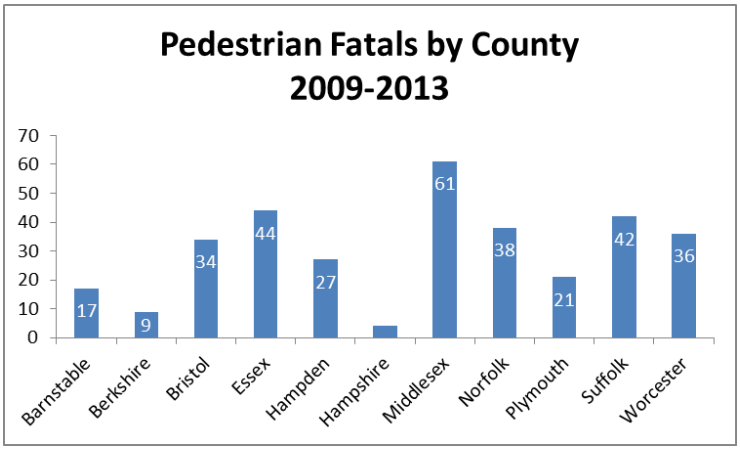


Figure 6.2

Middlesex county reported 61 fatalities, representing 18% of all pedestrian fatalities. Surprisingly, Suffolk county (where Boston is) was third in pedestrian fatalities with 42. Dukes, Franklin, and Nantucket counties did not have a pedestrian fatality during this time frame.

By city, Boston had the highest total pedestrian fatalities from 2009-2013 with 30, followed by Worcester (14) and New Bedford (12).

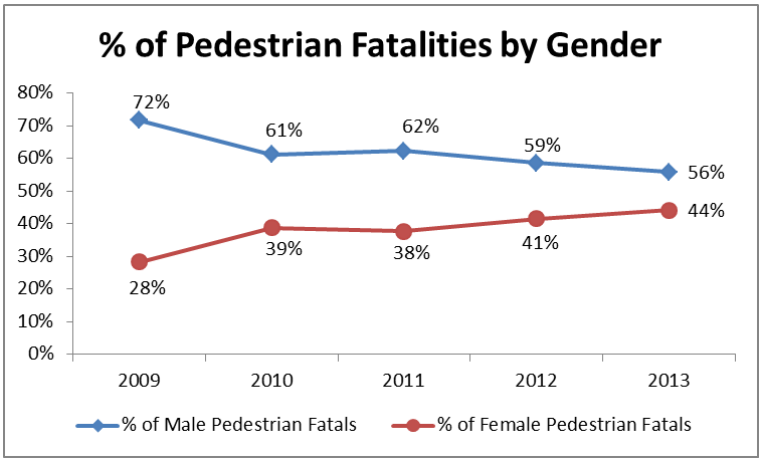


Figure 6.3

Of the 333 pedestrian fatalities reported from 2009-2013, males accounted for 61%. Despite having a minority of the fatalities, the percentage of females has steadily risen in the past five years. The gap between male and female pedestrian deaths as a percent of all pedestrian fatalities has dropped from 44 (72% v 28%) in 2009 to 12 (56% v 44%) in 2013.

2009-2013			
Age	**Male**	**Female**	**Total**
< 5	0	3	**3**
5-9	4	0	**4**
10-15	4	2	**6**
16-20	15	5	**20**
21-24	9	8	**17**
25-34	21	10	**31**
35-44	25	16	**41**
45-54	35	17	**52**
55-64	33	23	**56**
65-74	19	24	**43**
75+	38	20	**58**

Table 6.1 – *Pedestrian Fatalities by Age Group*

By age, females had more pedestrian fatalities for under 5 and 65-74 age groups. Interestingly, the top five age groups by number of fatalities were all 35 or older. People 75 years of age or older accounted for 18% of all pedestrian fatalities. This may be due to slower reaction times as well as poor depth perception, which affects one's ability to judge speed and distance of moving vehicles.

In terms of day of week, pedestrian fatalities were fairly spread out across all seven days. Sunday had the lowest amount (38) while Thursday and Friday tied for the most (53).

Figure 6.4

Unlike day of week data, time of day (Figure 6.5) for pedestrian fatalities reveals a majority take place between the hours of 3pm and 9pm. This time frame accounts for 45% of all pedestrian fatalities. If the midnight to 3am hours were added in, the percentage would jump to 58. The spike for hours 3pm to 6pm would coincide with rush hour (people walking to cars, public transit) and the school day ending (children getting off bus, walking home from school).

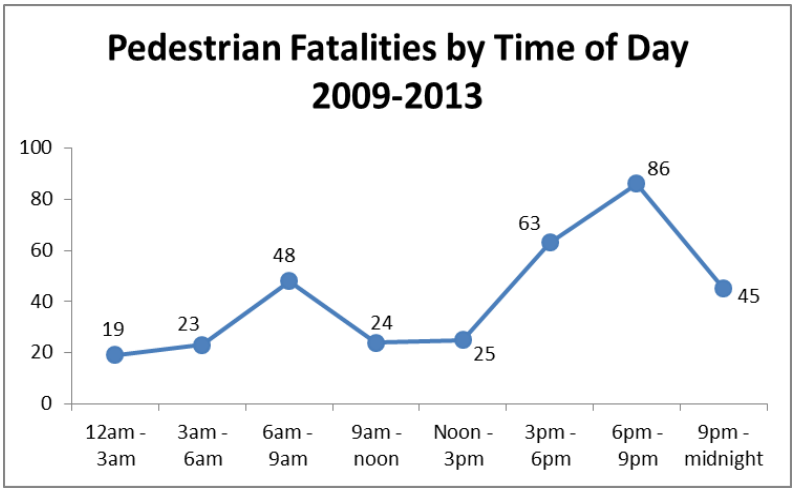


Figure 6.5

Lastly, data on pedestrian fatalities by month shows more fatalities occurred in December (53) than any other month. December fatalities represented 16% of all pedestrian fatalities from 2009-2013. The three-month period from November to January accounted for 38% of all pedestrian fatalities.

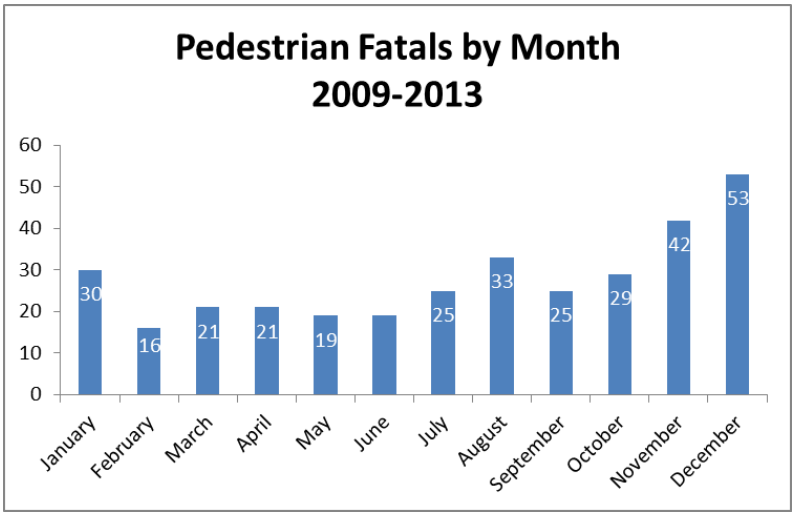


Figure 6.6

Less daylight along with the increased pedestrian traffic during the holiday season are possible reasons for the spike in pedestrian fatalities compared to the rest of the year.

In Table 6.2 below, the top locations of pedestrian fatalities since 2009 is provided. These 24 cities and towns accounted for 51% of the 333 pedestrian fatalities from 2009-2013.

Top Locations of Pedestrian Fatalities - 2009 to 2013			
Boston	**31**	Pittsfield	**5**
Worcester	**15**	Stoughton	**5**
Springfield	**12**	Swansea	**5**
New Bedford	**10**	Weymouth	**5**
Quincy	**8**	Barnstable	**4**
Framingham	**7**	Chelsea	**4**
Lynn	**7**	Fall River	**4**
Revere	**7**	Lowell	**4**
Salem	**6**	Saugus	**4**
Brockton	**5**	Wareham	**4**
Cambridge	**5**	Webster	**4**
Haverhill	**5**	West Springfield	**4**

Table 6.2

In light of the data presented in this section, EOPSS/HSD plans to work with police departments to focus future enforcement activity regarding pedestrian safety during the 3pm – midnight period with emphasis on August and holiday season period of late November, December and early January. The counties of Middlesex, Suffolk and Essex should receive priority in terms of pedestrian grant disbursement, if qualified grantees come from the area.

Performance Targets

Pedestrian and Bicycle Performance Target #1

Decrease the number of pedestrian fatalities 5% from 2009-2013 calendar base year average of 67 to 64 by December 31, 2016.

Performance Measures

Number of pedestrian fatalities

Strategies

1. Provide funds to 71 local police departments for the Pedestrian and Bicycle Enforcement and Equipment grants
2. Enhance pedestrian safety expertise among state and local enforcement, public health, highway planners, engineers, and other traffic safety advocates
3. Participate in Statewide Pedestrian and Bicycle Safety "Moving Together" Conference for over 200 attendees in FFY 2016
4. Enhance motorist awareness of bicyclists and pedestrians on roadways through communication efforts

Bicycle Safety

Problem Identification and Analysis

After recording 16 bicycle fatalities in 2012, the number dropped 63% in 2013 to 6 – which is more in line with the yearly average prior to 2012's uptick. In 2013, bicyclist fatalities accounted for 1.8% of all reported traffic fatalities. The national rate for 2013 was 2.2%.

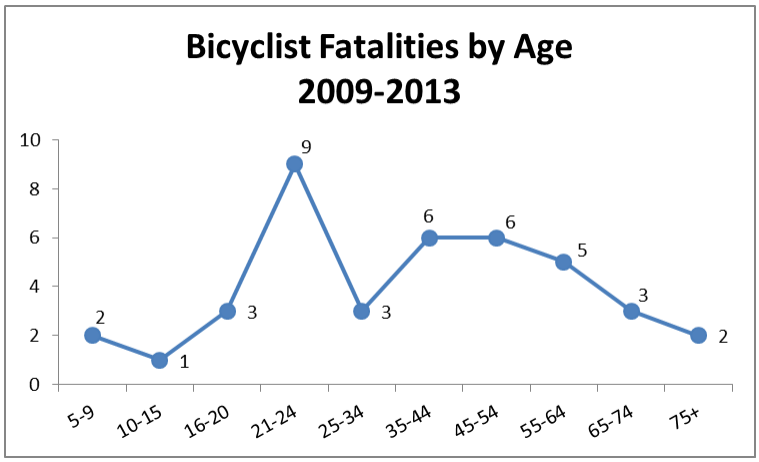


Figure 6.7

Over the past five years (2009-2013), there have been 40 bicyclist fatalities in Massachusetts. The 21-24 age group accounts for 23% of all pedestrian fatalities. This age group tends to be most likely to ride bikes to work or live in an urban area where bicycles are often viewed as a better means of transportation than driving.

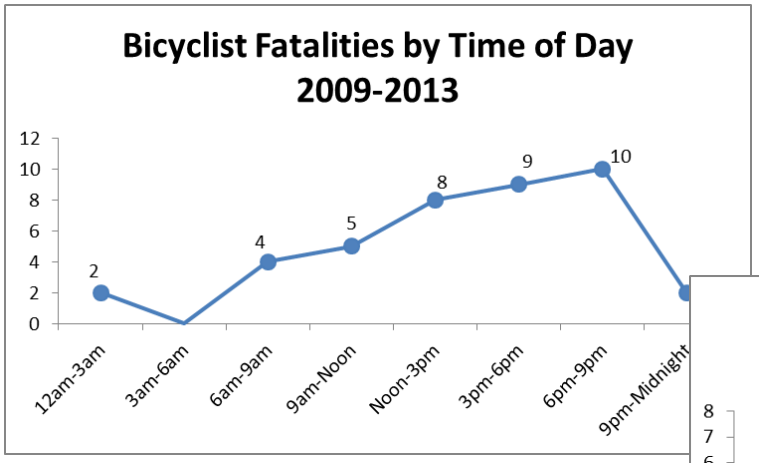


Figure 6.8

In terms of time of day, bicyclist fatalities occur more often between 3pm and 9pm. Since 2009, 48% of all fatalities (19) have taken place during this time frame. The increased traffic congestion from

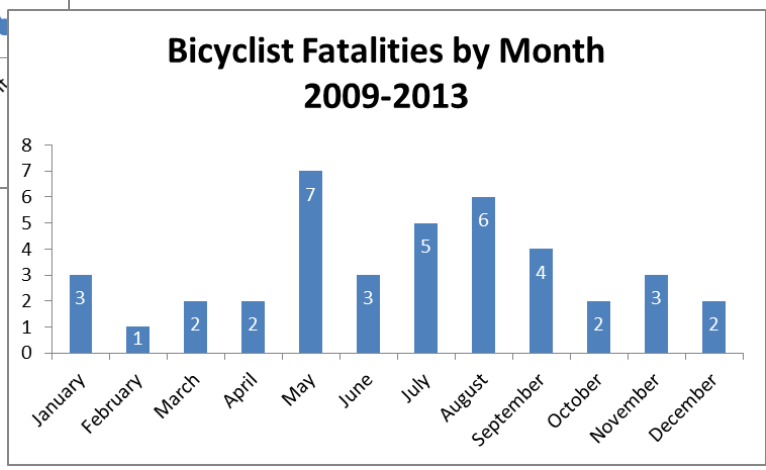


Figure 6.9

rush hour and children getting out of school makes it more dangerous for bike riders sharing the road with motor vehicles.

Bicyclist fatalities tend to happen more often during warmer months. The period from May – September accounts for over 60% of all bicyclist fatalities from 2009-2013. Of the 40 reported fatalities, all but one took place on urban-designated roadways.

Table 6.3

Location of Bicyclist Fatalities - 2009 to 2013	
Amherst	3
Attleboro	1
Barnstable	1
Boston	10
Bridgewater	1
Brockton	1
Cambridge	1
Dartmouth	1
Halifax	1
Lowell	1
Lowell	1
Marshfield	1
Middleboro	1
Millis	1
Natick	1
Newton	1
Northampton	1
Pittsfield	1
Plymouth	1
Salem	1
Wellesley	1
Wellfleet	1
West Tisbury	1
Westfield	4
Worcester	2

A review of the location of the 40 bicyclist fatalities since 2009 found 25% of the fatalities took place in Boston. Given the high density of colleges and popularity of biking among urban residents, it is not surprising Boston was at the top of the list. The other two locations with multiple deaths – Amherst and Westfield – also have colleges in the area.

In order to decrease the number of bicyclist fatalities and incapacitating injuries, drivers must continue to share the roadways and show consideration for bicycle lanes of travel. Bicyclists need to use helmets and obey applicable rules of the road.

In addition to the traffic enforcement that will take place during CIOT and DSGPO mobilizations as well as the sustained traffic enforcement program, local police departments will be participating in the Pedestrian and Bicycle Safety Enforcement and Equipment Program. The data above and the additional pedestrian and bicycle data found in Figures 2.25 and 2.27 will be utilized by EOPSS/HSD when working with local police departments to identify times and locations for resource deployment. Bicycle and pedestrian activities have the flexibility to allow for continuous follow-up and adjustment based on new data and other factors such as the effectiveness of ongoing programs.

Overall, the pedestrian and bicycle enforcement should take place more often between 3pm and 9pm with focus on urban areas, which has a high level of young adults (or recent college graduates) and established professionals that live in communities that are bike-friendly. The optimal months to do enforcement would be May – September for bicycle with emphasis on school year end (late May/early June) and school year beginning (late August/early September). For pedestrian enforcement, early September (beginning of college term in Boston) plus late November/December (holiday shopping season) would be best time for additional patrols.

In the table below, funding estimate by county for the Pedestrian/Bicycle Grant (PS-15-02) is provided:

FFY 2016 Total PS Funding by County	
Barnstable	$ 22,000
Berkshire	$ 5,000

Bristol	$ 16,000
Dukes	$ -
Essex	$ 49,000
Franklin	$ -
Hampden	$ 5,000
Hampshire	$ 11,000
Middlesex	$ 81,000
Norfolk	$ 35,000
Plymouth	$ 18,000
Suffolk	$ 13,000
Worcester	$ 27,500

Performance Target

Pedestrian and Bicycle Performance Target #2

Decrease bicycle fatalities 5% from 2009-2013 calendar base year average of 8 to 7 by December 31, 2016.

Performance Measures

Number of bicyclist fatalities

Strategies

1. Enhance bicycle safety expertise among state and local law enforcement, public health, highway planners, engineers, and traffic safety advocates
2. Award 71 pedestrian and bicycle enforcement, education, and equipment grants based on problem identification
3. Participate in Statewide Pedestrian and Bicycle Safety "Moving Together" Conference for over 200 attendees in FFY 2016

Pedestrians and Bicyclists Program Area Projects

Note: *These projects address both pedestrian and bicyclist safety.*

PS-16-01 Pedestrian and Bicycle Media

Pedestrian and bicycle related media efforts will focus on sharing the road safely combined with education and enforcement of laws relative to pedestrians and bicyclists. This would include bicycle and pedestrian safety tips and press releases announcing the enforcement results of the Pedestrian and Bicycle Enforcement and Equipment as program outlined below.

EOPSS/HSD's communications vendor, The Rendon Group, will be handling the media implementation. Advertising space purchases will be evaluated based on the criteria in the 402 Advertising Space Guidance. EOPSS/HSD follows a system like the NHTSA Communications Pyramid. Strong internal policies are followed noting that all media and communications activities should be in support of our data-driven objectives and in coordination with our other activities and programs, in particular, enforcement. Crash and citation data are used not only for targeting enforcement activities but also to determine the primary audience and location and types of media that we purchase. NHTSA's guidelines are followed for messaging, demographics, best practices and target groups for each media effort. This task is supported by CTW Chapter 8 Sections 4.3. This task will support pedestrian and bicycle performance targets 1 and 2.

Project Budget/Source – $80,000 (Sec. 402) [Paid - $60,000; Earned - $20,000]

Project Staff –John Fabiano

PS-16-02 Pedestrian and Bicycle Enforcement Program

Award 71 grants of ranging from $3,000 to $7,500 to municipal police departments to conduct enforcement and education aimed at reducing the incidence of pedestrian and bicycle injuries and fatalities. Enforcement patrols will take place throughout the year, but will occur more often during spring/summer months as well as end-of-school/beginning-of-school period. Grantees were selected based upon combination of data for their respective community (crashes, injuries, fatalities) and targeted enforcement areas. Purchase of supplies will be limited to 25% of grant award. EOPSS/HSD will internally track inventory. Grantees are listed in Appendix under Table 13.6. This task is supported by CTW Chapter 8 Sections 3.1, 3.2, 4.1, 4.3, 4.4, and Chapter 9 Section 3.3. This task will support pedestrian and bicycle performance targets 1 and 2.

Project Budget/Source – $285,500 (Sec. 402)

Project Staff – Krystian Boreyko

PS-16-03 Program Management

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

Project Budget/Source – $52,506 (Sec. 402)

Project Staff – Krystian Boreyko and John Fabiano

Pedestrian and Bicycle: Budget Summary

Project Number	Project Title	Budget	Budget Source
PS-16-01	Pedestrian and Bicycle Media	$ 80,000	402
PS-16-02	Pedestrian and Bicycle Enforcement Program	$ 285,500	402
PS-16-03	Program Management	$ 52,506	402
	Total all Funds	**$ 418,006**	

7.0 Traffic Records Program Area

Problem Identification and Analysis

Traffic records data are vital to the analysis necessary for successful highway safety planning and programming. EOPSS/HSD, in coordination with its partners, collects and uses traffic records data to identify problem areas, develop and implement appropriate programs, and evaluate the effectiveness of these programs.

Massachusetts operates a complete set of systems to receive, store, and manage traffic records information. These systems are managed by the following agencies:

- MassDOT/RMV manages the crash, adjudication, driver history and vehicle registration systems;
- The MRB maintains operator driving history records consisting of at-fault crash claim records, comprehensive claim records, out-of-state incidents and civil and criminal traffic citation information;
- The Administrative Office of the Trial Court manages adjudication information;
- The MassDOT Office of Transportation Planning manages the road inventory file; and
- The MDPH and the Center for Health Information and Analysis (formerly known as the Division of Healthcare Finance and Policy) manage injury surveillance-related information systems

As required by NHTSA's Section 405 C grant program, Massachusetts has an active Traffic Records Coordinating Committee (TRCC), which is chaired by the Traffic Records Program Coordinator. The Massachusetts Executive-Level Traffic Records Coordinating Committee (METRCC) chaired by the Undersecretary of Forensic Science and Technology, was established through the coordinated efforts of its member organizations. The METRCC is composed of agency heads who set the vision and mission for the working-level TRCC. The working level TRCC is the primary means by which communication is facilitated and perpetuated between the various users and collectors of data and owners and custodians of the data systems that make up the Commonwealth's traffic records system. This traffic records coalition fosters understanding among stakeholders and promotes the use of safety data in identifying problems and developing effective countermeasures to improve highway safety. Both committees seek to improve the accessibility, accuracy, completeness, consistency, integration, and timeliness of the six traffic records systems in Massachusetts: citation/adjudication, crash, driver, injury surveillance, roadway, and vehicle. One way this is accomplished is by ensuring that all Section 405 C funds received by Massachusetts are used for eligible, prioritized projects that will enhance these systems.

The FFY 2016 Section 405 C application and 2016 Strategic Plan for Traffic Records Improvements contains details pertaining to the current capabilities and challenges of the Massachusetts traffic records system. It also describes the progress made to date on projects funded with previous Section 405 C funds. In addition, the application details how FFY 2016 Section 405 C funds would be utilized for proposed projects that were prioritized by the METRCC.

Performance Target

Traffic Records Performance Target #1
Improve the integration of traffic records systems by increasing the number of linked crash reports to hospital inpatient records by 10% from 91,000 in 2007 to 100,100 by September 2015.

Traffic Records Performance Target #2
Increase by 10% the number of agencies able to access MassTRAC from 153 in April 2015 to 168 in April 2016.

Traffic Records Performance Target #3
Improve the timeliness of crash data by decreasing the average number of days from crash incident to receipt of crash report by the RMV from 56.14 days in 2012 to fewer than 50 days in 2015.

Traffic Records Performance Target #4
Improve the completeness of the Massachusetts emergency medical services (EMS)/injury database, the Massachusetts Ambulance Trip Record Information System (MATRIS), by increasing the validation score from 83.64 in March 2015 to 85 in March 2016.

To determine the performance targets for 2016, EOPSS/HSD reviewed FFY 2014, 2015 and 2016 Traffic Records project proposals, previous Strategic Plans for Traffic Records Improvement and data from DPH and the RMV.

