

MASSACHUSETTS FFY 2024 ANNUAL REPORT



**GIVE KIDS
A BRAKE**
STOP at crosswalks



Message from the Executive Director

The Massachusetts Office of Grants and Research (OGR) is pleased to present the Federal Fiscal Year 2024 Annual Report. This Report, which is required each year by the National Highway Traffic Safety Administration (NHTSA), serves as the Commonwealth's evaluation of the 2024-2026 Triennial Highway Safety Plan (HSP). The Annual Report is our opportunity to assess the past year, celebrate successes, and identify opportunities for improvement in the coming year.

During FFY24, OGR staff worked closely with traffic safety partners and stakeholders to identify problems and priority focus areas, select realistic performance measures, and identify and implement proven countermeasures. Funding for programs aimed at reducing traffic fatalities and injuries on the roadways encompassed impaired driving, occupant protection, speed, distracted driving, non-motorist (pedestrian and bicyclist) safety, police training, and traffic records systems.

FFY24 saw a tremendous increase in overtime enforcement activity by both State and local police during mobilizations compared to FFY23. Through overtime traffic enforcement patrols, sobriety checkpoints, and saturation patrols, nearly 120,000 citations and written warnings were issued to drivers. There were also 321 Operating Under the Influence (OUI) arrests, which removed dangerous impaired drivers from the roadways. This also sent a message to other road users regarding our commitment to ensuring safety on Massachusetts roads.

Funded programs for Child Passenger Safety (CPS), officer training in impaired driver detection, and alcohol compliance checks led to over 1,400 new car seats distributed to families in need, 223 newly certified CPS Technicians, and prevented approximately 1,200 underage patrons from obtaining alcohol at local establishments and venues.

The statewide seat belt usage rate rose by nearly four percentage points in 2024 to 84.36 from 80.44 in 2023. This rise in seat belt usage is a testament to the tireless efforts by both State and local police in conducting overtime enforcement patrols in support of May's Click It or Ticket (CIOT) mobilization. Nearly 2,000 citations were issued for seat belt violations during the campaign period.

Lastly, funding during FFY24 enabled significant improvements to the statewide traffic records systems in Massachusetts. Improved access to critical traffic data has allowed law enforcement, state and local agencies, and traffic safety stakeholders to more accurately analyze crash trends within their communities.

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

Sincerely,

A handwritten signature in blue ink, appearing to read 'K. Stanton', with a stylized flourish at the end.

Kevin Stanton
Executive Director
Office of Grants and Research

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A historical map of Braintree, Massachusetts, showing the town's layout with streets, buildings, and water bodies. The map is oriented with North at the top. The town's name "BRAintree" is visible in the upper right. The map is a sepia-toned historical document.

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Summary of FFY24 Highlights

- OGR successfully applied for and received \$12,456,370.75 in Bipartisan Infrastructure Law (BIL) funding from NHTSA. Utilizing the funds received, OGR implemented projects focused on traffic safety priorities including, but not limited to, impaired driving, occupant protection, non-motorist safety, traffic records system improvements, local and State police training, as well as project management.
- The Car Seat Distribution Program provided child passenger seats to 86 organizations across the Commonwealth. Recipients included State and municipal police, fire departments, regional hospitals, and nonprofit organizations. Through the program, grantees purchased 4,252 car seats from selected vendor Mercury Distributing for distribution to families and caregivers in need. To date, over 1,400 of these newly acquired seats have been distributed to parents and caregivers in need across all regions of Massachusetts.
- Statewide CPS Training vendor, Baystate Medical Center, organized 37 training classes on CPS-related topics, which attracted over 1,000 attendees and led to certification of 223 new CPS technicians.
- The 2024 Statewide Seat Belt Observation Survey, which took place in June, involved observations of 28,772 drivers and front seat passengers in 24,822 vehicles across 147 locations in Massachusetts. The statistically weighted percentage of front seat occupants using seat belts was 84.36 percent, which is nearly four percentage points higher than the 80.44 percent reported in 2023 and over seven percentage points higher than the 77.00 percent usage rate reported in 2022, indicating Massachusetts motor vehicle occupants are becoming more mindful of wearing restraints when riding.
- Through the highly regarded Municipal Road Safety (MRS) program, local police departments participated in numerous enforcement mobilizations, including impaired driving, speeding, seat belt safety, and distracted driving. These mobilizations resulted in over 94,000 traffic stops during FFY24 with 65,469 citations and written warnings issued.
- Massachusetts State Police (MSP) conducted nearly 15,000 hours of overtime enforcement, including 40 sobriety checkpoints and 38 saturation patrols, resulting in 35,000 citations and written warnings being issued, along with 192 OUI arrests.
- The Municipal Police Training Committee (MPTC) conducted over 80 classes related to crash reconstruction, speed measurement, alcohol impairment, and drug recognition during FFY24, with approximately 1,500 law enforcement professionals attending.
- The Alcoholic Beverage Control Commission (ABCC) conducted over 5,000 checks of liquor establishments across its two signature alcohol enforcement programs – Sale to Intoxicated Persons and Compliance Checks. These checks resulted in 91 warnings and 15 charges issued to liquor establishments across the Commonwealth. Additionally, ABCC conducted enforcement of minors transporting/possessing alcohol and adults furnishing alcohol to minors at several

concerts that took place in July and August, resulting in the seizure of 84 fraudulent identifications, 38 bottles of alcohol, and 85 cases of beer.