EOPSS/HSD set Target #1 based on information provided in a project proposal from UMassSAFE (TR-16-07). Previously, Massachusetts utilized NHTSA's Crash Outcome Data Evaluation System (CODES) probabilistic linkage method to link crash, hospital, and emergency medical service datasets. Massachusetts ended CODES in 2011 and the last linkage was conducted with 2007 data. At that time, there were 91,000 crash reports linked to hospital inpatient records. UMass received traffic records funding in FFY 2014 and 2015 to investigate improved data linkage processes and strategies for linking highway safety data including crash, roadway inventory, citation, driver history (if available), emergency room, hospital and emergency medical services data. UMassSAFE is confident that Massachusetts will see a 10% increase in linked reports with this project.

EOPSS/HSD is confident that Performance Target #2 will be reached once up-to-date crash and citation data is added to MassTRAC, which should be completed by early December 2015. Traffic enforcement programs require departments to allocate resources to high crash locations.

Unfortunately, many departments are unable to use their records management systems to analyze this information, so many departments will rely on MassTRAC.

To determine Performance Target #3, EOPSS/HSD reviewed past timeliness information from the RMV and information from current and planned programs that may impact crash reporting. In early 2014, the MPTC began implementing a new online training for the updated crash report. Training participants receive information about the importance of timely reporting to the RMV. This training coupled with the move towards electronic crash reporting should decrease the average number of days from crash incident to receipt of crash report by the RMV.

To determine Performance Target #4, EOPSS/HSD relied on information from DPH about their work to improve their data quality. With increased outreach by DPH through their Traffic Records projects (TR-16-16 and TR-16--21), DPH will likely improve their validity scores.

Performance Measures

EOPSS/HSD also will work with METRCC and TRCC member agencies, who are the core system owners and data collectors, in order to improve the overall traffic records system. Performance measures established by the METRCC and the TRCC in its FFY 2016 Section 405 C Grant application including:

Number of linked records

Number of MassTRAC users

Average number of days from crash incident to receipt of crash report by the RMV

Validation score of ambulance services with NEMSIS compliant software submitting data to MATRIS

Strategies

1. Enhance the workings of the METRCC and TRCC
2. Ensure ongoing implementation of the 2016 Strategic Plan for Traffic Records Improvements
3. Expand access to and use of local, state, and federal traffic records data and analyses
4. Enhance the activities of the TRCC subcommittees
5. Fund and monitor the TRCC's 408/405 C funded projects
6. Submit on behalf of the METRCC and TRCC a Massachusetts Strategic Plan for Traffic Records Update
7. Establish EOPSS/HSD access to necessary data sets for key planning, decision-making, program selection, and evaluation purposes through agreements with data owner agencies and ensure the ability to conduct analysis of that data in-house through

revitalization of its traffic records data warehouse

Traffic Records Program Area Projects

TR-16-01 MassTRAC

Funding will be provided to a vendor to maintain and improve MassTRAC. MassTRAC is a web-based solution for crash records analysis, mapping, and reporting. This tool helps EOPSS/HSD meet federal reporting requirements and supports safety planning processes across the Commonwealth. The software provides quick and easy user access to crash data, tabulations, maps, and counts of crashes, vehicles, drivers, passengers, and non-motorists. One of the recommendations of the 2009 Traffic Records Assessment was to provide crash data to traffic safety stakeholders. This task will support all performance targets and specifically traffic records performance target 2.

Project Budget/Source – $50,000 (Sec. 402)

Project Staff – Barbara Rizzuti

TR-16-02 Statewide DDACTS Program

In March 2014, with funding from EOPSS/HSD, the MPTC hired a part-time coordinator to support DDACTS throughout Massachusetts and serve as a resource for law enforcement. EOPSS/HSD will continue to fund the coordinator position and will expand this program for FFY 2016.The MPTC will conduct at least one three-day workshop for departments that are new to DDACTS and additional follow-up workshops for those who have implemented DDATCS to discuss obstacles, successes, challenges, and next steps. The coordinator will also provide support to departments working to implement DDACTS. For departments that need additional assistance analyzing their data, the MPTC will also provide training on MassTRAC. This task will support all overall performance targets and traffic records performance measure 3.

Project Budget/Source - $60,000 (Sec. 402)

Project Staff – Bob Kearney

TR-16-03 FARS

NHTSA will be provided with required fatal crash data for FARS and FastFARS through an RMV position. The FARS Analyst will collect data concerning traffic related motor vehicle fatalities, utilizing all available resources, in order to develop a database sufficient to meet federal requirements. This task will support all overall performance targets.

Project Budget/Source – $78,000 Per Calendar Year of FARS Cooperative Agreement

Project Staff – Barbara Rizzuti

TR-16-04 Motor Vehicle Automated Citation and Crash System (MACCS)

MACCS is a browser-based application that will be available statewide for the purpose of collecting, reconciling, and exchanging motor vehicle incident information including: electronic citation reporting, crash reporting, alcohol test refusal reporting, and traffic stop data collection. The MACCS project is the result of a partnership between the Executive Office of Public Safety and Security, local and state law enforcement, and the Massachusetts Department of Transportation (MassDOT). The goals of the MACCS project are to ensure greater officer safety by making the reporting process more efficient at the roadside, improve data quality by implementing checks at the point of entry and upon submittal, and eliminate redundant data entry processes for agencies across Massachusetts. The MACCS pilot commenced in July 2013 to field test the application and in-vehicle hardware (i.e. scanners, printers), identify deficiencies and potential improvements, and support proactive planning in the future potential rollout of the MACCS system statewide.

The MACCS pilot was conducted over a nine month period to test system functionality and data exchanges with a targeted number of agencies and end-users representing a diverse cross-section of the Commonwealth's public safety community. The pilot sites were rolled out incrementally, with feedback from users on each new deployment informing changes to be tested in the next iteration. Feedback was gathered through a formal error/enhancement reporting processes, as well as several working group meetings with the project team and the end-user community. Results and feedback from the pilot have been instrumental in informing the ongoing development of MACCS, as well the strategy for a future roll-out of MACCS components statewide. To date, the pilot testing has been conducted for the citation, crash, and traffic stop data collection modules.

In FFY2015, extensive progress was made on the development of the Public Safety Data Analytics Platform and Tool (ADAPT), which will provide public safety analysts, managers, and policy-makers with the ability to analyze a range of existing public safety data.

In FFY 2016, EOPSS will determine appropriate timeframe for testing of the alcohol test refusal module through coordination with OAT and RMV, work with the Merit Rating Board and the Administrative Office of the Trial Court regarding a few remaining outstanding issues, work with record management system vendors to implement a data exchange via the iCJIS Broker technology, and plans to release the crash reporting module of MACCS to the law enforcement community. This is a continuation of an existing project and does not represent any new funds. This task will support all performance targets.

Project Budget/Source –$1,750,000 (Sec. 402)

In FFY 2012, EOPSS expended $287,745 of Sec. 408 funding for this project and approximately $1.3 million in additional funding from the Federal Motor Carrier Safety Administration had been allocated to MassDOT for this project

Project Staff – Barbara Rizzuti

TR-16-05 Scanning Solution for Police Crash Reports

The primary project goal is to provide funds to the RMV to purchase software and hardware to create the ability to scan crash reports received in paper form and link them to the corresponding crash file that has been manually entered into Crash Data System. This process will create the ability for end users to access the diagram and narrative for all scanned/linked crash reports. It will improve the roadway inventory file by increasing the number of reports for which an accurate location can be determined from the scanned images. This is a continuation of an existing project and does not represent any new funds. One of the recommendations from the 2009 Traffic Records Assessment was to ensure that crash report images (including the narrative and diagram) are available for all crashes to all legitimate users of the crash data, especially those who rely on accurate location information. Scanning of paper forms and creation/storage of PDFs from electronic crash reports will allow users in law enforcement and engineering agencies to access the detailed information they need. EOPSS/HSD will receive prior authorization for all equipment for any single item costing over $5,000. This task will support performance target 1 and 3.

Project Budget/Source –$105,000 (Sec. 405c)

Project Staff – Barbara Rizzuti

TR-16-06 E-Submission Project

Funding will be provided to the RMV to complete their electronic crash submission project. This project involves the purchase of a tool to redact personal information on electronic reports requested via the web. This is a continuation of an existing project and does not represent any new funds. One of the recommendations from the 2009 Traffic Records Assessment was to move to an electronic data collection system. This task will support traffic records performance target 3.

Project Budget/Source – $68,351.46 (Section 408)

Project Staff – Barbara Rizzuti

TR-16-07 Investigation of Improved Linkage Strategy towards the Development of a Central and Uniformed Crash Analysis Database

Funding will be provided to UMassSAFE to investigate improved data linkage processes and strategies for linking highway safety data - crash, roadway inventory, citation, driver history (if available), emergency room, hospital and emergency medical services data. EOPSS/HSD will receive prior authorization for all equipment for any single item costing over $5,000. One of the recommendations from the 2009 Traffic Records Assessment was to partner with Crash Outcome Data Evaluation System (CODES) to provide stakeholders with a linked crash and citation database. This proposed project would replace CODES. This task will support traffic records performance target 1.

Project Budget/Source – $124,209 (Sec. 405c)

Project Staff – Barbara Rizzuti

TR-16-08 MSP Traffic Crash Quality Assurance Project

Funding will be provided to the MSP and will be used to examine the business process of crash data from investigation through submission to the RMV to determine data collection, processing and dissemination challenges. This will resolve the integration issues between the MSP and RMV records systems. EOPSS/HSD will receive prior authorization for all equipment for any single item costing over $5,000. One of the recommendations from the 2009 Traffic Records Assessment is to establish crash reporting improvement as a top priority of the TRCC and the member agencies. This task will support traffic records performance targets 1, 2 and 3.

Project Budget/Source – $135,000 (Sec. 405c)

Project Staff – Barbara Rizzuti

TR-16-09 Crash Data System Stakeholder Data Improvement Project

The RMV is currently in the process of designing a new mainframe database to replace the aging one now in operation. The present Crash Data System (CDS) is a stand-alone database, which was not included in the plans to incorporate current RMV transactions into the new database, due to limitations on funding. This project is intended to position the CDS for future incorporation into the new database by defining the optimum CDS. Stakeholders will help identify needs and assess the potential for data linkages and exchange, including what is possible through the MACCS project. EOPSS/HSD will receive prior authorization for all equipment for any single item costing over $5,000. This task will support traffic records performance target 3.

Project Budget/Source – $168,907 (Sec. 405c)

Project Staff – Barbara Rizzuti

TR-16-10 Boston EMS Cyclist, Pedestrian & Vehicular Accident Information System Enhancement

Project Description – Boston EMS will expand upon the existing FY13 Traffic Safety project to further enhance EMS analysis, and more complex analytics of roadway incidents. The Boston Cyclist, Pedestrian & Vehicular Incident Information System Enhancement project was developed to respond to a significant opportunity for Boston EMS to address information gaps, inconsistent data gathering and analysis and the lack of usable real time data to guide decisions on traffic safety and transportation policy in Boston. EOPSS/HSD will receive prior authorization for all equipment for any single item costing over $5,000. This task will support traffic records performance targets 1 and 4.

Project Budget/Source – $275,003 (Sec. 405c)

Project Staff – Barbara Rizzuti

TR-16-11 Comprehensive Analysis of Accuracy and Completeness of the Crash Data File

The Center for Leadership in Public Service of Fisher College will evaluate the RMV crash data file and propose crash system improvements. This project will also result in the development and implementation of appropriate crash file quality control measures based on the Crash Data Improvement Program (CDIP) conducted in September/October 2013 and the 2014 Traffic Records Assessment. EOPSS/HSD will receive prior authorization for all equipment for any single item costing over $5,000. This task will support traffic records performance targets 1 and 3.

Project Budget/Source – $259,500 (Sec. 405c)

Project Staff – Barbara Rizzuti

TR-16-12 MATRIS and Trauma Registry Data Accuracy, Completeness, Uniformity and Accessibility

The project will analyze and address issues with data quality in areas of accuracy, completeness, consistency/uniformity, timeliness, integration and accessibility of the MATRIS EMS and Trauma Registry surveillance systems maintained by the DPH. This includes analyzing, verifying and addressing data quality issues with the existing standards and migrating to the new national standards for NEMSIS 3.0 and ICD-10-CM. EOPSS/HSD will receive prior authorization for all equipment for any single item costing over $5,000. One of the

recommendations from the 2009 Traffic Records Assessment was to continue to grow and promote MATRIS and the trauma registry. This task will support traffic records performance target 4.

Project Budget/Source – $355,000 (Sec. 405c)

Project Staff – Barbara Rizzuti

TR-16-13 Crash Data Audit - An Investigation of Police Crash Reports to Establish and Assess Current Obstacles and Future Performance Measures & Monitoring

UMassSafe proposes to conduct a quality control review via a crash data audit, investigating police crash reports and thereby establishing and assessing current obstacles and future performance measures and monitoring criteria. Assessed in this audit will be the timeliness, accuracy, consistency and completeness of the crash report. Once the audit process is complete, the records for each of the reports included in the sample will be compiled into one database and queried to identify two categories of information for each field; including a percent distribution for the four categories (acceptable, inconsistent, invalid or empty) and a list of comments/notes included by the auditors. These details can be used as performance measures for timeliness, accuracy, consistency and completeness. This task will support traffic records performance targets 1 and 3.

Project Budget/Source – $123,648 (Sec. 405c)

Project Staff – Barbara Rizzuti

TR-16-14 Crash Reporting Training and Technical Assistance for Law Enforcement Agencies

There are, however, still a number of law enforcement agencies that struggle to submit their crash data to the RMV. The project is designed to provide training and technical assistance to law enforcement agencies in order to assist and improve the accessibility, timeliness, accuracy, completeness, integration, and uniformity of their crash data reporting. This will have a direct effect of the crash data quality submitted to the RMV. Fisher College will partner with the Massachusetts Association of Crime Analysts (MACA) to provide this technical assistance to local law enforcement agencies throughout the Commonwealth. MACA has approximately 200 members representing about 140 law enforcement agencies. MACA also has the most certified law enforcement analysts of any regional association in the United States and holds one of the premier technical data analysis conferences, including topics on DDACTS, in the country. Members of MACA have the knowledge and skills necessary to explain why it's important to have accurate and timely data and they are in a position to teach other members of law

enforcement how to collect and analyze their own crash and citation data to make it more useful. This task will support traffic records performance targets 1, 2 and 3.

Project Budget/Source – $81,273 (Sec. 405c)

Project Staff – Barbara Rizzuti

TR-16-15 Massachusetts Revised Crash Report Form E-Manual and Evaluation

Funding will be provided to UMassSAFE for two tasks: (1) develop the Massachusetts e-manual for crash reporting information and (2) evaluate of revised Massachusetts crash report fields. The intent of Task 1 is to improve the efficiency, accuracy, and completeness of the Massachusetts crash reporting process. UMassSafe will develop a web based, interactive crash report manual that would function like a toolkit with tabs for different information and links for further information. Task 2 would examine all fields affected by the changes, to look for problematic patterns existing at both the department and vendor levels. This task will support traffic records performance targets 1, 2 and 3.

Project Budget/Source – $118,019 (Sec. 405c) – Pending additional approval from EOPSS

Project Staff – Barbara Rizzuti

TR-16-16 Trauma Registry Vendor and Database Hosting Upgrades

Funding will be provided to DPH to enhance the current processing workflow (upload, edit, process, and report back to the hospitals) for its Trauma Registry. These changes require a specific product built for trauma data that would be maintained to include all the national standards updates and quality improvement initiatives that could be used by the customer. Mass IT will be responsible for hosting the application and database for the Bureau of Health Care Safety and Quality. The hosting services will be for the full Trauma Registry Database that may hold the data from 2008 – 2015 and 2015 – onward with the greatest change being the ICD – 9 – CM and ICD - 10 – CM diagnostic codes. The database will need to meet the Mass IT compliance requirements to reside in the host site. This task will support traffic records performance target 4.

Project Budget/Source – $60,000 (Sec. 405c) -Pending additional approval from EOPSS. The Commonwealth is also planning to obligate $575,000 in state funding for this project.

Project Staff – Barbara Rizzuti

TR-16-17 Boston Cyclist, Pedestrian and Vehicular Incident Information System Enhancement

Funding would be provided to Boston EMS to expand their current project (TR -16-11). This phase will focus on reducing roadway incidents through pre-billed data analysis/reporting and collaboration with key stakeholders. The next step is to focus on integrated data exchange and public information sharing. Funding would be used to develop forward facing maps and reports on the department's website to serve as a resource for the community. This task will support traffic records performance targets 1 and 4.

Project Budget/Source – $150,000 (Sec. 405c) – Pending additional approval from EOPSS

Project Staff – Barbara Rizzuti

TR-16-18 Analyze and Evaluate the Accuracy of Data in MassDOT's Crash Data System

Funding would be provided to the Central Transportation Planning Staff to determine the accuracy of geography, correctness/completeness of coding, and consistency of signal values in the traffic-control data element of the RMV's crash data system and to produce the first GIS database of traffic signals that are not controlled by MassDOT's Highway Division. This data may also be used to form an event layer in the roadway inventory file. This task will support traffic records performance targets 2 and 3

Project Budget/Source – $90,000 (Sec. 405c) and $575,000 (State funding)– Pending additional approval from EOPSS

Project Staff – Barbara Rizzuti

TR-16-19 Data Quality Review of Crash Reports Accepted with Warning and Technical Assistance to Police Departments to Improve Completeness and Reduce Errors

The RMV will work with UMassSAFE to develop and implement processes for reviewing crash reports that have been "accepted with warning" by the RMV and will work with police departments to improve the completeness of submitted crash reports. This would include a detailed examination of the problems that exist. Further dialogue with individual police departments would improve crash reporting by expanding their understanding of specific common errors. This task will support traffic records performance target 3.

Project Budget/Source – $196,802.46 (Sec. 405c) - Pending additional approval from EOPSS

Project Staff – Barbara Rizzuti

TR-16-20 Data Uniformity, Accuracy, Completeness and Timeliness

Funding would be provided to DPH to make improvements to MATRIS and the Trauma Registry. MATRIS is currently based on the National EMS Information System (NEMSIS) Version 2 data set standard developed in 2005. MATRIS must migrate to the new standard as NEMSIS will no longer collect Version 2 data after 2016. The electronic patient care report (ePCR) vendor software used by ambulance services to collect and submit data to MATRIS will be migrated to the new version in the next year. DPH will need to upgrade the software platform and build out a new server. Funding will also be used to expand and improve upon a process highlighted by the South Shore Hospital using MATRIS as a central location to access trip records and perform quality assurance/quality improvement reviews for 10 ambulance services. The Trauma Registry (as well as all entities covered by the Health Insurance Portability and Accountability Act) must transition from the International Classification of Diseases version 9 to version 10. Funding will also be used for coordination and training with hospitals and vendors. This task will support traffic records performance target 4.

Project Budget/Source – $180,000 (Sec. 405c) - Pending additional approval from EOPSS

Project Staff – Barbara Rizzuti

TR-16-21 Program Management

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

Project Budget/Source – $88,427 (Sec. 402)

Project Staff –Barbara Rizzuti and Bob Kearney

TR-16-22 Evaluation of Fatal and Injury Data

EOPSS/HSD will work with a vendor/subgrantee to develop a report that analyzes fatality and injury data for the Commonwealth. This report will present FARS data that are reflective of the standard core measures agreed upon by NHTSA and GHSA and injury data from emergency medical services and/or hospitals. This report will be used for the FFY 2017 HSP and the FFY 2016 Annual Report. A subgrantee has not yet been selected. EOPSS/HSD will request approval from NHTSA prior to contracting. As noted in the CTW, it does not provide guidance on traffic safety data systems and analyses. This task will support all performance targets.

Project Budget/Source - $100,000 (Sec. 402)
Project Staff – Barbara Rizzuti

Traffic Records: Budget Summary

Project Number	Project Title	Budget	Budget Source
TR-16-01	MassTRAC	$ 50,000	402
TR-16-02	MassTRAC/DDACTS	$ 60,000	402
TR-16-03	FARS	$ 78,000 per calendar year	FARS Cooperative Agreement
TR-16-04	MACCS	$ 1,750,000	402
TR-16-05	Scanning Solution for Police Crash Reports	$ 105,000	405c
TR-16-06	E-Submission	$ 68,351.46	408
TR-16-07	Investigation of Improved Linkage Strategy	$ 124,209	405c
TR-16-08	State Police Traffic Crash Quality Assurance Project	$ 135,000	405c
TR-16-09	Crash Data System Stakeholder Data Improvement Project	$ 168,907	405c
TR-16-10	Boston EMS Cyclist, Pedestrian & Vehicular Accident Information System Enhancement (Pt. 1)	$ 275,003	405c
TR-16-11	Comprehensive Analysis of Accuracy and Completeness of the Crash Data File	$ 259,500	405c
TR-16-12	MATRIS and Trauma Registry Data Accuracy, Completeness, Uniformity and Accessibility	$ 355,000	405c
TR-16-13	Crash Data Audit - An Investigation of Police	$ 123,648	405c

	Crash Reports to Establish and Assess Current Obstacles and Future Performance Measures & Monitoring		
TR-16-14	Crash Reporting Training and Technical Assistance for Law Enforcement Agencies	$ 81,273	405c
TR-16-15	Massachusetts Revised Crash Report Form	$ 118,019	405c
TR-16-16	Trauma Registry Vendor and Database Hosting	$ 60,000	405c
TR-16-17	Boston Cyclist, Pedestrian, and Vehicular Incident System Enhancement (Pt. 2)	$ 150,000	405c
TR-16-18	Analyze Accuracy of Data in MassDOT's Crash Data System	$ 90,000	405c
TR-16-19	Data Quality Review of Crash Reports	$ 196,802.46	405c
TR-16-20	Data Uniformity, Accuracy, Completeness and Timeliness	$ 180,000	405c
TR-16-21	Program Management	$ 88,427	402
TR-16-22	Evaluation of Fatal and Injury Data	$ 100,000	402
	Total All Funds	**$ 4,617,139.92**	

8.0 Distracted Driving

Problem Identification and Analysis

Distracted driving occurs when the driver fails to pay attention to the driving task. Although cell phone use is the most commonly cited cause for shifting attention away from the road, causes can also include distractions such as attending to a child or adjusting vehicle controls. There are numerous limitations that affect the accurate recording of cell phone use in crashes such as the reluctance to admit behavior, time, resource, and legal constraints of law enforcement obtaining cell phone records. Although determining the exact causes of crashes involving distracted driving is a challenge, the National Safety Council estimates that 24 percent of all crashes involve cell phone use. The U.S. Department of Transportation estimates at any given moment during the day over 800,000 vehicles are being driven by someone using a handheld cell phone.

Massachusetts passed a Safe Driving Bill in 2010. This is a primary law which bans all operators of motor vehicles from text messaging and prohibits junior operators from using any type of mobile phone device. In 2013, there were 40 fatal crashes involving distracted driving. This is a 9% drop from 2012 and 15% lower than reported in 2010. The national rate was -6% and -18% for the period from 2012-2013 and 2009-2013, respectively.

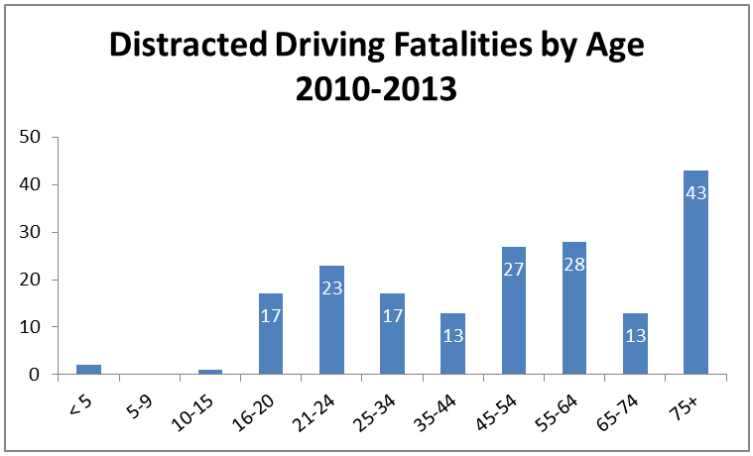


Figure 8.1

Distracted driving fatalities were highest among drivers 75 or older during the years of 2010-2013. This age group accounted for 23% of all fatalities, followed by the 55-64 (15%) and 45-54 (15%) age groups. While new drivers (16-20) would be considered most likely to have the most fatalities, the impact of strict Junior Operator License (JOL) laws helps keep drivers focused on the road, rather than their phones.

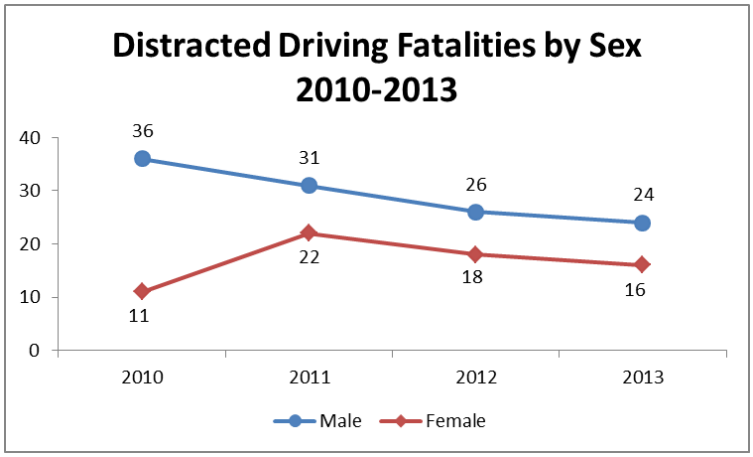
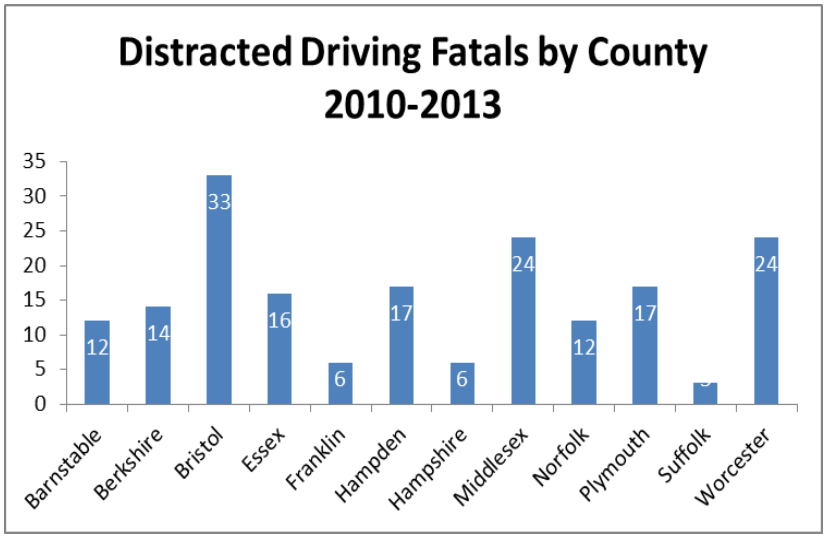


Figure 8.2

By age, distracted driving fatalities males represent 64% of all fatalities from 2010-2013. Yet, male fatalities have dropped 33% since 2010, while



female fatalities have risen 45% in the same time frame.

Figure 8.3

Bristol County was the top region for distracted driving fatalities with 33, or 18% of all fatalities. This is not surprising as Bristol had four of the top eight cities for distracted driving fatalities from 2010-2013. For FFY 2016, any planned distracted driving enforcement activity should include patrols in Bristol County.

Top Cities 2010 - 2013	
Dartmouth	4
Haverhill	4
New Bedford	7
Raynham	4
Taunton	5
West Springfield	4
Worcester	4

Table 8.1

EOPSS/HSD examined what was the reported 'distraction' to the driver involved in the fatal crash to determine if it is largely cellphone-related or something else entirely.

It was found that in a majority of the fatal crashes, the driver was simply distracted or inattentive rather than toying around with a cellphone or the controls of the vehicle.

Type of Distraction Reported in Fatal Crash 2010-2013	
By other occupant	7
While talking/listening to cellphone	3
While Dialing Cellular Phone	4
While manipulating cellular phone	4
Adjusting Audio/Climate Controls	3
While using other device/controls	3
While using or reaching for a device	2
Distracted by outside person, event	6
Other cellular phone related	4
Eating or drinking	1
Distraction/inattention/careless	66
Inattentive or lost in thought	13
Other Distraction	22

Table 8.2

Then again, if a driver survived the crash, it is highly unlikely s/he would self-report cellphone use as the last thing they were doing prior to the crash. Nevertheless, the data does show how easily one can be distracted while driving.

Lastly, EOPSS/HSD's vendor for the 2014 Statewide Seatbelt Observational Survey recorded cellphone usage of drivers at each of the 145 selected observation locations. Of a total of 18,721 drivers observed, 6% were using their cell phone. This is a slight decrease from the rate of 7% reported in the 2013 survey. Female drivers continued to have higher observed usage than male drivers. Highest rate of cellphone usage took place during peak afternoon (rush hour) hours during weekday and was lowest over the weekends. Regionally, Middlesex and Bristol county observation locations recorded the highest cellphone usage.

Despite the recent decline in distracted driving fatalities, it remains a top concern for EOPSS/HSD. More work needs to be done educating drivers on the dangers of taking their eyes off the road, which is why EOPSS/HSD plans to offer a grant program aimed at young drivers that will include distracted driving as one of its areas of focus.

The table below shows estimated funding by county for selected FFY 2016 Distracted Driving grants:

FFY 2016 Total DD Funding by County	
Barnstable	$ 28,500
Berkshire	$ 13,000
Bristol	$ 49,500
Dukes	$ -
Essex	$ 53,500
Franklin	$ 2,500
Hampden	$ 57,000
Hampshire	$ 20,500
Middlesex	$ 131,000
Norfolk	$ 66,500
Plymouth	$ 57,000
Suffolk	$ 34,000
Worcester	$ 107,000

Note – Funding levels above related to DD-16-02 (Local Distracted Driving Enforcement. Funds to Massachusetts State Police were not included.

Performance Targets

Distracted Driving Performance Target #1

Decrease distracted driving-related fatalities 10% from 40 in 2013 to 36 by December 31, 2016.

Performance Measures

Number of fatalities with one or more distractions

Strategies

1. Fund the MSP to enforce distracted driving laws
2. Fund the MSP and selected communities for sustained enforcement of traffic laws
3. Increase public awareness of the dangers of distracted driving, mobile device use and texting while driving

4. Educate law enforcement on the identification and citation of offending violators of mobile device laws

5. Document mobile device use as part of the annual seat belt observation survey

6. Promote the MPTC's online training for law enforcement on the importance of noting distracted driving as a factor on crash reports

Distracted Driving Program Area Projects

DD-16-01 MSP Distracted Driving Enforcement

Based on data collected through MassTRAC and task DD-16-02, the MSP will conduct activities to enforce distracted driving laws. Although the preliminary timeline for this project will be around Distracted Driving Awareness Month in April, the dates and locations of the activity will be determined based on data, guidance from NHTSA, and other nationwide distracted driving events. Funding for this task may change based on 405 E funds awarded. MSP will employ the roving patrol technique where texting drivers are actively sought out. Daytime shifts will be the preferred timeframe making it easier for the police to spot violators. Patrols will move between locations to take advantage of traffic patterns and known high-risk locations during the shifts. If this technique proves ineffective, using spotters where one stationary police officer notes the violation and a second officer pulls the driver over, will be considered. Since distracted driving is associated with driving behaviors such as inappropriate speeds, slow reaction times, and weaving among traffic lanes, these behaviors will receive special attention during enforcement periods. This task is supported by CTW Chapter 4 Section 1.3 and 2.2. This task will support distracted driving performance target 1.

Project Budget/Source – $300,000 (Sec. 402)

Project Staff – Deb Firlit

DD-16-02 Local Distracted Driving Enforcement

Provide overtime funds to local municipal police departments to conduct activities to enforce distracted driving laws. Patrols by police will be conducted during Distracted Driving Awareness Month, which is set for April 2016. Not only will enforcement patrols seek out violators who use cellphones while driving, but also those who exhibit other distracted driving behaviors such as inappropriate speed, weaving, slow reaction times, and drifting. Participating municipalities are listed in the Appendix under Table 13.7. Participating municipalities are part of the selected grantees for 2016 Traffic Enforcement Grant, which includes DSOGPO, CIOT, and Distracted Driving. This task is supported by CTW Chapter 4 Section 1.3 and 2.2. This task will support distracted driving performance target 1.

Project Budget/Source – $622,500 (Sec. 402)

Project Staff – Lindsey Phelan

DD-16-03 Educational Outreach to Young Drivers

Funding will be provided to SADD and In Control Family Foundation to educate young drivers on the dangers of distracted driving. According to the 2011 MYHS, conducted by DPH, of the students who reported driving a car, 42% also reported that they have texted while driving. Students in the 12th grade were more likely to report texting while driving than students in any other high school grade and 11th grade students were more likely to report texting while driving than 10th grade students. Methods for outreach can include, but are not limited to, school presentations, peer-to-peer workshops, safety fairs, and informational campaigns. An evaluation component will be included. This task is supported by CTW Chapter 4, Section 2.1. This task will support all overall performance targets.

Project Budget/Source – $50,000 (Sec. 402)

Project Staff – Bob Kearney

DD-16-04 Distracted Driving Media

Provide funding for media campaign in support of local distracted driving mobilization planned for FFY 2016. Advertising space purchases will be evaluated based on the criteria in the 402 Advertising Space Guidance. EOPSS/HSD follows a system like the NHTSA Communications Pyramid. Strong internal policies are followed noting that all media and communications activities should be in support of our data-driven objectives and in coordination with our other activities and programs, in particular, enforcement. Crash and citation data are used not only for targeting enforcement activities but also to determine the primary audience and location and types of media that we purchase. NHTSA's guidelines are followed for messaging, demographics, best practices and target groups for each media effort. This task is supported by CTW Chapter 4, Section 2.2. This task will support distracted driving performance target 1.

Project Budget/Source – $100,000 (Sec. 402) [Paid - $80,000; Earned - $20,000]

Project Staff – John Fabiano

DD-16-05 Program Management

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

Project Budget/Source – $46,836 (Sec. 402)

Project Staff – John Fabiano**,** Deb Firlit, Lindsey Phelan, Bob Kearney

Distracted Driving: Budget Summary

Project Number	Project Title	Budget	Budget Source
DD-16-01	MSP Distracted Driving Enforcement	$ 300,000	402
DD-16-02	Local Distracted Driving Enforcement	$ 622,500	402
DD-16-03	Educational Outreach to Young Drivers	$ 50,000	402
DD-16-04	Distracted Driving Media	$ 100,000	402
DD-16-05	Program Management	$ 46,836	402
	Total All Funds	**$ 1,119,336**	

9.0 Speed and Aggressive Driving Program Area

Problem Identification and Analysis

Speed-related fatalities and injuries are a significant highway safety problem often over-shadowed by the high-profile attention given to occupant protection and impaired driving at the national and state levels. In Massachusetts, 27% of crash fatalities were speed-related in 2013, which was lower than the national rate of 29%. Speed-related fatalities dropped from 114 in 2012 to 88 in 2013, a 23% decline throughout the Commonwealth. In comparison, the national rate declined 2% from 2012 to 2013.

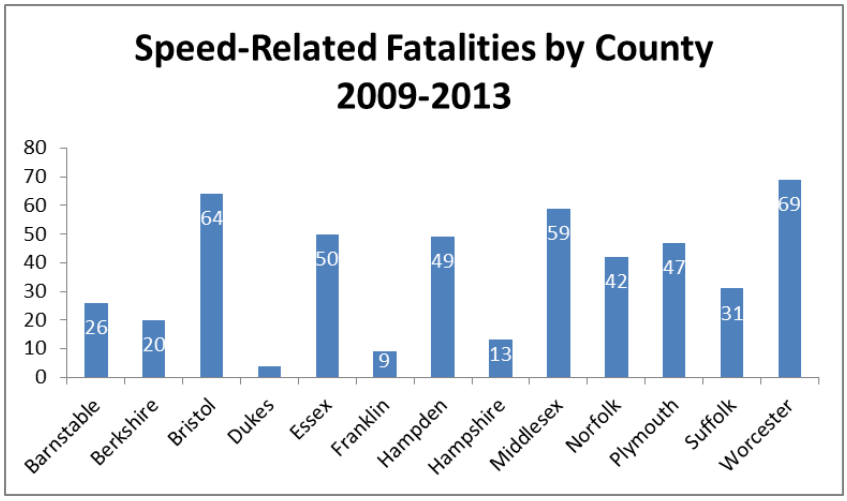


Figure 9.1

The top five counties for speed-related fatalities from 2009-2013 were: Worcester (69), Bristol (64), Middlesex (59), Essex (50), and Hampden (49). Though Hampden has had the most speed fatalities since 2009, Middlesex was the only county with double-digit fatalities during that five-year span.

Top Cities for Speed-Related Fatals (2009-2013)	
Boston	25
Worcester	15
Taunton	13
Springfield	12
Brockton	11
Attleboro	9
Holyoke	9
New Bedford	8

Table 9.1

Even though Suffolk county had one of the lower speed-related fatality totals (31), Boston lead all cities with 25 fatalities from 2009-2013. Bristol had three cities – Attleboro, New Bedford, Taunton – in the top eight. Hampden had two – Holyoke and Springfield.

In Figure 9.2, the incidence of fatal crashes by month is presented. From 2009-2013, speed-related fatal crashes occurred with more frequency from July – November. Overall, November had the highest total of fatal crashes (34) with the month of December having the lowest fatal crash total (17).

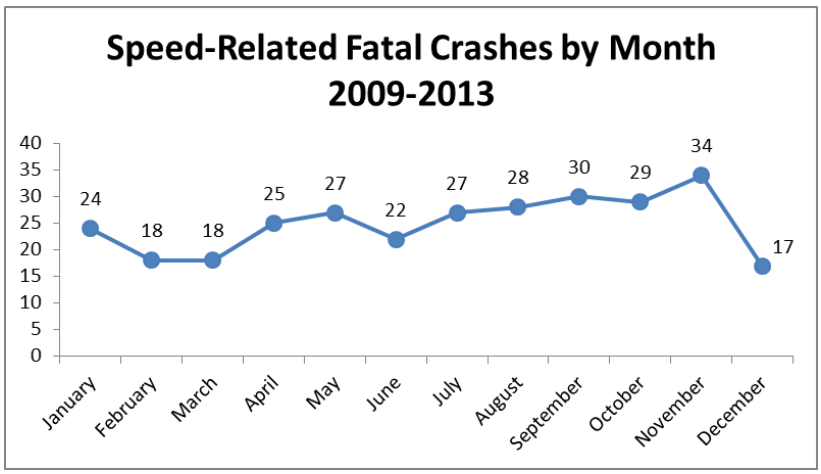


Figure 9.2

The high total in November may be related to the Thanksgiving holiday period which typically involves a lot of driving to family functions, along with the traditional Christmas shopping season kicking off ("Black Friday").

Gender-wise, males predominantly figured in speed-related fatalities from 2009-2013.

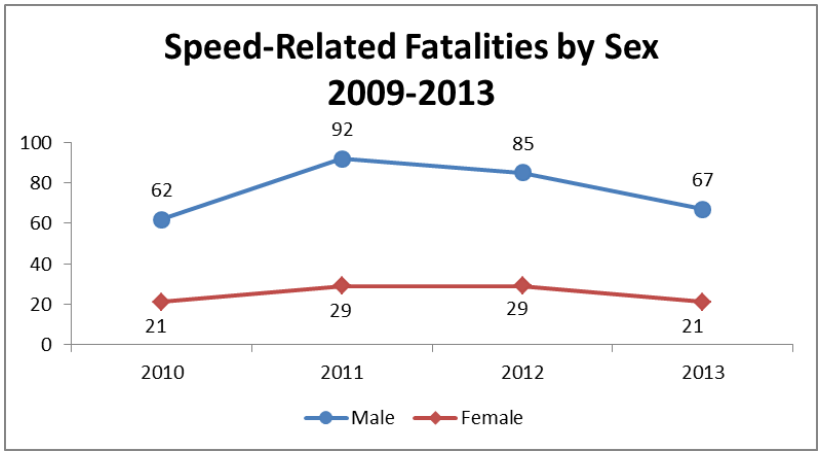


Figure 9.3

Male fatalities accounted for 75% of all speed-related fatalities. Female fatalities remained consistently in the 20s from 2009-2013.

By age, the 21-24 group represented 22% of all speed-related fatalities, with 25-34 and 16-20 age groups coming second and third, respectively.

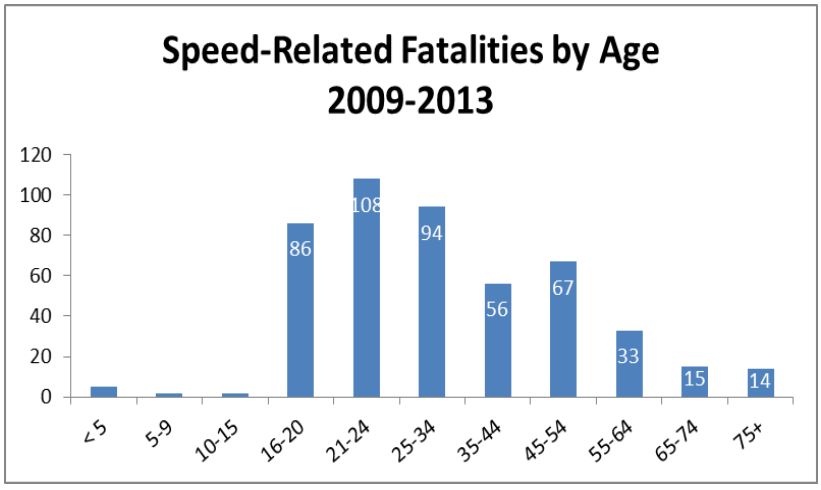


Figure 9.4

In general, the age from 16 to 34 accounted for 60% of all speed-related fatalities and provides a key demographic to focus on when targeting educational and enforcement activities related to speeding and traffic safety.

Lastly, a look at the number of speed-related fatal crashes by day of week and time of day shows that the weekends had the most fatal crashes with 196. Saturday and Sunday accounted for 44% of all speed-related fatal crashes from 2009-2013. During normal weekday hours (6am – 6pm, Monday thru Friday), Monday had the most fatal crashes with 12 during rush hour (3pm – 6pm).

Typically, people tend to go out for drinks between the hours of 9pm – 3am on Thursday, Friday and Saturday. The total fatal crashes for this time frame from Thursday night through

Table 9.2 Speed-Related Fatal Crashes by Day of Week and Time of Day

2009-2013	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Total
12am - 3am	*32*	8	8	*8*	9	*25*	*41*	**131**
3am - 6am	18	4	4	1	2	5	11	**45**
6am - 9am	2	5	4	4	5	4	9	**33**
9am - Noon	3	9	4	2	4	3	3	**28**
Noon - 3pm	5	2	4	6	2	2	3	**24**
3pm - 6pm	11	*12*	8	5	3	6	9	**54**
6pm - 9pm	10	7	*10*	*8*	8	4	18	**65**
9pm - Midnight	10	8	9	5	*11*	15	11	**69**
	91	**55**	**51**	**39**	**44**	**64**	**105**	

early Sunday morning (up to 3am) was 135 or 30% of all speed-related fatal crashes.

EOPSS/HSD will work with local and state law enforcement agencies to focus any speed-related mobilizations or enforcement activity within their respective jurisdiction primarily during the 6pm – 3am period from Thursday evening through Saturday night/Sunday morning.

Speed-Related Violations

In 2014, speeding violations declined 24% from 2013. Aggressive driving violations also increased slightly in 2014, up 2% as shown in Table 9.3.

Table 9.3 Massachusetts Speeding and Aggressive Driving Violations

	2010	2011	2012	2013	2014
Speeding Violations[a]	241,933	209,883	221,591	196,332	149,771
Aggressive Driving Violations[b]	154,947	132,843	139,010	128,349	131,529

Source: MRB Quarterly Violations Report

[a] Comprising Speed County Bridge (85 20), Speeding (90 17, 90 18, and 730 708 SP), MDC Way Speeding (350 401 SP), Mass Pike Speeding (730 500 SP and 730 707 SP), Sumner Tunnel Speeding (730 300 SP)

[b] Comprising Fail to Keep Right (89 1), Improper Passing (89 2), Keep Right No View (89 4), Lane Violation/ Unsafe Passing (89 4A), Keep in Right Lane (89 4B), Right of Way Intersection (89 8), Failure to Stop (89 9), Yield to Pedestrians (89 11), Fail to Use Safety (90 14), Fail to Signal Stop (90 14B), Speed Drag Racing (90 17B), Adult Drag Racing (90 17B AD), Operating Recklessly (90 24 OR), Vehicular Homicide (90 24G), MDC Sign/Signal (350 401), Mass Pike Tandem Trailers (730 400)

In conclusion, the data presented in this section shows that localized enforcement of speeding should take place during the weekend between 6pm and 3am, with emphasis in Bristol and Worcester counties. Law enforcement agencies will likely encounter drivers between ages 16-34 if they pull over someone for speeding or if they come across a crash caused by speeding.

Performance Targets

Speed Performance Target #1

Decrease speed-related fatalities 10% from 2009-2013 calendar base year average of 97 to 87 by December 31, 2016.

Performance Measures

Number of speed-related fatalities

Strategies

1. Fund the MPTC to conduct specialized training on speed measurement
2. Fund law enforcement to conduct speed enforcement during CIOT and DSGPO
3. Fund law enforcement to conduct speed enforcement during sustained enforcement activities
4. Provide funds to the MSP for additional LiDAR units

Speed and Aggressive Driving Program Area Projects

SC-16-01 Speed Enforcement

Funds will be provided to the MSP to purchase 180 radar and LiDAR units. Currently MSP is using outdated radar technology that is in some cases over 15 years old. The MSP does not have another mechanism to replace these units. These units will be used throughout the Commonwealth throughout the year. Purchase will be in addition to units bought in FFY 2015. This task is supported by CTW Chapter 3 Sections 2.2 and 2.3. This task will support speed performance targets 1 and 2.