- Through support of 405c funded projects, Massachusetts now has approximately 99.2 percent of police crash reports received electronically by Registry of Motor Vehicles (RMV). This has led to better real-time data availability on its Crash Data Portal, which assists all stakeholders as well as the public in assessing traffic safety across the state.

Changes in OGR's Highway Safety Division Staffing during FFY24

- Andrea Papa, Program Coordinator II, resigned in October 2023 to pursue a new opportunity.
- Taylor Keown joined the staff as a Program Coordinator II in November 2023.
- Deinma Dikibo, Program Coordinator II, resigned in April 2024 to pursue a new opportunity.
- Jen Slonina joined the staff as a Program Coordinator II in May 2024.
- Brook Chipman, Administrator IV, retired in August 2024 after 33 years of dedicated service.

Key Dates and Activities in Highway Safety during FFY24

December 1 – 31, 2023:	FFY24 Local Winter Impaired Driving Mobilization
January 2024:	FFY23 Annual Report submitted to NHTSA
April 1 – 30, 2024:	FFY24 Local and MSP Distracted Driving Mobilization
May 1 – 31, 2024:	FFY24 Local and MSP Click It or Ticket (CIOT) Mobilization
June 1 – 30, 2024:	FFY24 Local and MSP Speed Mobilization
June 2024:	Statewide Seat Belt Observation Survey
July 1 – 31, 2024:	FFY24 Local and MSP Speed Mobilization
August 2024:	FFY25 Annual Grant Application submitted to NHTSA
August 1 – September 15, 2024:	FFY24 Local and MSP Summer Impaired Driving Mobilization
September 2024:	2024 Statewide Seat Belt Observation Survey submitted to NHTSA
September 29, 2024:	NHTSA approved FFY25 Annual Grant Application

Notes on Data used in the FFY24 Annual Report

For this Annual Report, OGR relied primarily on 2018 to 2023 crash data and, when available, 2024 data. Two sources are used heavily for data analysis: the Fatality Analysis Reporting System (FARS) and the Massachusetts Department of Transportation (MassDOT) IMPACT Crash Data Portal. All data from FARS (2018 to 2022) is considered final, and the data from IMPACT (2023 to 2024) is considered preliminary. It is expected the preliminary data will be finalized during 2025, and, once approved, the final numbers could be different from what is provided in this report.

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

Overview of Crashes in FFY24

From October 1, 2023 – September 30, 2024, Massachusetts reported 132,614 crashes across the state, a decline of 2.4 percent from the 135,820 that occurred during FFY23. Total fatal and serious injury crashes accounted for 1.96 percent of all crashes, the lowest percentage reported since 1.87 percent in FFY19.

Fiscal Year	Total Crashes	Serious Injury Crashes	Fatal Injury Crashes	Total Serious & Fatal Injury Crashes	Pct. Crashes with Serious/Fatal Injuries
FFY20	110,945	2088	321	2409	2.17%
FFY21	118,277	2230	370	2600	2.20%
FFY22	132,454	2579	413	2992	2.26%
FFY23	135,820	2450	348	2798	2.06%
FFY24	132,614	2268	328	2596	1.96%

Source: MassDOT IMPACT

The most important takeaway from the chart above is the continued decline in both fatal and serious injury crashes on the roadways of Massachusetts in FFY24. Fatal injury crashes declined 4.6 percent and serious injury crashes dropped 9.4 percent - a testament to the hard work OGR, its stakeholders, and grantees put in during FFY24 to improve traffic safety.

In terms of fatalities and serious injuries reported, Massachusetts saw deaths and injuries continue to fall in FFY24. Compared to FFY23, fatalities fell 6 percent and serious injuries reported declined 9.4 percent.

Fiscal Year	Fatalities	Serious Injuries
FFY20	334	2472
FFY21	390	2662
FFY22	436	3042
FFY23	370	2920
FFY24	353	2646