Project Staff – Deb Firlit

Project Budget/Source – $235,000 (Sec. 402)

SC-16-02 MSP Speed Enforcement Mobilization

Funds will be provided to Massachusetts State Police to conduct speed-related enforcement activities aimed at decreasing incidence of speeding violations as well as reducing the rate of speed-related motor vehicles crashes along the Commonwealth's major highways. The MSP

will not duplicate efforts with the Highway Safety Corridor Program for I-495 and I-95. This task is supported by CTW Chapter 3 Sections 2.2. This task will support speed performance targets 1 and 2.

Project Budget/Source – $300,000 (Sec. 402)

Project Staff –Deb Firlit

SC-16-03 Educational Outreach to Young Drivers

Funding will be provided to SADD and In Control Family Foundation to educate young drivers on the dangers of speeding and aggressive driving. In 2012, over 25,000 citations were given to drivers under 21 for speeding. Methods for outreach may include, but are not limited to, school presentations, peer-to-peer workshops, safety fairs, and informational campaigns. An evaluation component will be included. This task is supported by CTW Chapter 3, Section 2.2. This task will support speed performance target 1, younger driver target 1 & 2, core performance targets 1, 2, and 3.

Project Budget/Source – $50,000 (Sec. 402)

Project Staff – Bob Kearney

SC-16-04 Speed Media

Provide funding for media campaign in support of local speed mobilization planned for FFY2015. Advertising space purchases will be evaluated based on the criteria in the 402 Advertising Space Guidance. EOPSS/HSD follows a system like the NHTSA Communications Pyramid. Strong internal policies are followed noting that all media and communications activities should be in support of our data-driven objectives and in coordination with our other activities and programs, in particular, enforcement. Crash and citation data are used not only for targeting enforcement activities but also to determine the primary audience and location and types of media that we purchase. NHTSA's guidelines are followed for messaging, demographics, best practices and target groups for each media effort. This task is supported by CTW Chapter 3, Section 4.1 and will support speed performance target 1.

Project Budget/Source – $65,000 (Sec. 402) [Paid - $52,000; Earned - $13,000]

Project Staff – John Fabiano

SC-16-05 New England Drive to Save Lives

Funding will be provided to the Farrah Consulting Group to support the Highway Safety Division with the newly developed New England Drive to Save Lives (NEDSL) Campaign, a multi-state traffic law enforcement and public messaging initiative. This will allow the New England States to collaborate on a unified public relations effort.

Project Budget/Source - $10,000 (Sec. 402)

Project Staff – John Fabiano

SC-16-05 Program Management

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

Project Budget/Source – $37,376.61 (Sec. 402)

Project Staff –Deb Firlit and John Fabiano

Speed and Aggressive Driving: Budget Summary

Project Number	Project Title	Budget	Budget Source
SC-16-01	MSP LiDAR	$ 235,000	402
SC-16-02	Speed Enforcement Mobilization – MSP	$ 300,000	402
SC-16-03	Educational Outreach to Young Drivers	$ 50,000	402
SC-16-04	Speed Media	$ 65,000	402
SC-16-05	NE Drive to Save Lives	$ 10,000	
SC-16-06	Program Management	37,376.61	402
	Total All Funds	**$ 697,376.61**	

10.0 Younger and Older Drivers

Problem Identification and Analysis

In 2013, younger drivers (age 20 or younger) accounted for 8% of all drivers involved in fatal crashes in Massachusetts. This represents a decrease from 9.4% reported in 2012. Overall, the number of young drivers involved in fatal crashes has dropped 41% from 56 in 2009 to 33 in 2013. This five-year drop is 10% more than the previous five-year period (2008-2012) decline of 31%. EOPSS/HSD's continued outreach and educational initiatives aimed at young drivers are having a positive impact on driving behavior.

Older drivers (age 65+) represented 17% of all drivers involved in fatal crashes during 2013. This was nearly two percent higher than in 2012. Since 2009, older driver involvement in a fatal crash has risen 13%. At the same time, the number of older population (age 65+) drivers surviving a fatal crash was 32% (22 out of 69 drivers) – lowest of any age group in Massachusetts for 2013. This may indicate a trend towards more older driver fatalities if the number of older drivers involved in a crash continues to rise.

EOPSS/HSD has primarily focused on younger driver behavior and educational outreach in conjunction with the strengthening of JOL laws. In light of the increase in older driver fatal crash involvement, funding may be allocated for educational or enforcement initiatives to lower the involvement rate in either FFY 2016 or FFY 2017.

JOL Law Violations

Figure 10.1 presents JOL law violations issued in Massachusetts from 2009 to 2013. The overall number of JOL law violations declined steadily during this time period**.** Massachusetts has made significant efforts to enhance enforcement of the JOL law, in particular after it was strengthened in 2007. Strict enforcement along with promotion of the law reduced the number of improperly trained and inexperienced drivers on roadways.

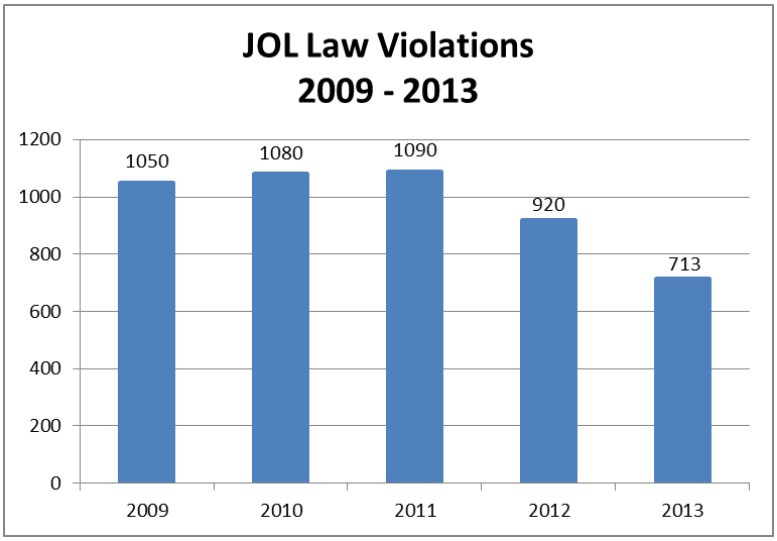


Figure 10.1

Source: MRB Quarterly Violations Report January 2014

[Comprised of JOL No Lic DR (90 8B UA), JOL Pass Restriction (90 8 JO), JOL Perm Time Restric (90 8B TR), JOL Mobile Dev/Phone (90 8M), JOL Time Restriction (90 10 JO), JOL CDL Vehicle (90 8 JL).]

Note: JOL Mobile Dev/Phone (90 8M) did not exist until 2010

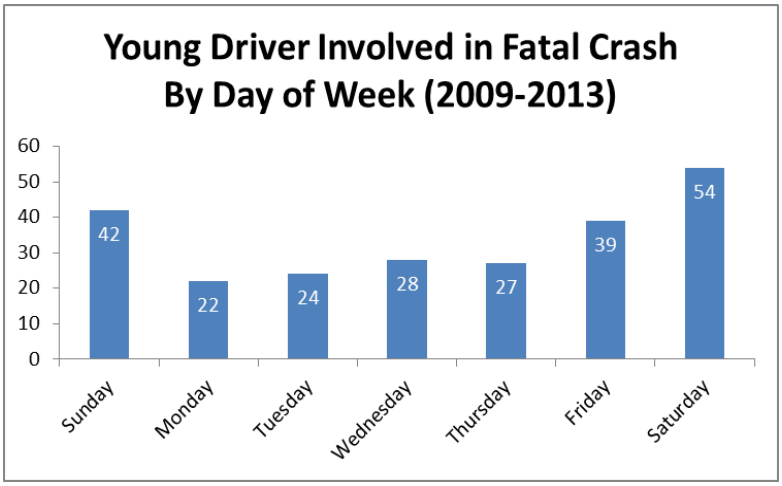


Figure 10.2

Not only has the number of JOL violations been declining, but also the number of young drivers involved in fatal crashes. In 2013, young drivers involved in a fatal crash had dropped to its lowest level in the past ten years. It was 90 in 2004; in 2013, 33 – a dramatic 63% decline.

Figure 10.2 reveals that young drivers tended to be more likely involved in a fatal crash during the Friday – Sunday period. This three-day period accounted for 57% of young drivers involved in a fatal crash.

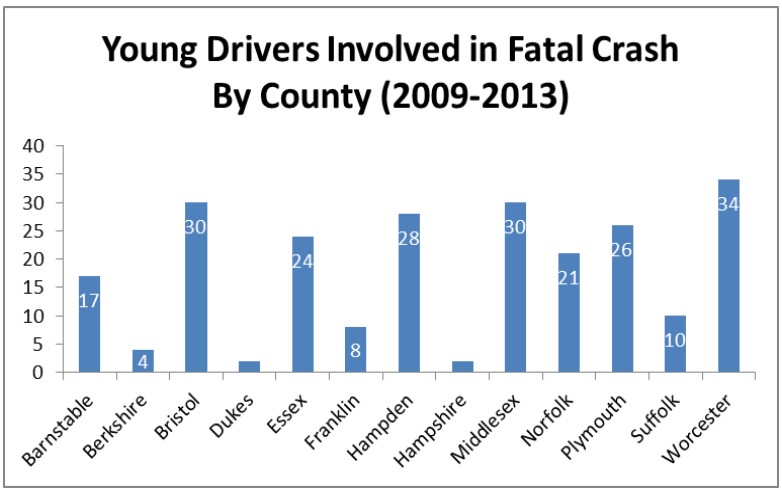


Figure 10.3

In terms of county, from 2009-2013, Worcester, Middlesex, and Bristol were the top locations for fatal crashes involving a young driver. The top three counties accounted for 40% of all fatal crashes involving a young driver. Though not in the top three, Plymouth has reported 13 fatal crashes involving a young driver from 2012-2013 – the most of all counties during that time frame. It remains to be seen if this concerning trend continues in Plymouth County, but for FFY 2016 consideration for funding to police departments in the regions should be a top priority.

If JOL violations continue to decline, it is expected to see young driver involvement in fatal crashes to continue downward as well. The decline in violations indicates more and more young drivers are adhering to the rules of the road and taking care to drive safely whether with or without passengers. Any enforcement activity during FFY 2016 should be conducted during the weekend hours – typically Friday from 6pm to early Sunday morning – and in counties such as Worcester, Middlesex, Bristol and Plymouth.

In contrast, older drivers (65+) are becoming more of a concern on the roads of the Commonwealth. Since 2009, older driver fatalities have increased 13% from 61 to 69. Furthermore, older drivers accounted for 17% of all drivers involved in a fatal crash during 2013.

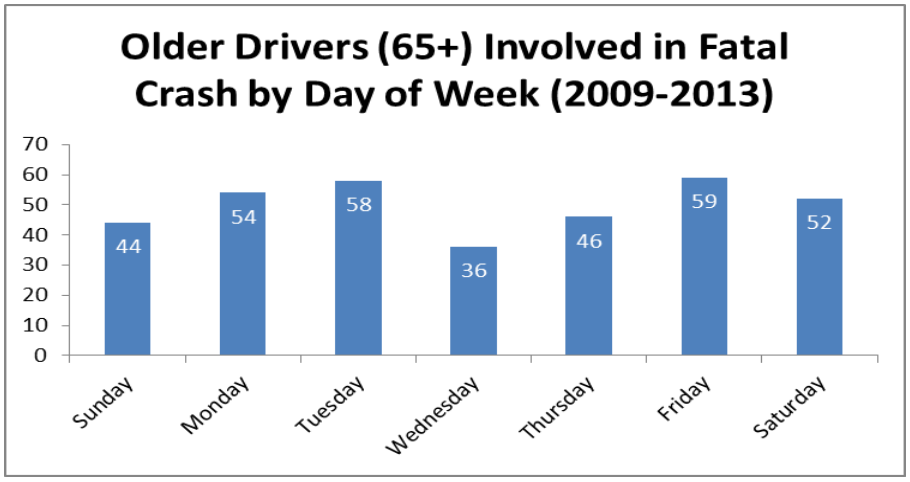


Figure 10.4

During the week, older drivers were involved in fatal crashes more often on Friday and Tuesday. Those two days accounted for over a third of all older driver fatal crashes.

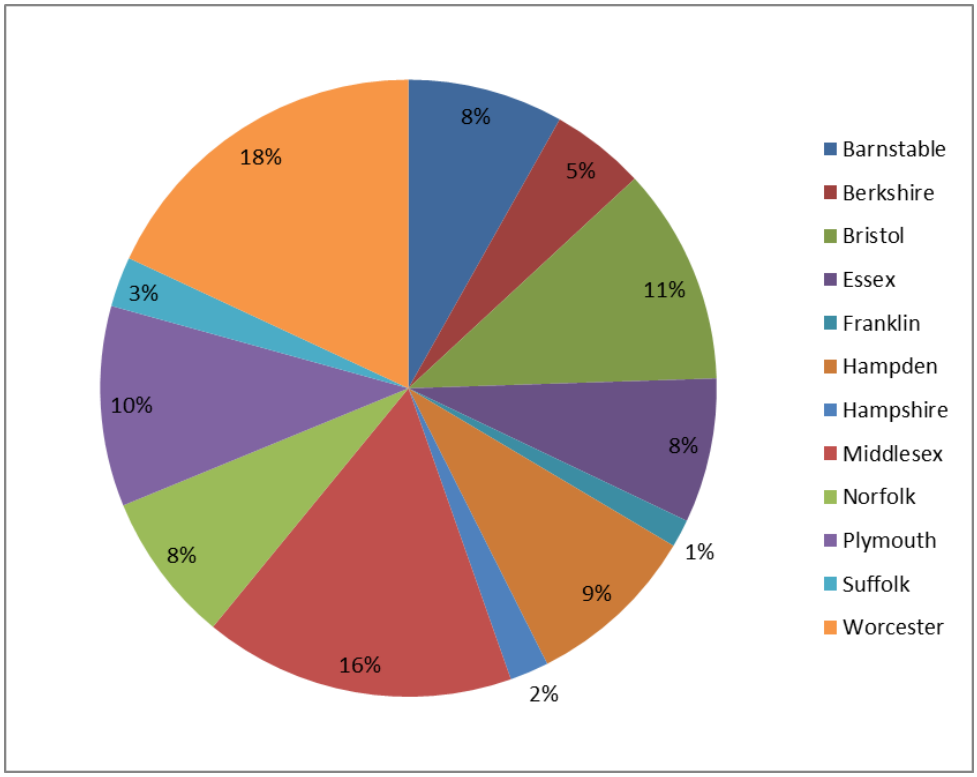


Figure 10.5
Percent of Older Driver Involvement in Fatal Crashes by County (2009-2013)

In terms of percent of all older driver involved fatal crashes, Worcester County had the most during the five-year period from 2009-2013. Middlesex was second with 16% of all fatal crashes. Both counties accounted for 34% of all older driver involved fatal crashes.

On a positive note, older driver involvement in fatal crashes dropped substantially on a one-year basis, going from 82 in 2012 to 69 in 2013 – a 16% decline. Despite this recent decrease, EOPSS/HSD plans to address this concerning trend in FFY 2016 or FFY 2017, depending on funding availability.

As of the present time, there are no specific programs listed in this section for younger and older drivers. However, enforcement and media activities for these age groups will be incorporated into other tasks. For instance, EOPSS/HSD will be conducting programs specifically for young drivers and occupants to increase seat belt use (OP-16-09) and reduce underage drinking/impaired driving (AL-16-04, AL-16-05, AL-16-11, and AL-16-17), speeding (SC-16-04) and distracted driving (DD-16-03). In addition, EOPSS/HSP will be working with MassDOT on an HSIP-funded project to conduct an Older Driver Mobility and Safety Summit in June 2016. This one-day summit will bring together medical professionals, engineers, law

enforcement, planners and others to discuss strategies to reduce fatalities and injuries by discussing ways to extend safe driving, provide alternative transportation and design facilities to accommodate the older driver population.

This plan also allows for continuous follow-up and adjustment based on new data and the effectiveness of projects.

Performance Targets

Younger Driver Performance Target #1

Decrease number of young drivers (age 20 or under) involved in a fatal crash 10% from 2009-2013 calendar base year average of 47 to 42 by December 31, 2016.

Younger Driver Performance Target #2

Decrease younger driver (age 20 or under) fatalities 15% from 13 in 2013 to 11 by December 31, 2016.

Older Driver Performance Target #1

Decrease number of older drivers (65+) involved in a fatal crash 5% from 69 in 2013 to 65 by December 31, 2016.

Performance Measures

Number of fatalities involving a younger driver

Number of young driver fatalities with younger driver + 0.01 BAC

Number of older drivers (age 65 or older) involved in fatal crashes

11.0 Additional Program Areas

Additional programs and projects are listed below. Many of these projects seek to address multiple traffic safety issues.

■ 11.1 Police Traffic Services Program Area

Performance Measure
Number of motor vehicle-related fatalities

Performance	Target
Reduce motor vehicle-related fatalities 10% from the 2009-2013 calendar base year average of 354 to 319 by December 31, 2016	

PT-16-01 Municipal Police Training

Provide funding to MPTC to conduct up to 33 classes for municipal police departments to improve enforcement of laws pertinent to current traffic safety issues such as speeding, pedestrian and bicyclist safety, and distracted driving. Topics will include Advanced Traffic Crash Investigation, Traffic Crash Investigation, Speed Measurement, and LiDAR training. This task is supported by CTW Chapter 1, Sections 2.1, 2.5, Chapter 2 Section 2.3, Chapter 3 Section 2.2, Chapter 4 Section 1.3, Chapter 8 Section 4.4, and Chapter 9 Section 3.3. This task will support all performance targets.

Project Budget/Source – $144,000 (Sec. 402) and $22,901.96 (Racial Profiling/1906)

Project Staff – Bob Kearney

PT-16-02 Law Enforcement Liaison (LEL)

Funds will be used to hire up to three part-time LELs. In this capacity, the contract LELs will work in conjunction with EOPSS/HSD, the MPTC Executive Director, and the MSP representative assigned to LEL responsibilities to promote strategies and policies with state and local law enforcement to strengthen our mission and make the roadways safer. EOPSS/HSD is hoping to begin the contracting process in early FFY 2016. Funds will also be provided for LEL travel related expenses related to state and national conferences and trainings, and in-state

travel. This task is supported by CTW Chapter 1, Sections 2.5, Chapter 2 Sections 2.1, 2.2, 2.3, Chapter 3 Section 2.2, and Chapter 4 Section 1.3. This task will support all performance targets.

Project Budget/Source – $200,000 (Sec. 402)

Project Staff –Bob Kearney

PT-16-03 MDAA/TSRP

Funds will be used to support TSRP salary to conduct trainings and conferences, provide technical assistance, create and maintain vehicular crimes pages and resources for prosecutors and law enforcement about motor vehicle issues. The Massachusetts OUI Prosecutors Manual will be updated. This task is supported by CTW Chapter 1 Sections 3.1, 3.2, and 3.3. This task will support impaired driving performance targets 1 and 2 and occupant protection performance target 1.

Project Budget/Source – $50,000 (Sec. 402) and $125,000 (Sec. 405d)

Project Staff – Barbara Rizzuti

PT-16-04 Training for Campus Law Enforcement

EOPSS/HSD will coordinate with the Massachusetts Association of Campus Law Enforcement Administrators to assess the needs of law enforcement. Training will depend on the needs of law enforcement on campuses, but topics may include impaired driving, underage drinking, speeding/aggressive driving, distracted driving, bike and pedestrian safety, and occupant protection. Location and date for training has yet to be determined. This task is supported by CTW Chapter 1, Sections 2.1, 2.5; Chapter 3, Section 2.2; Chapter 4, Section 1.3; Chapter 8, Section 4.4; and Chapter 9, Section 3.3. This task will support all performance targets.

Project Budget/Source – $25,000 (Sec. 402)

Project Staff - Bob Kearney

PT-16-05 MSP LEL

Provide funds to MSP for training and travel-related expenses for the LEL to attend meetings, trainings and national conferences in support of major traffic safety issues including but not limited to impaired and distracted driving, occupant protection and drug recognition expert training. National conferences will include the International Association of Chiefs of Police Conference in October 2015 ($650 registration fee) and the Lifesavers Conference ($400 registration fee) in March 2016. Funding will also be used to cover the cost of local travel for the LEL to attend meetings and trainings with local law enforcement and other traffic safety stakeholders. This task will support all performance targets.

Project Staff – Deb Firlit

Project Budget/Source – $5,000 (Sec. 402)

PT-16-06 Program Management

Provide sufficient staff to conduct police traffic services-related programming described in this plan to cover in and out of state travel, professional development expenses, conference fees, postage, and office supplies.

Project Staff –Barbara Rizzuti, Bob Kearney, and Deb Firlit

Project Budget/Source – $ 64,461 (Sec. 402)

PT-16-07 MSP ALPR Trailer

Automated License Plate Recognition (ALPR) systems function to automatically capture an image of a vehicle's license plate, compare it to databases of vehicles of interest to law enforcement agencies, and to alert an officer when a vehicle of interest has been observed. This task will provide funds to the MSP for the purchase of one ALPR system that is enclosed within a speed or variable message board and will provide highway safety functions and other law enforcement purposes while capturing and storing the ALPR data. This task is supported by CTW Chapter 1, Sections 2.5. This task will support all performance targets.

Project Budget/Source - $50,000 (Sec. 402). NHTSA funding will cover less than half of the total cost of this equipment. MSP will use their own funding to pay for two cameras, wireless cards, and assembly costs, which will be approximately $60,000.

Project Staff – Deb Firlit

Police Traffic Services: Budget Summary

Project Number	Project Title	Budget	Budget Source
PT-16-01	Municipal Police Training	$ 144,000 $ 22,901.96	402 Racial Profiling

PT-16-02	LEL	$ 200,000	402
PT-16-03	MDAA/TSRP	$ 50,000 $ 125,000	402 405d
PT-16-04	Training for Campus Police	$ 25,000	402
PT-16-05	MSP LEL	$ 5,000	402
PT-16-06	Program Management	$ 64,461	402
PT-16-07	MSP ALPR Trailer	$ 50,000	402
	Total all Funds	**$ 686,362.96**	

■ 11.2 Planning and Administration Program Areas

Performance Measures

Deadline for submission of Highway Safety Performance Plan

Deadline for submission of Annual Report

Number of financial vouchers per month

Performance Targets

Submit a complete Highway Safety Performance plan by the deadline of July 1st

Submit an Annual Report by the deadline of December 31st

Submit a financial voucher once a month

PA-16-01 Administration of Statewide Traffic Safety Program

Funding will be used to plan, implement, monitor, and evaluate programs and projects for the FFY 2016 HSP and produce the FFY 2015 Annual Report and FFY 2017 HSP. Provide required staff salaries, professional development, travel, office space, equipment, materials, and fiscal support.

Project Budget/Source – $300,000 (Sec. 402)

Project Staff – Susan Burgess-Chin, Denise Veiga, Art Kinsman and oversight and support staff

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PA-16-02 Americans with Disabilities Act (ADA) Compliance Services

Provide funds for interpretation, translation, and specialized printing services for those in need of accommodations. Also make necessary programmatic, organizational, and procedural improvements to alert the public about the availability of such accommodations.

Project Budget/Source – $25,000 (Sec. 402) and $3,000 (Sec. 2011)

Project Staff –Bob Kearney

Planning and Administration: Budget Summary

Project Number	Project Title	Budget	Budget Source
PA-16-01	Administration of Statewide Traffic Safety Program	$ 300,000	402
PA-16-02	ADA Compliance Services	$ 25,000 $ 3,000	402 2011
	Total all Funds	**$ 328,000**	

12.0 Highway Safety Plan Cost Summary

Table 12.1 Highway Safety Plan Cost Summary

Program Area	Project	State Funds	Previous Bal.	Incre/(Decre)	Current Balance	Share to Local
NHTSA 402						
Planning and Administration						
	PA-2016-PA-16-01	$325,000.00	$.00	$300,000.00	$300,000.00	$.00
	PA-2016-PA-16-02	$.00	$.00	$25,000.00	$25,000.00	$.00
	Planning and Administration Total	$325,000.00	$.00	$325,000.00	$325,000.00	$.00
Alcohol						
	AL-2016-AL-16-13	$.00	$.00	$338,750.00	$338,750.00	$306,250.00
	AL-2016-AL-16-14	$1,500,000.00	$.00	$93,750.00	$93,750.00	$.00
	AL-2016-AL-16-16	$.00	$.00	$15,000.00	$15,000.00	$15,000.00
	AL-2016-AL-16-19	$.00	$.00	$20,000.00	$20,000.00	$.00
	AL-2016-AL-16-21	$.00	$.00	$275,601.00	$275,601.00	$.00
	Alcohol Total	$1,500,000.00	$.00	$743,101.00	$743,101.00	$321,250.00
Motorcycle Safety						
	MC-2016-MC-16-03	$.00	$.00	$41,500.00	$41,500.00	$.00
	Motorcycle Safety Total	$.00	$.00	$41,500.00	$41,500.00	$.00
Occupant Protection						
	OP-2016-OP-16-07	$.00	$.00	$338,750.00	$338,750.00	$338,750.00
	OP-2016-OP-16-15	$300,000.00	$.00	$93,750.00	$93,750.00	$.00
	OP-2016-OP-16-16	$.00	$.00	$283,576.00	$283,576.00	$.00
	Occupant Protection Total	$300,000.00	$.00	$716,076.00	$716,076.00	$338,750.00
Pedestrian/Bicycle Safety						
	PS-2016-PS-16-01	$.00	$.00	$20,000.00	$20,000.00	$20,000.00
	PS-2016-PS-16-02	$.00	$.00	$285,500.00	$285,500.00	$285,500.00
	PS-2016-PS-16-03	$.00	$.00	$52,506.00	$52,506.00	$.00
	Pedestrian/Bicycle Safety Total	$.00	$.00	$358,006.00	$358,006.00	$305,500.00
Police Traffic Services						
	PT-2016-PT-16-01	$.00	$.00	$144,000.00	$144,000.00	$144,000.00
	PT-2016-PT-16-02	$.00	$.00	$200,000.00	$200,000.00	$200,000.00
	PT-2016-PT-16-03	$.00	$.00	$50,000.00	$50,000.00	$.00
	PT-2016-PT-16-04	$.00	$.00	$25,000.00	$25,000.00	$25,000.00
	PT-2016-PT-16-05	$.00	$.00	$5,000.00	$5,000.00	$.00
	PT-2016-PT-16-06	$.00	$.00	$64,461.00	$64,461.00	$.00
	PT-2016-PT-16-07	$.00	$.00	$50,000.00	$50,000.00	$.00
	Police Traffic Services Total	$.00	$.00	$538,461.00	$538,461.00	$369,000.00
Traffic Records						
	TR-2016-TR-16-01	$.00	$.00	$50,000.00	$50,000.00	$.00
	TR-2016-TR-16-02	$.00	$.00	$60,000.00	$60,000.00	$60,000.00
	TR-2016-TR-16-04	$300,000.00	$.00	$1,750,000.00	$1,750,000.00	$600,000.00
	TR-2016-TR-16-21	$.00	$.00	$88,427.00	$88,427.00	$.00
	TR-2016-TR-16-22	$.00	$.00	$100,000.00	$100,000.00	$.00
	Traffic Records Total	$300,000.00	$.00	$2,048,427.00	$2,048,427.00	$660,000.00
Speed Management						
	SC-2016-SC-16-03	$.00	$.00	$50,000.00	$50,000.00	$50,000.00
	SC-2016-SC-16-04	$.00	$.00	$13,000.00	$13,000.00	$.00
	SC-2016-SC-16-05	$.00	$.00	$10,000.00	$10,000.00	$.00
	SC-2016-SC-16-06	$.00	$.00	$37,376.61	$37,376.61	$.00
	Speed Management Total	$.00	$.00	$110,376.61	$110,376.61	$50,000.00

Program Area	Project	State Funds	Previous Bal.	Incre/(Decre)	Current Balance	Share to Local
Speed Enforcement						
	SE-2016-SC-16-01	$.00	$.00	$235,000.00	$235,000.00	$.00
	SE-2016-SC-16-02	$.00	$.00	$300,000.00	$300,000.00	$.00
	Speed Enforcement Total	$.00	$.00	$535,000.00	$535,000.00	$.00
Paid Advertising						
	PM-2016-DD-16-04	$.00	$.00	$80,000.00	$80,000.00	$.00
	PM-2016-PS-16-01	$.00	$.00	$60,000.00	$60,000.00	$60,000.00
	PM-2016-SC-16-04	$.00	$.00	$52,000.00	$52,000.00	$.00
	Paid Advertising Total	$.00	$.00	$192,000.00	$192,000.00	$60,000.00
Distracted Driving						
	DD-2016-DD-16-01	$.00	$.00	$300,000.00	$300,000.00	$.00
	DD-2016-DD-16-02	$.00	$.00	$622,500.00	$622,500.00	$622,500.00
	DD-2016-DD-16-03	$.00	$.00	$50,000.00	$50,000.00	$50,000.00
	DD-2016-DD-16-04	$.00	$.00	$20,000.00	$20,000.00	$.00
	DD-2016-DD-16-05	$.00	$.00	$46,836.00	$46,836.00	$.00
	Distracted Driving Total	$.00	$.00	$1,039,336.00	$1,039,336.00	$672,500.00
	NHTSA 402 Total	$2,425,000.00	$.00	$6,647,283.61	$6,647,283.61	$2,777,000.00
408 Data Program SAFETEA-LU						
	K9-2016-TR-16-06	$.00	$.00	$68,351.46	$68,351.46	$.00
	408 Data Program Incentive Total	$.00	$.00	$68,351.46	$68,351.46	$.00
	408 Data Program SAFETEA-LU Total	$.00	$.00	$68,351.46	$68,351.46	$.00
410 Alcohol SAFETEA-LU						
	K8-2016-AL-16-18	$.00	$.00	$50,000.00	$50,000.00	$.00
	K8-2016-AL-16-20	$465,000.00	$.00	$25,000.00	$25,000.00	$.00
	K8-2016-MC-16-02	$.00	$.00	$15,000.00	$15,000.00	$.00
	410 Alcohol SAFETEA-LU Total	$465,000.00	$.00	$90,000.00	$90,000.00	$.00
410 Alcohol SAFETEA-LU Paid Media						
	K8PM-2016-MC-16-02	$.00	$.00	$65,000.00	$65,000.00	$.00
	410 Alcohol SAFETEA-LU Paid Media Total	$.00	$.00	$65,000.00	$65,000.00	$.00
	410 Alcohol SAFETEA-LU Total	$465,000.00	$.00	$155,000.00	$155,000.00	$.00
2010 Motorcycle Safety						
	K6-2016-MC-16-01	$.00	$.00	$4,498.68	$4,498.68	$.00
	2010 Motorcycle Safety Incentive Total	$.00	$.00	$4,498.68	$4,498.68	$.00
	2010 Motorcycle Safety Total	$.00	$.00	$4,498.68	$4,498.68	$.00
2011 Child Seats						
	K3-2016-OP-16-04	$223,000.00	$.00	$60,000.00	$60,000.00	$.00
	K3-2016-OP-16-05	$.00	$.00	$150,000.00	$150,000.00	$.00
	K3-2016-OP-16-06	$.00	$.00	$10,000.00	$10,000.00	$.00
	K3-2016-PA-16-02	$.00	$.00	$3,000.00	$3,000.00	$.00
	2011 Child Seat Incentive Total	$223,000.00	$.00	$223,000.00	$223,000.00	$.00
	2011 Child Seats Total	$223,000.00	$.00	$223,000.00	$223,000.00	$.00
1906 Prohibit Racial Profiling						
	K10-2016-PT-16-01	$5,800.00	$.00	$22,901.96	$22,901.96	$.00
	1906 Prohibit Racial Profiling Total	$5,800.00	$.00	$22,901.96	$22,901.96	$.00

Program Area	Project	State Funds	Previous Bal.	Incre/(Decre)	Current Balance	Share to Local
MAP 21 405b OP Low						
	M2HVE-2016-OP-16-02	$250,000.00	$.00	$300,000.00	$300,000.00	$.00
	M2HVE-2016-OP-16-03	$.00	$.00	$622,500.00	$622,500.00	$.00
	M2HVE-2016-OP-16-07	$.00	$.00	$338,750.00	$338,750.00	$.00
	M2HVE-2016-OP-16-15	$300,000.00	$.00	$93,750.00	$93,750.00	$.00
	405b Low HVE Total	$550,000.00	$.00	$1,355,000.00	$1,355,000.00	$.00
405b Low Public Education						
	M2PE-2016-OP-16-01	$.00	$.00	$500,000.00	$500,000.00	$.00
	M2PE-2016-OP-16-04	$.00	$.00	$108,000.00	$108,000.00	$.00
	M2PE-2016-OP-16-08	$.00	$.00	$100,000.00	$100,000.00	$.00
	M2PE-2016-OP-16-09	$.00	$.00	$50,000.00	$50,000.00	$.00
	M2PE-2016-OP-16-10	$.00	$.00	$36,000.00	$36,000.00	$.00
	M2PE-2016-OP-16-11	$.00	$.00	$16,000.00	$16,000.00	$.00
	M2PE-2016-OP-16-12	$.00	$.00	$20,000.00	$20,000.00	$.00
	405b Low Public Education Total	$.00	$.00	$830,000.00	$830,000.00	$.00
	MAP 21 405b OP Low Total	$550,000.00	$.00	$2,185,000.00	$2,185,000.00	$.00
MAP 21 405c Data Program						
	M3DA-2016-TR-16-05	$302,808.00	$.00	$105,000.00	$105,000.00	$.00
	M3DA-2016-TR-16-07	$.00	$.00	$124,209.00	$124,209.00	$.00
	M3DA-2016-TR-16-08	$.00	$.00	$135,000.00	$135,000.00	$.00
	M3DA-2016-TR-16-09	$.00	$.00	$168,907.00	$168,907.00	$.00
	M3DA-2016-TR-16-10	$.00	$.00	$275,003.00	$275,003.00	$.00
	M3DA-2016-TR-16-11	$.00	$.00	$259,500.00	$259,500.00	$.00
	M3DA-2016-TR-16-12	$.00	$.00	$355,000.00	$355,000.00	$.00
	M3DA-2016-TR-16-13	$.00	$.00	$123,648.00	$123,648.00	$.00
	M3DA-2016-TR-16-14	$.00	$.00	$81,273.00	$81,273.00	$.00
	M3DA-2016-TR-16-15	$.00	$.00	$118,019.00	$118,019.00	$.00
	M3DA-2016-TR-16-16	$302,800.00	$.00	$60,000.00	$60,000.00	$.00
	M3DA-2016-TR-16-17	$.00	$.00	$150,000.00	$150,000.00	$.00
	M3DA-2016-TR-16-18	$.00	$.00	$90,000.00	$90,000.00	$.00
	M3DA-2016-TR-16-19	$.00	$.00	$196,802.46	$196,802.46	$.00
	M3DA-2016-TR-16-20	$.00	$.00	$180,000.00	$180,000.00	$.00
	405c Data Program Total	$605,608.00	$.00	$2,422,361.46	$2,422,361.46	$.00
	MAP 21 405c Data Program Total	$605,608.00	$.00	$2,422,361.46	$2,422,361.46	$.00
MAP 21 405d Impaired Driving Low						
	M6OT-2016-AL-16-01	$1,200,000.00	$.00	$750,000.00	$750,000.00	$.00
	M6OT-2016-AL-16-02	$.00	$.00	$1,325,000.00	$1,325,000.00	$.00
	M6OT-2016-AL-16-03	$.00	$.00	$132,000.00	$132,000.00	$.00
	M6OT-2016-AL-16-04	$.00	$.00	$175,000.00	$175,000.00	$.00
	M6OT-2016-AL-16-05	$.00	$.00	$25,000.00	$25,000.00	$.00
	M6OT-2016-AL-16-06	$.00	$.00	$175,000.00	$175,000.00	$.00
	M6OT-2016-AL-16-07	$.00	$.00	$70,000.00	$70,000.00	$.00
	M6OT-2016-AL-16-08	$.00	$.00	$100,000.00	$100,000.00	$.00
	M6OT-2016-AL-16-09	$.00	$.00	$40,000.00	$40,000.00	$.00
	M6OT-2016-AL-16-10	$.00	$.00	$350,000.00	$350,000.00	$.00
	M6OT-2016-AL-16-11	$.00	$.00	$1,245,000.00	$1,245,000.00	$.00
	M6OT-2016-AL-16-12	$.00	$.00	$505,000.00	$505,000.00	$.00
	M6OT-2016-AL-16-13	$.00	$.00	$338,750.00	$338,750.00	$.00
	M6OT-2016-AL-16-14	$300,000.00	$.00	$93,750.00	$93,750.00	$.00
	M6OT-2016-AL-16-15	$.00	$.00	$125,000.00	$125,000.00	$.00
	M6OT-2016-AL-16-17	$.00	$.00	$40,000.00	$40,000.00	$.00
	M6OT-2016-MC-16-01	$.00	$.00	$25,000.00	$25,000.00	$.00
	M6OT-2016-PT-16-03	$.00	$.00	$125,000.00	$125,000.00	$.00
	405d Low Other Based on Problem ID Total	$1,500,000.00	$.00	$5,639,500.00	$5,639,500.00	$.00
	MAP 21 405d Impaired Driving Low Total	$1,500,000.00	$.00	$5,639,500.00	$5,639,500.00	$.00

Program Area	Project	State Funds	Previous Bal.	Incre/(Decre)	Current Balance	Share to Local
MAP 21 405f Motorcycle Programs						
	M9MT-2016-MC-16-01	$50,000.00	$.00	$100,000.00	$100,000.00	$.00
	405f Motorcyclist Training Total	$50,000.00	$.00	$100,000.00	$100,000.00	$.00
405f Motorcyclist Awareness						
	M9MA-2016-MC-16-01	$.00	$.00	$100,000.00	$100,000.00	$.00
	405f Motorcyclist Awareness Total	$.00	$.00	$100,000.00	$100,000.00	$.00
	MAP 21 405f Motorcycle Programs Total	$50,000.00	$.00	$200,000.00	$200,000.00	$.00
	NHTSA Total	$5,824,408.00	$.00	$17,567,897.17	$17,567,897.17	$2,777,000.00
	Total	$5,824,408.00	$.00	$17,567,897.17	$17,567,897.17	$2,777,000.00

Figure 12.1 The planned funding distribution by program area for FFY 2016.

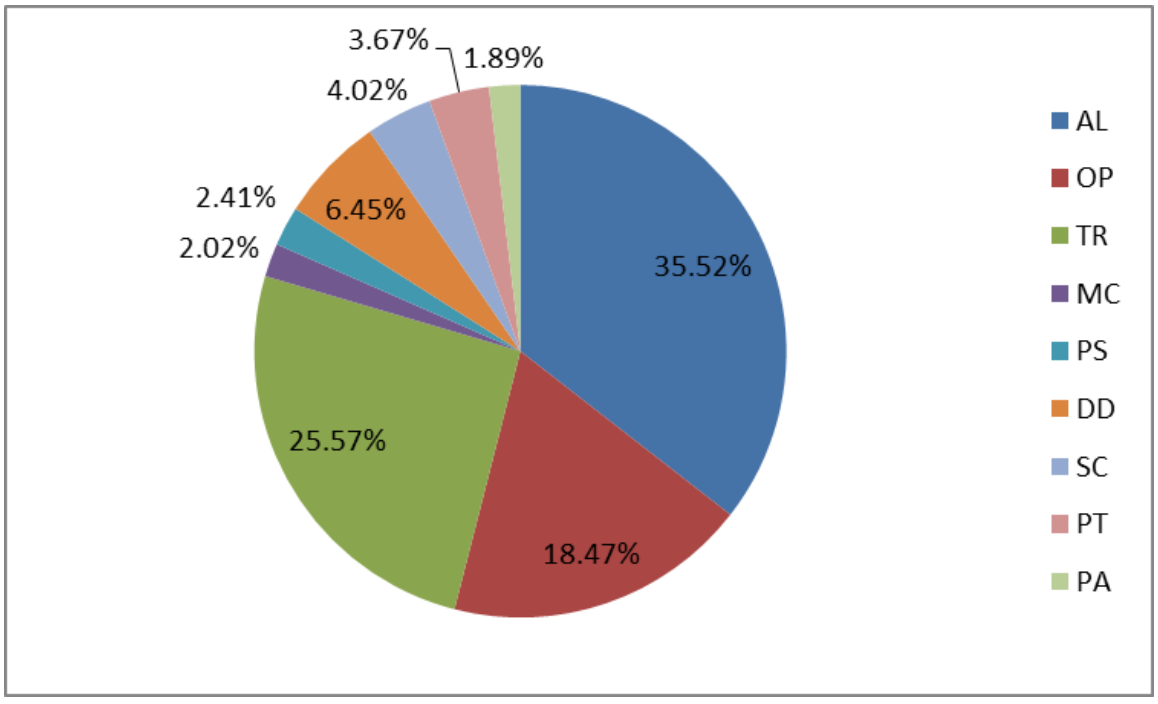

Table 12.2 Acronym Glossary

Administrative Office of the Trial Court (AOTC)
Advanced Roadside Impaired Driving Enforcement (ARIDE)
Alcoholic Beverages Control Commission (ABCC)
Americans with Disabilities Act (ADA)
Automated License and Registration System (ALARS)
Blood Alcohol Content (BAC)
Breath Alcohol Testing (BAT)
Child Passenger Safety (CPS)
Click It or Ticket (CIOT)
Countermeasures That Work (CTW)
Crash Data System (CDS)
Data-Driven Approach to Crime and Traffic Safety (DDACTS)
Drive Sober or Get Pulled Over (DSGPO)
Drug Evaluation and Classification Program (DEC)
Drug Impairment Training and Educational Professionals (DITEP)
Drug Recognition Expert (DRE)
Emergency Medical Services (EMS)
Executive Office of Public Safety and Security (EOPSS)
Fair and Impartial Policing (FAIP)
Fatality Analysis Reporting System (FARS)
Federal Fiscal Year (FFY)
Federal Highway Administration (FHWA)
Governors Highway Safety Association (GHSA)
Highway Safety Division (HSD)
Highway Safety Plan (HSP)
Junior Operator License (JOL)
Law Enforcement Liaison (LEL)
Massachusetts Ambulance Trip Record Information System (MATRIS)
Massachusetts Department of Public Health (MDPH)
Massachusetts Department of Transportation (MassDOT)
Massachusetts District Attorneys Association (MDAA)
Massachusetts Executive-Level Traffic Records Coordinating Committee (METRCC)
Massachusetts Law Enforcement Challenge (MLEC)
Massachusetts General Laws (M.G.L.)
Massachusetts Rider Education Program (MREP)
Massachusetts State Police (MSP)
Massachusetts Traffic Records Analysis Center (MassTRAC)
Massachusetts Traffic Records Coordinating Committee (TRCC)
Merit Rating Board (MRB)
Moving Ahead for Progress in the 21st Century (MAP-21)
Municipal Police Training Committee (MPTC)
National Emergency Medical Services Information System (NEMSIS)
National Highway Traffic Safety Administration (NHTSA)
Office of Grants and Research (OGR)

Office of Juvenile Justice Delinquency Prevention (OJJDP)
Preliminary Breath Testing (PBT)
Prevent Injuries Now Network (PINN)
Registry of Motor Vehicles (RMV)
Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU)
Standardized Field Sobriety Test (SFST)
State Traffic Safety Information (STSI)
Strategic Highway Safety Plan (SHSP)
Traffic Occupant Protection Strategies (TOPS)
Traffic Safety Resource Prosecutor (TSRP)
Vehicle Miles Traveled (VMT)

13.0 HSP Appendix

Table 13.1 AL-16-11 DSOGPO Eligible Communities

Grant #	Grantee	Award Amount		Grant #	Department	Award Amount
AL-16-11-01	Abington	$5,000		AL-16-11-48	Duxbury	$5,000
AL-16-11-02	Acton	$5,000		AL-16-11-49	East Bridgewater	$5,000
AL-16-11-03	Acushnet	$5,000		AL-16-11-50	East Longmeadow	$5,000
AL-16-11-04	Adams	$5,000		AL-16-11-51	Eastham	$5,000
AL-16-11-05	Agawam	$5,000		AL-16-11-52	Easthampton	$5,000
AL-16-11-06	Amesbury	$5,000		AL-16-11-53	Easton	$5,000
AL-16-11-07	Amherst	$6,000		AL-16-11-54	Everett	$6,000
AL-16-11-08	Andover	$6,000		AL-16-11-55	Fairhaven	$5,000
AL-16-11-09	Arlington	$6,000		AL-16-11-56	Fall River	$8,000
AL-16-11-10	Ashland	$5,000		AL-16-11-57	Falmouth	$6,000
AL-16-11-11	Athol	$5,000		AL-16-11-58	Fitchburg	$6,000
AL-16-11-12	Attleboro	$6,000		AL-16-11-59	Foxboro	$5,000
AL-16-11-13	Auburn	$5,000		AL-16-11-60	Framingham	$6,000
AL-16-11-14	Avon	$5,000		AL-16-11-61	Franklin	$6,000
AL-16-11-15	Ayer	$5,000		AL-16-11-62	Freetown	$5,000
AL-16-11-16	Barnstable	$6,000		AL-16-11-63	Gardner	$5,000
AL-16-11-17	Bedford	$5,000		AL-16-11-64	Georgetown	$5,000
AL-16-11-18	Belchertown	$5,000		AL-16-11-65	Grafton	$5,000
AL-16-11-19	Bellingham	$5,000		AL-16-11-66	Granby	$5,000
AL-16-11-20	Belmont	$5,000		AL-16-11-67	Great Barrington	$5,000
AL-16-11-21	Beverly	$6,000		AL-16-11-68	Greenfield	$5,000
AL-16-11-22	Billerica	$6,000		AL-16-11-69	Groton	$5,000
AL-16-11-23	Bolton	$5,000		AL-16-11-70	Hadley	$5,000
AL-16-11-24	Boston	$56,000		AL-16-11-71	Halifax	$5,000
AL-16-11-25	Bourne	$5,000		AL-16-11-72	Hanover	$5,000
AL-16-11-26	Braintree	$6,000		AL-16-11-73	Harwich	$5,000
AL-16-11-27	Brewster	$5,000		AL-16-11-74	Haverhill	$6,000
AL-16-11-28	Bridgewater	$5,000		AL-16-11-75	Hingham	$5,000
AL-16-11-29	Brockton	$8,000		AL-16-11-76	Holbrook	$5,000
AL-16-11-30	Brookline	$6,000		AL-16-11-77	Holden	$5,000
AL-16-11-31	Burlington	$5,000		AL-16-11-78	Holliston	$5,000
AL-16-11-32	Cambridge	$14,000		AL-16-11-79	Holyoke	$6,000
AL-16-11-33	Canton	$5,000		AL-16-11-80	Hopkinton	$5,000
AL-16-11-34	Carver	$5,000		AL-16-11-81	Hudson	$5,000
AL-16-11-35	Charlton	$5,000		AL-16-11-82	Ipswich	$5,000
AL-16-11-36	Chelmsford	$6,000		AL-16-11-83	Kingston	$5,000
AL-16-11-37	Chelsea	$6,000		AL-16-11-84	Lakeville	$5,000
AL-16-11-38	Chicopee	$6,000		AL-16-11-85	Lancaster	$5,000
AL-16-11-39	Cohasset	$5,000		AL-16-11-86	Lawrence	$8,000
AL-16-11-40	Concord	$5,000		AL-16-11-87	Leicester	$5,000
AL-16-11-41	Danvers	$5,000		AL-16-11-88	Lenox	$5,000
AL-16-11-42	Dartmouth	$6,000		AL-16-11-89	Leominster	$6,000
AL-16-11-43	Dedham	$5,000		AL-16-11-90	Lexington	$6,000
AL-16-11-44	Dennis	$5,000		AL-16-11-91	Longmeadow	$5,000
AL-16-11-45	Douglas	$5,000		AL-16-11-92	Lowell	$14,000
AL-16-11-46	Dracut	$5,000		AL-16-11-93	Ludlow	$5,000
AL-16-11-47	Dudley	$5,000		AL-16-11-94	Lunenburg	$5,000

Grant #	Grantee	Award Amount		Grant #	Department	Award Amount
AL-16-11-95	Lynn	$8,000		AL-16-11-140	Reading	$5,000
AL-16-11-96	Malden	$6,000		AL-16-11-141	Rehoboth	$5,000
AL-16-11-97	Mansfield	$5,000		AL-16-11-142	Revere	$6,000
AL-16-11-98	Marion	$5,000		AL-16-11-143	Rockland	$5,000
AL-16-11-99	Marlborough	$6,000		AL-16-11-144	Salem	$6,000
AL-16-11-100	Marshfield	$5,000		AL-16-11-145	Salisbury	$5,000
AL-16-11-101	Mashpee	$5,000		AL-16-11-146	Sandwich	$5,000
AL-16-11-102	Medfield	$5,000		AL-16-11-147	Saugus	$5,000
AL-16-11-103	Medford	$6,000		AL-16-11-148	Scituate	$5,000
AL-16-11-104	Medway	$5,000		AL-16-11-149	Seekonk	$5,000
AL-16-11-105	Melrose	$5,000		AL-16-11-150	Sharon	$5,000
AL-16-11-106	Mendon	$5,000		AL-16-11-151	Sherborn	$5,000
AL-16-11-107	Methuen	$6,000		AL-16-11-152	Shrewsbury	$6,000
AL-16-11-108	Middleborough	$5,000		AL-16-11-153	Somerset	$5,000
AL-16-11-109	Middleton	$5,000		AL-16-11-154	Somerville	$8,000
AL-16-11-110	Milford	$5,000		AL-16-11-155	South Hadley	$5,000
AL-16-11-111	Millbury	$5,000		AL-16-11-156	Southborough	$5,000
AL-16-11-112	Milton	$5,000		AL-16-11-157	Southbridge	$5,000
AL-16-11-113	Natick	$6,000		AL-16-11-158	Southwick	$5,000
AL-16-11-114	Needham	$5,000		AL-16-11-159	Spencer	$5,000
AL-16-11-115	New Bedford	$8,000		AL-16-11-160	Springfield	$56,000
AL-16-11-116	Newburyport	$5,000		AL-16-11-161	Stoneham	$5,000
AL-16-11-117	Newton	$8,000		AL-16-11-162	Stoughton	$5,000
AL-16-11-118	North Adams	$5,000		AL-16-11-163	Sturbridge	$5,000
AL-16-11-119	North Andover	$5,000		AL-16-11-164	Sudbury	$5,000
AL-16-11-120	North Attleboro	$5,000		AL-16-11-165	Swampscott	$5,000
AL-16-11-121	North Reading	$5,000		AL-16-11-166	Swansea	$5,000
AL-16-11-122	Northampton	$5,000		AL-16-11-167	Taunton	$6,000
AL-16-11-123	Northborough	$5,000		AL-16-11-168	Tewksbury	$5,000
AL-16-11-124	Northbridge	$5,000		AL-16-11-169	Topsfield	$5,000
AL-16-11-125	Norton	$5,000		AL-16-11-170	Townsend	$5,000
AL-16-11-126	Norwell	$5,000		AL-16-11-171	Tyngsboro	$5,000
AL-16-11-127	Norwood	$5,000		AL-16-11-172	Upton	$5,000
AL-16-11-128	Orleans	$5,000		AL-16-11-173	Uxbridge	$5,000
AL-16-11-129	Oxford	$5,000		AL-16-11-174	Wakefield	$5,000
AL-16-11-130	Palmer	$5,000		AL-16-11-175	Walpole	$5,000
AL-16-11-131	Peabody	$6,000		AL-16-11-176	Waltham	$6,000
AL-16-11-132	Pembroke	$5,000		AL-16-11-177	Ware	$5,000
AL-16-11-133	Pepperell	$5,000		AL-16-11-178	Wareham	$5,000
AL-16-11-134	Pittsfield	$6,000		AL-16-11-179	Watertown	$6,000
AL-16-11-135	Plainville	$5,000		AL-16-11-180	Wayland	$5,000
AL-16-11-136	Plymouth	$6,000		AL-16-11-181	Webster	$5,000
AL-16-11-137	Quincy	$8,000		AL-16-11-182	Wellesley	$5,000
AL-16-11-138	Randolph	$6,000		AL-16-11-183	West Boylston	$5,000
AL-16-11-139	Raynham	$5,000		AL-16-11-184	West Bridgewater	$5,000

Grant #	Grantee	Award Amount
AL-16-11-185	West Springfield	$5,000
AL-16-11-186	Westborough	$5,000
AL-16-11-187	Westfield	$6,000
AL-16-11-188	Westford	$5,000
AL-16-11-189	Westminster	$5,000
AL-16-11-190	Weston	$5,000
AL-16-11-191	Westport	$5,000
AL-16-11-192	Westwood	$5,000
AL-16-11-193	Weymouth	$6,000
AL-16-11-194	Whitman	$5,000
AL-16-11-195	Wilbraham	$5,000
AL-16-11-196	Wilmington	$5,000
AL-16-11-197	Winchendon	$5,000
AL-16-11-198	Winchester	$5,000
AL-16-11-199	Woburn	$6,000
AL-16-11-200	Worcester	$56,000
AL-16-11-201	Wrentham	$5,000
AL-16-11-202	Yarmouth	$5,000

Table 13.2 AL-16-12 Underage Alcohol Enforcement Communities

Grant #	Grantee	Award Amount
AL-16-12-01	Adams	$ 5,000
AL-16-12-02	Amesbury	$ 5,000
AL-16-12-03	Amherst	$ 10,000
AL-16-12-04	Andover	$ 5,000
AL-16-12-05	Attleboro	$ 10,000
AL-16-12-06	Auburn	$ 5,000
AL-16-12-07	Ayer	$ 5,000
AL-16-12-08	Barnstable	$ 10,000
AL-16-12-09	Billerica	$ 10,000
AL-16-12-10	Blackstone	$ 5,000
AL-16-12-11	Braintree	$ 5,000
AL-16-12-12	Bridgewater	$ 5,000
AL-16-12-13	Brookline	$ 10,000
AL-16-12-14	Canton	$ 5,000
AL-16-12-15	Chelsea	$ 10,000
AL-16-12-16	Concord	$ 5,000
AL-16-12-17	Dennis	$ 5,000
AL-16-12-18	Essex	$ 5,000
AL-16-12-19	Falmouth	$ 10,000
AL-16-12-20	Fitchburg	$ 10,000
AL-16-12-21	Foxborough	$ 5,000
AL-16-12-22	Freetown	$ 5,000
AL-16-12-23	Gardner	$ 5,000
AL-16-12-24	Granby	$ 5,000
AL-16-12-25	Groton	$ 5,000
AL-16-12-26	Hanover	$ 5,000
AL-16-12-27	Haverhill	$ 10,000
AL-16-12-28	Hingham	$ 5,000
AL-16-12-29	Holliston	$ 5,000
AL-16-12-30	Hudson	$ 5,000
AL-16-12-31	Hull	$ 5,000
AL-16-12-32	Ipswich	$ 5,000
AL-16-12-33	Lowell	$ 15,000
AL-16-12-34	Lunenburg	$ 5,000
AL-16-12-35	Lynn	$ 10,000
AL-16-12-36	Medford	$ 10,000
AL-16-12-37	Melrose	$ 5,000
AL-16-12-38	Methuen	$ 10,000
AL-16-12-39	Middleborough	$ 5,000
AL-16-12-40	Milford	$ 5,000
AL-16-12-41	Newton	$ 10,000
AL-16-12-42	North Andover	$ 5,000
AL-16-12-43	North Reading	$ 5,000
AL-16-12-44	Northampton	$ 5,000
AL-16-12-45	Norton	$ 5,000
AL-16-12-46	Norwell	$ 5,000
AL-16-12-47	Oakham	$ 5,000
AL-16-12-48	Orleans	$ 5,000
AL-16-12-49	Plymouth	$ 10,000
AL-16-12-50	Quincy	$ 10,000
AL-16-12-51	Randolph	$ 10,000
AL-16-12-52	Reading	$ 5,000
AL-16-12-53	Revere	$ 10,000
AL-16-12-54	Salem	$ 10,000
AL-16-12-55	Salem State University	$ 5,000
AL-16-12-56	Salisbury	$ 5,000
AL-16-12-57	Saugus	$ 5,000
AL-16-12-58	Somerville	$ 10,000
AL-16-12-59	South Hadley	$ 5,000
AL-16-12-60	Southbridge	$ 5,000
AL-16-12-61	Springfield	$ 15,000
AL-16-12-62	Sturbridge	$ 5,000
AL-16-12-63	Taunton	$ 10,000
AL-16-12-64	Tewksbury	$ 5,000
AL-16-12-65	Walpole	$ 5,000
AL-16-12-66	Waltham	$ 10,000
AL-16-12-67	Westfield	$ 10,000
AL-16-12-68	Westford	$ 5,000
AL-16-12-69	Weymouth	$ 10,000
AL-16-12-70	Winthrop	$ 5,000
AL-16-12-71	Worcester	$ 15,000
AL-16-12-72	Yarmouth	$ 5,000

Table 13.3 Sustained Traffic Enforcement Program [AL-16-13 & OP-16-07]

Grant #	Grantee	Award Amount		Grant #	Grantee	Award Amount
AL-16-12-01	Boston*	$140,000		OP-16-07-01	Boston*	$140,000
AL-16-12-02	Brockton	$37,500		OP-16-07-02	Brockton	$37,500
AL-16-12-03	Cambridge	$37,500		OP-16-07-03	Cambridge	$37,500
AL-16-12-04	Chicopee	$37,500		OP-16-07-04	Chicopee	$37,500
AL-16-12-05	Fall River	$37,500		OP-16-07-05	Fall River	$37,500
AL-16-12-06	Framingham	$37,500		OP-16-07-06	Framingham	$37,500
AL-16-12-07	Holyoke	$37,500		OP-16-07-07	Holyoke	$37,500
AL-16-12-08	Lowell	$37,500		OP-16-07-08	Lowell	$37,500
AL-16-12-09	Lynn	$37,500		OP-16-07-09	Lynn	$37,500
AL-16-12-10	New Bedford	$37,500		OP-16-07-10	New Bedford	$37,500
AL-16-12-11	Quincy	$37,500		OP-16-07-11	Quincy	$37,500
AL-16-12-12	Springfield	$62,500		OP-16-07-12	Springfield	$62,500
AL-16-12-13	Taunton	$37,500		OP-16-07-13	Taunton	$37,500
AL-16-12-14	Worcester	$62,500		OP-16-07-14	Worcester	$62,500
AL-16-12-15	MSP	$187,500		OP-16-07-15	MSP	$187,500

***Re: Boston – A portion of the funding will be used to cover the data analyst positions that were approved in FFY 2015.**

Table 13.4 OP-16-03 Local Police CIOT Enforcement Campaign

Grant #	Grantee	Award Amount		Grant #	Department	Award Amount
OP-16-03-01	Abington	$2,500		OP-16-03-48	Duxbury	$2,500
OP-16-03-02	Acton	$2,500		OP-16-03-49	East Bridgewater	$2,500
OP-16-03-03	Acushnet	$2,500		OP-16-03-50	East Longmeadow	$2,500
OP-16-03-04	Adams	$2,500		OP-16-03-51	Eastham	$2,500
OP-16-03-05	Agawam	$2,500		OP-16-03-52	Easthampton	$2,500
OP-16-03-06	Amesbury	$2,500		OP-16-03-53	Easton	$2,500
OP-16-03-07	Amherst	$3,000		OP-16-03-54	Everett	$3,000
OP-16-03-08	Andover	$3,000		OP-16-03-55	Fairhaven	$2,500
OP-16-03-09	Arlington	$3,000		OP-16-03-56	Fall River	$4,000
OP-16-03-10	Ashland	$2,500		OP-16-03-57	Falmouth	$3,000
OP-16-03-11	Athol	$2,500		OP-16-03-58	Fitchburg	$3,000
OP-16-03-12	Attleboro	$3,000		OP-16-03-59	Foxboro	$2,500
OP-16-03-13	Auburn	$2,500		OP-16-03-60	Framingham	$3,000
OP-16-03-14	Avon	$2,500		OP-16-03-61	Franklin	$3,000
OP-16-03-15	Ayer	$2,500		OP-16-03-62	Freetown	$2,500
OP-16-03-16	Barnstable	$3,000		OP-16-03-63	Gardner	$2,500
OP-16-03-17	Bedford	$2,500		OP-16-03-64	Georgetown	$2,500
OP-16-03-18	Belchertown	$2,500		OP-16-03-65	Grafton	$2,500
OP-16-03-19	Bellingham	$2,500		OP-16-03-66	Granby	$2,500
OP-16-03-20	Belmont	$2,500		OP-16-03-67	Great Barrington	$2,500
OP-16-03-21	Beverly	$3,000		OP-16-03-68	Greenfield	$2,500
OP-16-03-22	Billerica	$3,000		OP-16-03-69	Groton	$2,500
OP-16-03-23	Bolton	$2,500		OP-16-03-70	Hadley	$2,500
OP-16-03-24	Boston	$28,000		OP-16-03-71	Halifax	$2,500
OP-16-03-25	Bourne	$2,500		OP-16-03-72	Hanover	$2,500
OP-16-03-26	Braintree	$3,000		OP-16-03-73	Harwich	$2,500
OP-16-03-27	Brewster	$2,500		OP-16-03-74	Haverhill	$3,000
OP-16-03-28	Bridgewater	$2,500		OP-16-03-75	Hingham	$2,500
OP-16-03-29	Brockton	$4,000		OP-16-03-76	Holbrook	$2,500
OP-16-03-30	Brookline	$3,000		OP-16-03-77	Holden	$2,500
OP-16-03-31	Burlington	$2,500		OP-16-03-78	Holliston	$2,500
OP-16-03-32	Cambridge	$7,000		OP-16-03-79	Holyoke	$3,000
OP-16-03-33	Canton	$2,500		OP-16-03-80	Hopkinton	$2,500
OP-16-03-34	Carver	$2,500		OP-16-03-81	Hudson	$2,500
OP-16-03-35	Charlton	$2,500		OP-16-03-82	Ipswich	$2,500
OP-16-03-36	Chelmsford	$3,000		OP-16-03-83	Kingston	$2,500
OP-16-03-37	Chelsea	$3,000		OP-16-03-84	Lakeville	$2,500
OP-16-03-38	Chicopee	$3,000		OP-16-03-85	Lancaster	$2,500
OP-16-03-39	Cohasset	$2,500		OP-16-03-86	Lawrence	$4,000
OP-16-03-40	Concord	$2,500		OP-16-03-87	Leicester	$2,500
OP-16-03-41	Danvers	$2,500		OP-16-03-88	Lenox	$2,500
OP-16-03-42	Dartmouth	$3,000		OP-16-03-89	Leominster	$3,000
OP-16-03-43	Dedham	$2,500		OP-16-03-90	Lexington	$3,000
OP-16-03-44	Dennis	$2,500		OP-16-03-91	Longmeadow	$2,500
OP-16-03-45	Douglas	$2,500		OP-16-03-92	Lowell	$7,000
OP-16-03-46	Dracut	$2,500		OP-16-03-93	Ludlow	$2,500
OP-16-03-47	Dudley	$2,500		OP-16-03-94	Lunenburg	$2,500

Grant #	Grantee	Award Amount		Grant #	Department	Award Amount
OP-16-03-95	Lynn	$4,000		OP-16-03-140	Reading	$2,500
OP-16-03-96	Malden	$3,000		OP-16-03-141	Rehoboth	$2,500
OP-16-03-97	Mansfield	$2,500		OP-16-03-142	Revere	$3,000
OP-16-03-98	Marion	$2,500		OP-16-03-143	Rockland	$2,500
OP-16-03-99	Marlborough	$3,000		OP-16-03-144	Salem	$3,000
OP-16-03-100	Marshfield	$2,500		OP-16-03-145	Salisbury	$2,500
OP-16-03-101	Mashpee	$2,500		OP-16-03-146	Sandwich	$2,500
OP-16-03-102	Medfield	$2,500		OP-16-03-147	Saugus	$2,500
OP-16-03-103	Medford	$3,000		OP-16-03-148	Scituate	$2,500
OP-16-03-104	Medway	$2,500		OP-16-03-149	Seekonk	$2,500
OP-16-03-105	Melrose	$2,500		OP-16-03-150	Sharon	$2,500
OP-16-03-106	Mendon	$2,500		OP-16-03-151	Sherborn	$2,500
OP-16-03-107	Methuen	$3,000		OP-16-03-152	Shrewsbury	$3,000
OP-16-03-108	Middleborough	$2,500		OP-16-03-153	Somerset	$2,500
OP-16-03-109	Middleton	$2,500		OP-16-03-154	Somerville	$4,000
OP-16-03-110	Milford	$2,500		OP-16-03-155	South Hadley	$2,500
OP-16-03-111	Millbury	$2,500		OP-16-03-156	Southborough	$2,500
OP-16-03-112	Milton	$2,500		OP-16-03-157	Southbridge	$2,500
OP-16-03-113	Natick	$3,000		OP-16-03-158	Southwick	$2,500
OP-16-03-114	Needham	$2,500		OP-16-03-159	Spencer	$2,500
OP-16-03-115	New Bedford	$4,000		OP-16-03-160	Springfield	$28,000
OP-16-03-116	Newburyport	$2,500		OP-16-03-161	Stoneham	$2,500
OP-16-03-117	Newton	$4,000		OP-16-03-162	Stoughton	$2,500
OP-16-03-118	North Adams	$2,500		OP-16-03-163	Sturbridge	$2,500
OP-16-03-119	North Andover	$2,500		OP-16-03-164	Sudbury	$2,500
OP-16-03-120	North Attleboro	$2,500		OP-16-03-165	Swampscott	$2,500
OP-16-03-121	North Reading	$2,500		OP-16-03-166	Swansea	$2,500
OP-16-03-122	Northampton	$2,500		OP-16-03-167	Taunton	$3,000
OP-16-03-123	Northborough	$2,500		OP-16-03-168	Tewksbury	$2,500
OP-16-03-124	Northbridge	$2,500		OP-16-03-169	Topsfield	$2,500
OP-16-03-125	Norton	$2,500		OP-16-03-170	Townsend	$2,500
OP-16-03-126	Norwell	$2,500		OP-16-03-171	Tyngsboro	$2,500
OP-16-03-127	Norwood	$2,500		OP-16-03-172	Upton	$2,500
OP-16-03-128	Orleans	$2,500		OP-16-03-173	Uxbridge	$2,500
OP-16-03-129	Oxford	$2,500		OP-16-03-174	Wakefield	$2,500
OP-16-03-130	Palmer	$2,500		OP-16-03-175	Walpole	$2,500
OP-16-03-131	Peabody	$3,000		OP-16-03-176	Waltham	$3,000
OP-16-03-132	Pembroke	$2,500		OP-16-03-177	Ware	$2,500
OP-16-03-133	Pepperell	$2,500		OP-16-03-178	Wareham	$2,500
OP-16-03-134	Pittsfield	$3,000		OP-16-03-179	Watertown	$3,000
OP-16-03-135	Plainville	$2,500		OP-16-03-180	Wayland	$2,500
OP-16-03-136	Plymouth	$3,000		OP-16-03-181	Webster	$2,500
OP-16-03-137	Quincy	$4,000		OP-16-03-182	Wellesley	$2,500
OP-16-03-138	Randolph	$3,000		OP-16-03-183	West Boylston	$2,500
OP-16-03-139	Raynham	$2,500		OP-16-03-184	West Bridgewater	$2,500

Grant #	Grantee	Award Amount
OP-16-03-185	West Springfield	$2,500
OP-16-03-186	Westborough	$2,500
OP-16-03-187	Westfield	$3,000
OP-16-03-188	Westford	$2,500
OP-16-03-189	Westminster	$2,500
OP-16-03-190	Weston	$2,500
OP-16-03-191	Westport	$2,500
OP-16-03-192	Westwood	$2,500
OP-16-03-193	Weymouth	$3,000
OP-16-03-194	Whitman	$2,500
OP-16-03-195	Wilbraham	$2,500
OP-16-03-196	Wilmington	$2,500
OP-16-03-197	Winchendon	$2,500
OP-16-03-198	Winchester	$2,500
OP-16-03-199	Woburn	$3,000
OP-16-03-200	Worcester	$28,000
OP-16-03-201	Wrentham	$2,500
OP-16-03-202	Yarmouth	$2,500

Table 13.5 OP-16-04 CPS Equipment Grantee Recipients

Note: CPS Equipment Grantees will not receive a contract. They will be allowed to purchase the awarded amount of grant funding through EOPSS/HSD's selected car seat vendor, Mercury Distributing.

Grantee	Award Amount	Grantee	Award Amount
Amherst Fire Department	$2,000	Lakeville Police Department	$2,000
Amherst Police Department	$2,000	Lawrence General Hospital	$7,500
Andover Police Department	$2,000	Lowell Police Department	$2,000
Aquinnah Police Department	$2,000	Malden Police Department	$2,000
Attleboro Police Department	$2,000	Milford Police Department	$2,000
Auburn Police Department	$2,000	Millville Police Department	$2,000
Ayer Police Department	$2,000	Nashoba Valley Regional Dispatch District	$7,500
Baystate Children's Hospital	$7,500	Pepperell Police Department	$2,000
Bedford Police Department	$2,000	Pittsfield Police Department	$2,000
Belmont Police Department	$2,000	Quincy Police Department	$2,000
Berkley Police Department	$2,000	Rehoboth Police Department	$2,000
Beverly Hospital	$7,500	Revere Poilice Department	$2,000
Boston Children's Hospital	$7,500	Rochester Police Department	$2,000
Boston Police Department	$2,000	Seekonk Police Department	$2,000
Brewster Police Department	$2,000	Sheffield Police Department	$2,000
Brookline Police Department	$2,000	Somerville Police Department	$2,000
Burlington Police Department	$2,000	Spencer Police Department	$2,000
Cambridge Police Department	$2,000	Sturbridge Police Department	$2,000
Carlisle Police Department	$2,000	Taunton Police Department	$2,000
Carver Police Department	$2,000	Tewksbury Police Department	$2,000
Charlton Police Department	$2,000	Topsfield Fire Department	$2,000
Concord Police Department	$2,000	UMass Memorial Medical Center	$7,500
Danvers Police Department	$2,000	Upham's Corner Health Center	$7,500
Essex Police Department	$2,000	Uxbridge Fire Department	$2,000
Franciscan Hospital for Children	$7,500	Uxbridge Police Department	$2,000
Gardner Police Department	$2,000	Wakefield Police Department	$2,000
Harvard Police Department	$2,000	Webster Police Department	$2,000
Haverhill Police Department	$2,000	Wellesley Police Department	$2,000
Holliston Police Department	$2,000	Williamsburg Police Department	$2,000
Hopkinton Police Department	$2,000	Wilmington Police Department	$2,000
Hull Police Department	$2,000	Winthrop Police Department	$2,000

Table 13.6 PS-16-02 Pedestrian & Bicycle Enforcement

Grant #	Grantee	Award Amount
PS-16-02-01	Amesbury	$3,000.00
PS-16-02-02	Amherst	$5,000.00
PS-16-02-03	Andover	$5,000.00
PS-16-02-04	Arlington	$5,000.00
PS-16-02-05	Attleboro	$5,000.00
PS-16-02-06	Auburn	$3,000.00
PS-16-02-07	Ayer	$3,000.00
PS-16-02-08	Barnstable	$5,000.00
PS-16-02-09	Bedford	$3,000.00
PS-16-02-10	Beverly	$5,000.00
PS-16-02-11	Billerica	$5,000.00
PS-16-02-12	Bourne	$3,000.00
PS-16-02-13	Boxford	$3,000.00
PS-16-02-14	Braintree	$3,000.00
PS-16-02-15	Bridgewater	$3,000.00
PS-16-02-16	Brookline	$5,000.00
PS-16-02-17	Burlington	$3,000.00
PS-16-02-18	Cambridge	$7,500.00
PS-16-02-19	Canton	$3,000.00
PS-16-02-20	Chelmsford	$5,000.00
PS-16-02-21	Chelsea	$5,000.00
PS-16-02-22	Concord	$3,000.00
PS-16-02-23	Danvers	$3,000.00
PS-16-02-24	Dedham	$3,000.00
PS-16-02-25	Dennis	$3,000.00
PS-16-02-26	East Bridgewater	$3,000.00
PS-16-02-27	Essex	$3,000.00
PS-16-02-28	Everett	$5,000.00
PS-16-02-29	Falmouth	$5,000.00
PS-16-02-30	Fitchburg	$5,000.00
PS-16-02-31	Framingham	$5,000.00
PS-16-02-32	Haverhill	$5,000.00
PS-16-02-33	Hingham	$3,000.00
PS-16-02-34	Holliston	$3,000.00
PS-16-02-35	Hull	$3,000.00
PS-16-02-36	Ipswich	$3,000.00
PS-16-02-37	Lowell	$7,500.00
PS-16-02-38	Malden	$5,000.00
PS-16-02-39	Methuen	$5,000.00
PS-16-02-40	Middleborough	$3,000.00
PS-16-02-41	Milford	$3,000.00
PS-16-02-42	Newton	$5,000.00
PS-16-02-43	North Andover	$3,000.00
PS-16-02-44	Norton	$3,000.00
PS-16-02-45	Oakham	$3,000.00
PS-16-02-46	Orleans	$3,000.00
PS-16-02-47	Pittsfield	$5,000.00
PS-16-02-48	Quincy	$5,000.00
PS-16-02-49	Randolph	$5,000.00
PS-16-02-50	Reading	$3,000.00
PS-16-02-51	Rehoboth	$3,000.00
PS-16-02-52	Revere	$5,000.00
PS-16-02-53	Rockland	$3,000.00
PS-16-02-54	Salem	$5,000.00
PS-16-02-55	Salisbury	$3,000.00
PS-16-02-56	Saugus	$3,000.00
PS-16-02-57	Somerville	$5,000.00
PS-16-02-58	South Hadley	$3,000.00
PS-16-02-59	Sturbridge	$3,000.00
PS-16-02-60	Taunton	$5,000.00
PS-16-02-61	Uxbridge	$3,000.00
PS-16-02-62	Walpole	$3,000.00
PS-16-02-63	Waltham	$5,000.00
PS-16-02-64	Wellesley	$3,000.00
PS-16-02-65	Westfield	$5,000.00
PS-16-02-66	Westford	$3,000.00
PS-16-02-67	Weymouth	$5,000.00
PS-16-02-68	Williamsburg	$3,000.00
PS-16-02-69	Winthrop	$3,000.00
PS-16-02-70	Worcester	$7,500.00
PS-16-02-71	Yarmouth	$3,000.00

Table 13.7 DD-16-02 Local Distracted Driving Enforcement

Grant #	Grantee	Award Amount		Grant #	Department	Award Amount
DD-16-02-01	Abington	$2,500		DD-16-02-48	Duxbury	$2,500
DD-16-02-02	Acton	$2,500		DD-16-02-49	East Bridgewater	$2,500
DD-16-02-03	Acushnet	$2,500		DD-16-02-50	East Longmeadow	$2,500
DD-16-02-04	Adams	$2,500		DD-16-02-51	Eastham	$2,500
DD-16-02-05	Agawam	$2,500		DD-16-02-52	Easthampton	$2,500
DD-16-02-06	Amesbury	$2,500		DD-16-02-53	Easton	$2,500
DD-16-02-07	Amherst	$3,000		DD-16-02-54	Everett	$3,000
DD-16-02-08	Andover	$3,000		DD-16-02-55	Fairhaven	$2,500
DD-16-02-09	Arlington	$3,000		DD-16-02-56	Fall River	$4,000
DD-16-02-10	Ashland	$2,500		DD-16-02-57	Falmouth	$3,000
DD-16-02-11	Athol	$2,500		DD-16-02-58	Fitchburg	$3,000
DD-16-02-12	Attleboro	$3,000		DD-16-02-59	Foxboro	$2,500
DD-16-02-13	Auburn	$2,500		DD-16-02-60	Framingham	$3,000
DD-16-02-14	Avon	$2,500		DD-16-02-61	Franklin	$3,000
DD-16-02-15	Ayer	$2,500		DD-16-02-62	Freetown	$2,500
DD-16-02-16	Barnstable	$3,000		DD-16-02-63	Gardner	$2,500
DD-16-02-17	Bedford	$2,500		DD-16-02-64	Georgetown	$2,500
DD-16-02-18	Belchertown	$2,500		DD-16-02-65	Grafton	$2,500
DD-16-02-19	Bellingham	$2,500		DD-16-02-66	Granby	$2,500
DD-16-02-20	Belmont	$2,500		DD-16-02-67	Great Barrington	$2,500
DD-16-02-21	Beverly	$3,000		DD-16-02-68	Greenfield	$2,500
DD-16-02-22	Billerica	$3,000		DD-16-02-69	Groton	$2,500
DD-16-02-23	Bolton	$2,500		DD-16-02-70	Hadley	$2,500
DD-16-02-24	Boston	$28,000		DD-16-02-71	Halifax	$2,500
DD-16-02-25	Bourne	$2,500		DD-16-02-72	Hanover	$2,500
DD-16-02-26	Braintree	$3,000		DD-16-02-73	Harwich	$2,500
DD-16-02-27	Brewster	$2,500		DD-16-02-74	Haverhill	$3,000
DD-16-02-28	Bridgewater	$2,500		DD-16-02-75	Hingham	$2,500
DD-16-02-29	Brockton	$4,000		DD-16-02-76	Holbrook	$2,500
DD-16-02-30	Brookline	$3,000		DD-16-02-77	Holden	$2,500
DD-16-02-31	Burlington	$2,500		DD-16-02-78	Holliston	$2,500
DD-16-02-32	Cambridge	$7,000		DD-16-02-79	Holyoke	$3,000
DD-16-02-33	Canton	$2,500		DD-16-02-80	Hopkinton	$2,500
DD-16-02-34	Carver	$2,500		DD-16-02-81	Hudson	$2,500
DD-16-02-35	Charlton	$2,500		DD-16-02-82	Ipswich	$2,500
DD-16-02-36	Chelmsford	$3,000		DD-16-02-83	Kingston	$2,500
DD-16-02-37	Chelsea	$3,000		DD-16-02-84	Lakeville	$2,500
DD-16-02-38	Chicopee	$3,000		DD-16-02-85	Lancaster	$2,500
DD-16-02-39	Cohasset	$2,500		DD-16-02-86	Lawrence	$4,000
DD-16-02-40	Concord	$2,500		DD-16-02-87	Leicester	$2,500
DD-16-02-41	Danvers	$2,500		DD-16-02-88	Lenox	$2,500
DD-16-02-42	Dartmouth	$3,000		DD-16-02-89	Leominster	$3,000
DD-16-02-43	Dedham	$2,500		DD-16-02-90	Lexington	$3,000
DD-16-02-44	Dennis	$2,500		DD-16-02-91	Longmeadow	$2,500
DD-16-02-45	Douglas	$2,500		DD-16-02-92	Lowell	$7,000
DD-16-02-46	Dracut	$2,500		DD-16-02-93	Ludlow	$2,500
DD-16-02-47	Dudley	$2,500		DD-16-02-94	Lunenburg	$2,500

Grant #	Grantee	Award Amount		Grant #	Department	Award Amount
DD-16-02-95	Lynn	$4,000		DD-16-02-140	Reading	$2,500
DD-16-02-96	Malden	$3,000		DD-16-02-141	Rehoboth	$2,500
DD-16-02-97	Mansfield	$2,500		DD-16-02-142	Revere	$3,000
DD-16-02-98	Marion	$2,500		DD-16-02-143	Rockland	$2,500
DD-16-02-99	Marlborough	$3,000		DD-16-02-144	Salem	$3,000
DD-16-02-100	Marshfield	$2,500		DD-16-02-145	Salisbury	$2,500
DD-16-02-101	Mashpee	$2,500		DD-16-02-146	Sandwich	$2,500
DD-16-02-102	Medfield	$2,500		DD-16-02-147	Saugus	$2,500
DD-16-02-103	Medford	$3,000		DD-16-02-148	Scituate	$2,500
DD-16-02-104	Medway	$2,500		DD-16-02-149	Seekonk	$2,500
DD-16-02-105	Melrose	$2,500		DD-16-02-150	Sharon	$2,500
DD-16-02-106	Mendon	$2,500		DD-16-02-151	Sherborn	$2,500
DD-16-02-107	Methuen	$3,000		DD-16-02-152	Shrewsbury	$3,000
DD-16-02-108	Middleborough	$2,500		DD-16-02-153	Somerset	$2,500
DD-16-02-109	Middleton	$2,500		DD-16-02-154	Somerville	$4,000
DD-16-02-110	Milford	$2,500		DD-16-02-155	South Hadley	$2,500
DD-16-02-111	Millbury	$2,500		DD-16-02-156	Southborough	$2,500
DD-16-02-112	Milton	$2,500		DD-16-02-157	Southbridge	$2,500
DD-16-02-113	Natick	$3,000		DD-16-02-158	Southwick	$2,500
DD-16-02-114	Needham	$2,500		DD-16-02-159	Spencer	$2,500
DD-16-02-115	New Bedford	$4,000		DD-16-02-160	Springfield	$28,000
DD-16-02-116	Newburyport	$2,500		DD-16-02-161	Stoneham	$2,500
DD-16-02-117	Newton	$4,000		DD-16-02-162	Stoughton	$2,500
DD-16-02-118	North Adams	$2,500		DD-16-02-163	Sturbridge	$2,500
DD-16-02-119	North Andover	$2,500		DD-16-02-164	Sudbury	$2,500
DD-16-02-120	North Attleboro	$2,500		DD-16-02-165	Swampscott	$2,500
DD-16-02-121	North Reading	$2,500		DD-16-02-166	Swansea	$2,500
DD-16-02-122	Northampton	$2,500		DD-16-02-167	Taunton	$3,000
DD-16-02-123	Northborough	$2,500		DD-16-02-168	Tewksbury	$2,500
DD-16-02-124	Northbridge	$2,500		DD-16-02-169	Topsfield	$2,500
DD-16-02-125	Norton	$2,500		DD-16-02-170	Townsend	$2,500
DD-16-02-126	Norwell	$2,500		DD-16-02-171	Tyngsboro	$2,500
DD-16-02-127	Norwood	$2,500		DD-16-02-172	Upton	$2,500
DD-16-02-128	Orleans	$2,500		DD-16-02-173	Uxbridge	$2,500
DD-16-02-129	Oxford	$2,500		DD-16-02-174	Wakefield	$2,500
DD-16-02-130	Palmer	$2,500		DD-16-02-175	Walpole	$2,500
DD-16-02-131	Peabody	$3,000		DD-16-02-176	Waltham	$3,000
DD-16-02-132	Pembroke	$2,500		DD-16-02-177	Ware	$2,500
DD-16-02-133	Pepperell	$2,500		DD-16-02-178	Wareham	$2,500
DD-16-02-134	Pittsfield	$3,000		DD-16-02-179	Watertown	$3,000
DD-16-02-135	Plainville	$2,500		DD-16-02-180	Wayland	$2,500
DD-16-02-136	Plymouth	$3,000		DD-16-02-181	Webster	$2,500
DD-16-02-137	Quincy	$4,000		DD-16-02-182	Wellesley	$2,500
DD-16-02-138	Randolph	$3,000		DD-16-02-183	West Boylston	$2,500
DD-16-02-139	Raynham	$2,500		DD-16-02-184	West Bridgewater	$2,500

Grant #	Grantee	Award Amount
DD-16-02-185	West Springfield	$2,500
DD-16-02-186	Westborough	$2,500
DD-16-02-187	Westfield	$3,000
DD-16-02-188	Westford	$2,500
DD-16-02-189	Westminster	$2,500
DD-16-02-190	Weston	$2,500
DD-16-02-191	Westport	$2,500
DD-16-02-192	Westwood	$2,500
DD-16-02-193	Weymouth	$3,000
DD-16-02-194	Whitman	$2,500
DD-16-02-195	Wilbraham	$2,500
DD-16-02-196	Wilmington	$2,500
DD-16-02-197	Winchendon	$2,500
DD-16-02-198	Winchester	$2,500
DD-16-02-199	Woburn	$3,000
DD-16-02-200	Worcester	$28,000
DD-16-02-201	Wrentham	$2,500
DD-16-02-202	Yarmouth	$2,500

OCCUPANT PROTECTION
ATTACHMENT A

Massachusetts Safety Belt Law

THE GENERAL LAWS OF MASSACHUSETTS PART I. ADMINISTRATION OF THE GOVERNMENT

TITLE XIV. PUBLIC WAYS AND WORKS

CHAPTER 90. MOTOR VEHICLES AND AIRCRAFT - MOTOR VEHICLES

Chapter 90: Section 13A. Seat belt use required; exemptions; penalty
Original 2/1/94
Updated 10/29/08

Section 13A. No person shall operate a private passenger motor vehicle or ride in a private passenger motor vehicle, a vanpool vehicle or truck under eighteen thousand pounds on any way unless such person is wearing a safety belt which is properly adjusted and fastened; provided, however, that this provision shall not apply to:

(a) any child less than twelve years of age who is subject to the provisions of section seven AA;

(b) any person riding in a motor vehicle manufactured before July first, nineteen hundred and sixty-six;

(c) any person who is physically unable to use safety belts; provided, however, that such condition is duly certified by a physician who shall state the nature of the handicap, as well as the reasons such restraint is inappropriate; provided, further, that no such physician shall be subject to liability in any civil action for the issuance or for the failure to issue such certificate;

(d) any rural carrier of the United States Postal Service operating a motor vehicle while in the performance of his duties; provided, however, that such rural mail carrier shall be subject to department regulations regarding the use of safety belts or occupant crash protection devices;

(e) anyone involved in the operation of taxis, liveries, tractors, trucks with gross weight of eighteen thousand pounds or over, buses, and passengers of authorized emergency vehicles.

(f) the side facing seat on which the factory did not install a seat belt in any car owned for the purpose of antique collection.

Any person who operates a motor vehicle without a safety belt, and any person sixteen years of age or over who rides as a passenger in a motor vehicle without wearing a safety belt in violation of this section, shall be subject to a fine of twenty-five dollars. Any operator of a motor vehicle shall be subject to an additional fine of twenty-five dollars for each

person under the age of sixteen and no younger than twelve who is a passenger in said motor vehicle and not wearing a safety belt. The provisions of this section shall be enforced by law enforcement agencies only when an operator of a motor vehicle has been stopped for a violation of the motor vehicle laws or some other offense.

Any person who receives a citation for violating this section may contest such citation pursuant to section three of chapter ninety C. A violation of this section shall not be considered as a conviction of a moving violation of the motor vehicle laws for the purpose of determining surcharges on motor vehicle premiums pursuant to section one hundred and thirteen B of chapter one hundred and seventy-five.

CREDIT(S)

Added by St.1993, c. 387, § 1. Amended by St.2008, c. 225, eff. Oct. 29, 2008.

HISTORICAL AND STATUTORY NOTES

St.1993, c. 387, § 1, an emergency act, returned by the Governor to the House of Representatives, the branch in which it originated, with his objections thereto, was passed by the House of Representatives, Jan. 4, 1994, and, in concur-rence, by the Senate, Jan. 4, 1994, the objections of the Governor notwithstanding, in the manner prescribed by the Constitution; and thereby has the force of law.

Sections 2 to 4 and 7 to 9 of St.1993, c. 387, provide:

"Section 2. The provisions of section one of this act shall apply to any municipal, county or district public employee.

"Section 3. Failure to wear a properly fastened safety belt shall not be considered as contributory negligence or used as evidence in any civil action.

"Section 4. The registrar of motor vehicles shall require, pursuant to his authority under section twenty-nine of chapter ninety of the General Laws, that police officers shall record the use or non-use of safety belts when reporting auto-mobile accidents."

"Section 7. The commissioner of insurance shall mandate a minimum five percent reduction in bodily injury premiums if the observed safety belt use rate among all occupants equals or exceeds fifty percent one year after this law has been in effect. Annual surveys of belt use shall be conducted by the governor's highway safety bureau and shall conform to standards approved by the National Highway Traffic Safety Administration.

"Annual safety belt survey results shall be a criterion in all future regulatory actions regarding bodily injury premiums. If at any time the safety belt use rate in the commonwealth exceeds the national average, additional reductions in bodily injury premiums shall take effect.

"Section 8. No insurance company doing business in the commonwealth shall deny coverage to any individual who has failed to wear a safety belt during the occurrence of an

accident resulting in bodily injury; nor shall any insurance company deny an individual the right to purchase a motor vehicle liability policy based on a violation of the provisions of section thirteen A of chapter ninety of the General Laws.

"Section 9. This act shall take effect on February first, nineteen hundred and ninety-four."

St.1993, c. 387, was submitted to the people and approved by them at the general election held Nov. 8, 1994, pursuant to the provisions of Article XLVIII of the Amendments to the Constitution.

St.2008, c. 225, approved July 31, 2008, effective Oct. 29, 2008, in the first paragraph, added cl. (f).

OCCUPANT PROTECTION
ATTACHMENT B

Child Passenger Safety Law

THE GENERAL LAWS OF MASSACHUSETTS PART I. ADMINISTRATION OF THE GOVERNMENT

TITLE XIV. PUBLIC WAYS AND WORKS

CHAPTER 90. MOTOR VEHICLES AND AIRCRAFT - MOTOR VEHICLES

Chapter 90: Section 7AA. Child passenger restraints; fine; violation as evidence in civil action

Section 7AA. A passenger in a motor vehicle on any way who is under the age of 8 shall be fastened and secured by a child passenger restraint, unless such passenger measures more than 57 inches in height. The child passenger restraint shall be properly fastened and secured according to the manufacturer's instructions.

Unless required to be properly fastened and secured by a child passenger restraint under the preceding paragraph, a passenger in a motor vehicle on any way that is under the age of 13 shall wear a safety belt which is properly adjusted and fastened according to the manufacturer's instructions.

The provisions of this section shall not apply to any such child who is: (1) riding as a passenger in a school bus; (2) riding as a passenger in a motor vehicle made before July first, nineteen hundred and sixty-six, that is not equipped with safety belts; (3) physically unable to use either a conventional child passenger restraint or a child restraint specifically designed for children with special needs; provided, however, that such condition is duly certified in writing by a physician who shall state the nature of the disability as well as the reasons such restraints are inappropriate; provided, further, that no such certifying physician shall be subject to liability in a civil action for the issuance of or for the failure to issue such certificate. An operator of a motor vehicle who violates the provisions of this section shall be subject to a fine of not more than twenty-five dollars; provided, however, that said twenty-five dollar fine shall not apply to an operator of a motor vehicle licensed as a taxi cab not equipped with a child passenger restraint device.

A violation of this section shall not be used as evidence of contributory negligence in any civil action.

A person who receives a citation for a violation of any of the provisions of this section may contest such citation pursuant to section three of chapter ninety C. A violation of this section shall not be deemed to be a conviction of a moving violation of the motor vehicle laws for the purpose of determining surcharges on motor vehicle premiums pursuant to section one hundred and thirteen B of chapter one hundred and seventy-five.

OCCUPANT PROTECTION
ATTACHMENT C

Statewide Fitting Stations

Location / Name	2010 Census Population	Phone Number	Fitting Station	Hours / Time of Day / Schedules
Acushnet Police Department	10,303	508-771-8157	Yes	once a week by appt.
Amesbury Police Department	16,283	978-388-1212	Yes	Four days a month / Four hour periods
Amherst Police Department		413-256-4011	Yes	7 days a week/8am - midnight, by appointment
Amherst Fire Department	37,819	413-259-3085	Yes	By appointment
Andover Police Department		978-475-0411	Yes	By appointment
Andover Fire Department	33,201	978-475-1281	Yes	4 days/week, 8:00am-8:00pm
Aquinnah Police Department	311	508-645-2313	Yes	Sun-Wed, 8am-4pm by appt or walk-in
Ashland Police Department	16,593	508-881-1212	Yes	By appointment
Attleboro Police Department	43,593	508-222-2324	Yes	Call in / Scheduled
Auburn Police Department	16,188	508-832-7777	Yes	Walk In-as long as officer is present
Ayer Police Department	7,427	978-772-8200	Yes	Daily 1:30-2:45pm
Barnstable Fire Department	45,193	508-362-3312	Yes	By appointment
Bay State Medical Center - Springfield		413-794-2255	Yes	Every Thurs, 9am-5pm at Bay State Ambulance
Bay State Ambulance Service - Springfield	178,930	413-794-2255	Yes	Appointments Thursdays only
Bedford Police Department	13,320	781-275-1212	Yes	Appointments / Walk in
Belmont Police Department	24,729	617-993-2554	Yes	By appointment
Belchertown Police Department	14,649	413-323-6685	Yes	By appointment
Bernardston Police Department	2,129	413-648-9208	Yes	Wednesday Evenings 4-7pm
Boston Police Department		617-343-5273	Yes	By appointment
Boston Public Health Commission/Boston EMS	617,594	617-534-2635	Yes	By appointment
Bourne Fire/Rescue Station 1		508-759-4412	Yes	By appointment
Bourne Fire/Rescue Station 4		508-563-2419	Yes	Appointment / Walk in
Bourne State Police	19,754	508-759-4488	Yes	By appointment
Boxborough Police Department	4,996	978-263-8299		
Braintree Police Department	35,744	781-794-8703	Yes	By appointment
Brewster Police Department	9,820	508-896-7011	Yes	By appointment
Brockton Police Department	93,810	508-897-5208	Yes	Weds. Nights by Appt.
Brookline Police Department	58,732	617-730-2609	Yes	4pm-7pm by appointment
Burlington Police Department	24,498	781-505-4968	Yes	By appointment
C.O.M.M (Centerville, Osterville, Marston Mills) Fire Department	170,695	508-790-2375	Yes	By appointment
Cambridge Police Department	105,162	617-349-3321	Yes	7:00am-2:00pm every other Friday
Canton Police Department	21,561	781-828-5090	Yes	9:00am-12:00pm 1st + 3rd Saturday
Cape and Islands EDDY		508-982-3940	Yes	By appointment
Carlisle Police Department	4,852	978-369-1155	Yes	By appointment
Charlton Police	12,981	508-248-2250		By appointment
Chatham Fire Rescue	6,125	508-945-2324	Yes	By appointment
Chelmsford Fire Department	33,802	978-250-5267	Yes	By appointment
Children's Hospital Boston		617-355-7332	Yes	By appointment Fridays 11-1
Concord Police Department	17,668	978-318-3400	Yes	By appointment
Cotuit Fire Department		508-428-2210	Yes	By appointment
Danvers Fire Department		978-762-0245	Yes	By appointment
Danvers Police Department	26,493	978-774-1213	Yes	By appointment
Dennis Fire Department		508-398-2242	Yes	Appointment, events
Dennis Police Department	14,207	508-394-1313	Yes	Appointment, events
Devens State Police	1,846	978-772-8800	Yes	Days are open (walk in) midnight shifts are appt.
Dighton Fire Department	7,086	508-669-6611	Yes	By appointment
Dover Police Department	5,589	508-785-1130	Yes	By appointment
Dracut Fire Dept.	29,457	978-454-2113		By appointment
Dudley Police Department	11,390	508-943-4411	Yes	By appointment
East Boston Neighborhood Health Center		617-568-4740	Yes	By appointment
East Bridgewater Police Department	13,794	508-378-7223	Yes	By appointment
Easton Police Department	23,112	508-230-3322	Yes	By appointment
Eastham Fire Department		508-255-2324	Yes	By appointment
Eastham Police Department	4,956	508-255-0551	Yes	7:30am-4:30pm, 5 days/week
Edgartown Police Department	4,067	508-627-4343	Yes	Leave a message
Essex Police Department	3,504	978-768-6628	Yes	By appointment
Fall River Police Department	88,857	508-676-8511	Yes	By appointment

Location / Name		Phone Number	Fitting St	Hours / Time of Day / Schedules
Gardner Police Department	20,228	978-632-5600		
Gloucester Police	28,789	978-281-9898	Yes	By appointment
Grafton Police	17,765	508-839-2858	Yes	By appointment
Groton Fire Department	10,646	978-448-5555	Yes	Appointments / Walk in
Hamilton Police Department	7,764	978-468-1212	Yes	By appointment
Hanover Police	13,879	781-826-3231		
Hanson Police Station	10,209	781-293-4625	Yes	By appointment
Haverhill Police Department	60,879	978-373-1212	Yes	By appointment
Hingham Police Department	22,157	781-749-1212	Yes	By appointment
Holbrook Police and Fire	10,791	787-767-2233	Yes	By appointment
Holliston Police Department	13,547	508-429-1212	Yes	By appointment
Holyoke Fire Department	39,880	413-534-2250	Yes	By appointment
Hopkinton Police Department		508-435-6365	Yes	By appointment
Hopkinton Fire Department	14,925	508-435-6365	Yes	By appointment
Hudson Police	19,063	978-562-7122	Yes	By appointment
Hull Police	10,293	781-925-1212	Yes	By appointment
Hyannis Fire Department		508-775-1300	Yes	walk in- call ahead his shift varies
Ipswich Fire Department		978-356-6630	Yes	Appointments / Walk in
Ipswich Police Department	13,175	978-356-4343	Yes	By appointment
Lakeville Police Department	10,602	508-947-0046	Yes	By appointment
Lawrence General Hospital	76,377	978-683-4000	Yes	Mon-Fri, 7am-3pm, by appt only
Leominster Police Department	40,759	978-537-0741	Yes	By appointment
Lexington Police Department	31,394	781-862-1212	Yes	By appointment
Lincoln Police Department	6,362	781-259-8111	Yes	By appointment
Littleton Police Department	8,924	978-952-2300	Yes	By appointment
Lowell Police Department	106,519	978-937-3200	Yes	By appointment
Lynn Fire Department	90,329	781-593-7528	Yes	By appointment
Lynnfield Fire Department	11,596	781-334-5152	Yes	By appointment
Mansfield Police Department	23,184	508-261-7300	Yes	By appointment
Martha's Vineyard/Oak Bluffs	4,527	506-693-0750	Yes	By appointment
MA State Police - Dartmouth	34,032	508-993-8373		
MA State Police - Framingham HQ	68,318	508-988-7021	Yes	By appointment
MA State Police - Holden	17,346	508-829-8300		
MA State Police - Middleboro	23,116	508-947-2222		
Mattapoisett Police Department	6,045	508-758-4141	Yes	Appointments / Walk in (One safety officer)
Medford Police Department	56,173	781-391-6770	Yes	By appointment
Medway Police Department	12,752	508-533-3212	Yes	Appointments / Walk in (One safety officer)
Melrose Police Department	26,983	781-665-1212	Yes	Only if officer has time
Mendon Police Department	5,839	508-478-2737	Yes	Appointments - Interior of the car MUST be cleaned / Carseat must be put in. Officer will make adjustments
Merrimac Police	6,338	978-346-8321	Yes	By appointment
Middleton Fire Department	8,987	978-774-4424	Yes	By appointment
Milford Police Department	27,999	508-634-2362		
Millville Police Department	3,190	508-883-3117	Yes	By appointment
Montague Police Department	8,437	413-863-8911	Yes	By appointment
Nantucket Fire Department	10,172	508-228-2324	Yes	By appointment
Natick Police Department	33,006	508-647-9500	Yes	Appointments / Residents only / 2 week notice
Needham Police Department	28,886	781-455-7570		
New Bedford Police Department	95,072	508-991-6360	Yes	By appointment
Newburyport Police Department	17,416	978-462-4411	Yes	By appointment
Norfolk Fire Department	11,227	508-528-3207	Yes	Appointments / Walk in
North Andover Police Department	28,352	978-683-3168		
North Attleboro Police Department		508-695-1212	Yes	Appointments / Walk in
North Attleboro Fire Department	28,712	508-699-0140	Yes	By appointment
North Reading Police Department	14,892			
Northhampton Fire Department		413-587-1032	Yes	By appointment
Northampton Police Department	28,549	413-587-1100	Yes	Appointments / Wednesday
Norwell Police Department	10,506	781-659-7979	Yes	By appointment
Norwood Police Department	28,602	781-440-5149	Yes	Appointments / Saturday
Oxford Police Department	13,709	508-987-0156	Yes	By appointment
Pepperell Police Department	11,497	978-433-2424	Yes	By appointment
Pittsfield Police Department	44,737	413-448-9700	Yes	By appointment
Plainville Fire Department		508-695-5252	Yes	Appointments / Walk in
Plainville Police Department	8,264	508-699-1212	Yes	By appointment
Quincy Police Department	92,771	617-479-1212	Yes	7 days a week, 8:30am-3pm
Randolph Police	32,112	781-963-1212	Yes	Mon-Fri, 7am-3pm, by appt only
Raynham Police Department	13,383			
Rehoboth Police Department	11,608	508-252-3722	Yes	By appointment
Revere Police Department	51,755	781-286-8337	Yes	By appointment on Fridays
Rochester Police Department	5,232			
Rutland Police Department	7,973			

Location / Name		Phone Number	Fitting St	Hours / Time of Day / Schedules
Safe Kids of Western Massachusetts - Springfield		413-794-2255	Yes	By appointment
Salisbury Fire Department	8,283	978-465-3121	Yes	By appointment
Seekonk Police	13,722	508-336-8123		
Sharon Police Department	17,612	781-784-1588	Yes	Appointments / Residents only
Shrewsbury Police	35,608	508-841-8577		
Somerset Police Department	181,653	508-679-2138	Yes	Walk in
Somerville Police Department	75,754	617-625-1600	Yes	Bi-monthly
South Hadley Police Department	17,514	413-538-8231	Yes	By appointment
Southboro Police Department	9,767	508-485-2121	Yes	By appointment
Southbridge Police Department	16,719	508-764-5420		
Spencer Police Department	11,688	508-885-6333	Yes	Sat, 10am - 2pm
Springfield Police Department		413-787-6359		
Stoughton Police Department	26,962	781-344-2424	Yes	By appointment
Sturbridge Police Department	9,268	508-347-2525	Yes	By appointment
Swansea Police Department	15,865	508-674-8464		
Taunton Police	55,874	508-824-7522	Yes	By appointment
Tewksbury Police Department	28,961	978-851-7355		
Topsfield Fire Department	6,085	978-887-5148	Yes	Walk in
UMASS Amherst Police	22,000	413-545-2121	Yes	By appointment
UMASS Memorial Medical Center - Worcester	399,276	774-443-8626	Yes	Bi-weekly, by appointment only
Upham's Corner Health Center - Boston		617-825-9205	Yes	By appointment every 2nd Thursday
Upton Police Department	7,542	508-529-3200	Yes	By appointment
Village Ambulance Service - Williamstown	7,754	413-458-4889	Yes	Mon-Fri, 8am-4pm
Wakefield Police Department	24,932	339-219-4507	Yes	By appointment
Waltham Police Department	60,632	781-314-3600	Yes	Once a month - Appointment
Wareham Police Department	21,822	508-295-1473	Yes	By appointment
Wayland Police Department	12,994	508-358-4721	Yes	By appointment
Wellesley Police Department	27,982	781-235-1212	Yes	Appointments / Residents only
Wellfleet Police Department	2,750	508-349-3702	Yes	By appointment
West Newbury Police Department	4,235	978-363-1213	Yes	By appointment
Westborough Police Department		508-366-3060	Yes	By appointment
Westborough Fire Department	18,272	508-366-3040	Yes	By appointment
Westfield Police Department	41,094	413-562-4597	Yes	By appointment
Westford Fire Department		978-692-5542	Yes	By appointment
Westford Police Department	21,951	978-692-2161	Yes	By appointment
Westminster Police Department	7,277	978-874-2900	Yes	By appointment
Westport Police Department	15,532	508-636-1122	Yes	By appointment
Westwood Police Department	14,618	781-326-1903	Yes	Varies by officers scheudule
Whitman Police Department	14,489	781-447-1212	Yes	By appointment
Wilmington Police Department	22,325	978-658-5071	Yes	Every Weds, 10am-2pm
Woburn Police Department	38,120	781-933-1212	Yes	By appointment
Population Covered	4,908,303			
2010 Census - Total MA Population	6,547,629			
Percent of Total Population	**75%**			

FFY 2015 Checkup Events in Massachusetts

Date	Location	Time	Host Agency
11/15/14	Marshfield Playground	10:00am-2:00pm	Marshfield Police Department
1/12/15	Amesbury Police Department	1:00-4:00pm	Amesbury Police Department
3/17/15	Amesbury Police Department	1:00-4:00pm	Amesbury Police Department
3/26/15	Olympia Oaks Apartment Complex	10:00am-12:00pm	Amherst Fire Department
4/11/15	Milford Highway Department	10:00am-2:00pm	Milford Police Department
4/11/15	Thorpe School	9:00am-12:00pm	Danvers Police Department
4/12/15	Wellfleet Cinemas-Touch A Truck Day	10:00am-2:00pm	Wellfleet Police Department
4/14/15	Brookline DPW Center	4:00-5:30pm	Brookline Police Department
4/18/15	Chuck E. Cheese-Worcester	10:00am-2:00pm	UMass Memorial Medical Ctr.
4/18/15	North Village Apartment Complex	10:00am-12:00pm	Amherst Fire Department
4/25/15	Charlton Town Common	10:00am-2:00pm	Charlton Police Department
4/25/15	Walgreen's Pharmacy-Lakeville	9:30am-12:30pm	Lakeville Police Department
4/25/15	Wellesley Social Services	10:00am-2:00pm	Wellesley Police Department
5/2/15	South Shore Hospital	9:30am-1:30pm	South Shore Hospital
5/7/15	Gorse Children's Center	2:00pm-5:30pm	Hampshire College Campus PD
5/15/15	UMass Amherst-National Night Out	5:00-7:45pm	Amherst Fire Department
5/16/15	Hannaford's-Lowell	10:00am-2:00pm	Tewksbury Police Department
5/16/15	Commonwealth Chevrolet	10:00am-2:00pm	Lawrence general Hospital
5/16/15	Home Depot-Hadley	10:00am-2:00pm	Amherst Fire Department
5/22/15	Brighton Marine Health Center	1:00-3:00pm	Boston Police Department
5/30/15	137 Myricks Street-Berkley	9:30am-12:30pm	Berkley+Lakeville PD
5/30/15	Dr. Frederick N. Sweetsir School	10:00am-2:00pm	Merrimac Police Department
6/10/15	Savers Bank Parking Lot	10:00am-2:00pm	Charlton Police Department
6/13/15	Walmart- Quincy	10:00am-2:00pm	Quincy Police Department
6/16/15	Greenfield Fire Department	11:00am-2:pm	Safe Kids Western Massachusetts

OCCUPANT PROTECTION
ATTACHMENT D

Communications Plan FFY 2016
Executive Office of Public Safety and Security Highway Safety Division

Events and Media Plan for FFY 2016 – (some dates & events are TBD & subject to change)

October-November 2015: Teen and Young Adult Impaired Driving
For National Teen Driver Safety Week October 19-25, we will utilize digital billboards to display messaging related to the junior operating aspects of the Massachusetts' safe driving law. We will also launch a fall media campaign related to our ongoing "Make The Right Call (MTRC)" campaign aimed at deterring teens and young adults from driving while impaired. A press release will be distributed and a PSA developed for airing on TV/radio.

November 26-29, 2015: Thanksgiving Holiday Travel period
We will emphasize holiday travel along with the occupant protection message "Buckle Up. Every trip. Every time." We will also run the Click it or Ticket or Seat Belts Save Lives messages on digital billboards.

December 16 2015-January 2, 2016: Drive Sober or Get Pulled Over
A media event on the DSOGPO mobilization will be held by the MSP. Media advisory and press release will be crafted and sent to all local police departments for distribution to their media outlets. In addition to a paid media buy, we will run digital billboards on the mobilization with the "Drive Sober" and "Buzzed Driving is Drunk Driving" messaging.

March 17, 2016: St. Patrick's Day impaired driving media outreach
We will run NHTSA's "Buzzed Driving is Drunk Driving" message via digital billboard.

April 2016: National Distracted Driving Awareness month
Utilizing digital billboards, news releases, and a paid media campaign, we will target distracted drivers with the following messaging:

- Don't text and drive-common sense saves lives.
- No teen cell phone use-it's the law.
- U Drive, U Text, U Pay-Stop distracted driving.

April 2016: Work Zone Safety and the Move Over Law
In conjunction with the start of the road construction season, we will run the "Move Over" billboard.

May TBD, 2016: Click it or Ticket National Enforcement Mobilization
We will run digital billboard messages in addition to a paid media buy, press conference and sample news releases to participating police departments. The press conference will be held at the onset of the mobilization, likely at North Quincy High School's Pre Prom Safety Event, and will feature a speaking portion and MSP rollover simulation.

May 2016: Bicycle Safety Awareness month
Utilizing digital billboards, news releases, and a paid media campaign, we will make bicyclists aware of safety regulations and pertinent state laws. We'll also advise riders, drivers, and pedestrians with the message of "Share the Road."

May-June 2016: Motorcycle Safety
We will work closely with the Massachusetts Motorcycle Association (MMA) and target messaging to motorists urging them to share the road with motorcyclists during Motorcycle Safety Awareness Month (May). Then, with mid-to-late June being a popular riding time due to Laconia Bike Week in NH, we will shift the focus to impaired riding with the targeted message of "Ride Sober or Don't Ride." We will couple a press release and digital billboard messaging with a PSA and paid media campaign.

July-August 2016: Impaired Driving, special focus on teens and young adults
We will launch a summer media campaign related to our ongoing "Make The Right Call (MTRC)" campaign aimed at deterring teens and young adults from driving while impaired. A press release will be distributed and a PSA developed for airing on TV/radio, with a special focus on underage and binge drinking and drunk driving during peak concert season. Digital message boards will air "Drive Drunk-Get Busted" messaging around July 4th weekend.

August 2016: Focus on back to school safety messaging
Digital billboards will feature "Stop for all school buses-it's the law" and "Protect your children-Choose the right car eat" messages. The latter will continue into September for our CPS outreach campaign.

August-September TBD, 2016: Drive Sober or Get Pulled Over Mobilization.
A media event on the DSOGPO mobilization will be held lead by the MSP. Media advisory and press release will be crafted; Sample news releases will be sent to all local police departments. In addition to a paid media buy, we plan to run digital billboards on the mobilization with the "Drive Sober or Get Pulled Over" tagline.

September TBD, 2016: Child Passenger Safety week and National Seat Check Saturday
We will run digital billboard messages relating to CPS, and develop and distribute a press release highlighting the services made available by our FFY2016 CPS Equipment grantees. We will also develop short and long-form PSAs related to car seat inspections/installations and distribute to our CPS grantees for sharing on their social media platforms.

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

Region 1
Connecticut
Maine
Massachusetts
New Hampshire
Rhode Island
Vermont

Volpe Center
Kendall Square
55 Broadway, RTV-8E
Cambridge, MA 02142-1093
Tel. 617-494-3427
Fax 617-494-3646

August 26, 2015

The Honorable Charlie Baker
Commonwealth of Massachusetts
Office of the Governor
State House, Room 360
Boston, Massachusetts 02133

Dear Governor Baker:

We have reviewed Massachusetts' fiscal year 2016 Highway Safety Plan as received on July 1, 2015. Based on this submission and subsequent revisions, we find your State's Highway Safety Plan to be in compliance with the requirements of 23 CFR Part 1200 and the HSP is approved.

Specific details relating to the plan have been provided to your State Representative for Highway Safety, Director Arthur Kinsman of the Highway Safety Division.

We congratulate Massachusetts on its accomplishments in advancing our traffic safety mission; however, there is more work to do. As stewards of public funds, it is critical that we continue to fulfill our shared responsibility of using these limited safety dollars in the most effective and efficient manner. To that end, I pledge our continued support to you and the Highway Safety Division and look forward to achieving our mutual goals of reduced fatalities, injuries, and crashes on Commonwealths' roads.

If you would like any additional information on Massachusetts' Highway Safety Plan review please feel free to contact me at 617-494-3427.

Sincerely,

Michael N. Geraci
Regional Administrator

cc: Daniel Bennett, Secretary, Executive Office of Public Safety and Security
Arthur Kinsman, Director, HSD
Maggi Gunnels, NHTSA, Associate Administrator, ROPD
Pamela Stephenson, MA Division Administrator, FHWA

U.S. Department
of Transportation
**National Highway
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Region 1
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Tel. 617-494-3427
Fax 617-494-3646

August 26, 2015

Daniel Bennett, Secretary
Executive Office of Public Safety and Security
One Ashburton Place, 21st Floor
Boston, MA 02108

Dear Secretary Bennett:

We have reviewed Massachusetts' fiscal year 2016 Highway Safety Plan (HSP) as received on July 1, 2015. Based on this submission and subsequent revisions, we find your State's Highway Safety plan to be in compliance with the requirements of 23 CFR Part 1200 and the HSP is approved.

As a reminder, approval of the HSP does not constitute approval of equipment purchases over $5,000. Please provide a written request along with adequate justification for all purchases exceeding the per unit threshold of $5,000.

This determination does not constitute an obligation of Federal funds for the fiscal year identified above or an authorization to incur costs against those funds. The obligation of Section 402 program funds will be effected in writing by the NHTSA Administrator at the commencement of the fiscal year identified above. However, Federal funds reprogrammed from the prior-year HSP (carry-forward funds) will be available for immediate use by the State on October 1, 2015. Reimbursement will be contingent upon the submission of an updated HS Form 217 (or the electronic equivalent) and an updated project list, consistent with the requirement of 23 CFR §1200.15(d), within 30 days after either the beginning of the fiscal year identified above or the date of this letter, whichever is later.

We congratulate Massachusetts on its accomplishments in advancing our traffic safety mission; however, there is more work to do. As stewards of public funds, it is critical that we continue to fulfill our shared responsibility of using these limited safety dollars in the most effective and efficient manner. To that end, I pledge our continued support to you and the SHSO and look forward to achieving our mutual goals of reduced fatalities, injuries, and crashes on Massachusetts' roads.

I and the entire Region 1 team are committed to working with your office toward a fully compliant HSP. We are at your service in any appropriate way you believe necessary.

Sincerely,

Michael N. Geraci
Regional Administrator

cc: Arthur Kinsman, Director, Highway Safety Division, EOPSS
Maggi Gunnels, NHTSA, Associate Administrator, ROPD
Pamela Stephenson, FHWA Division Administrator