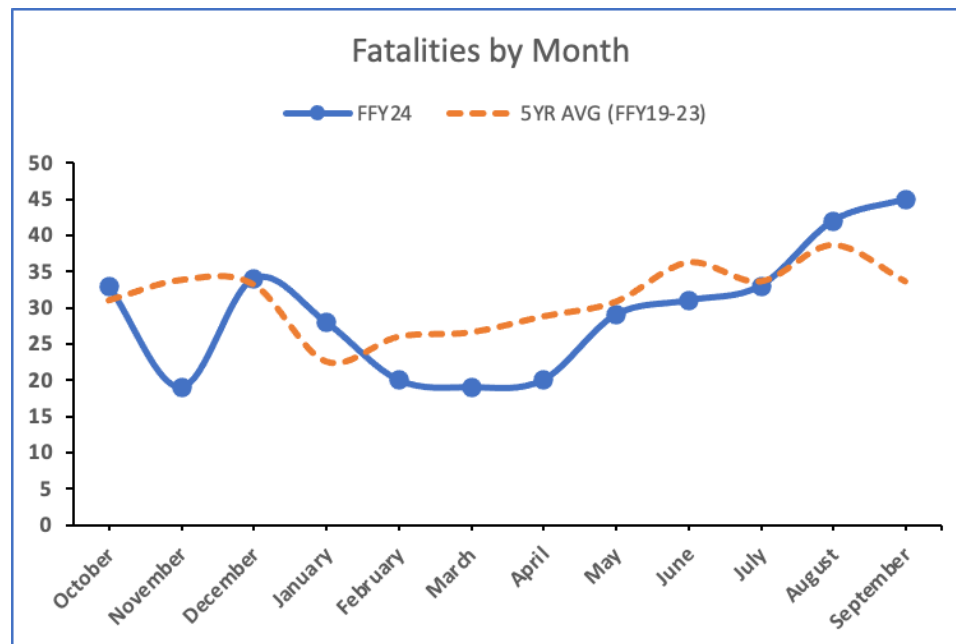
Source: MassDOT IMPACT

A review of FFY24 fatalities by month across various elements such as age group, day-of-week, and time-of-day will provide a clearer picture of how much safer the roadways were in comparison with prior years. Fatalities by month in FFY24 will be reviewed initially.

Notably, the highest fatality counts for FFY24 were in August and September. These months are at the end of the Federal Fiscal Year and may be impacted by a decline in sustained traffic enforcement activity compared to the level of outreach done during mobilization periods earlier in the Federal Fiscal Year.

Of the twelve months during FFY24, seven had fatality counts at or lower than the five-year average for that month. While this is a positive trend, the fact that fatalities declined steadily after December through April then rose for five consecutive months is troublesome – especially when there were key mobilizations occurring in May (CIOT), June (Speed), July (Speed) and August/September (DSGPO). The number of enforcement hours by MRS participants (local police) from May through September was substantially higher than the period from December to April (24,800 hours vs. 16,000 hours), which makes the increase more concerning. Preliminary data from the Crash Data Portal reveals that the

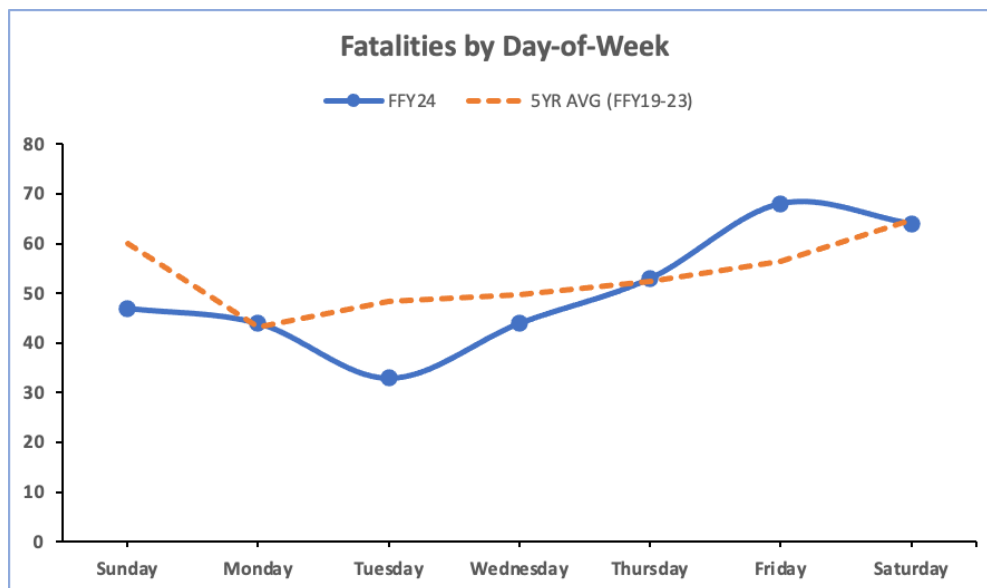
number of fatalities reported for August/September 2024 was 85, which is much higher than the 64 fatalities reported in same period 2023. Motorcyclist fatalities were a factor in this increase as deaths nearly doubled from 17 in 2023 to 31 in 2024. As a percentage of all fatalities during August/September period, motorcyclist fatalities rose from 23% in 2023 to 35% in 2024.



Source: MassDOT IMPACT

By day-of-week, FFY24 saw a decline in fatalities on Sunday, Tuesday and Wednesday compared to the five-year averages for FFY19-23. A key objective for OGR in FFY24 was to lower fatalities occurring during weekends (Friday – Sunday) through focused enforcement by both MRS grantees and State Police as well as promoting media messaging [i.e. Impaired Driving media safety campaign during Summer Drive Sober or Get Pulled Over enforcement period] over these three days. Despite this focus, fatalities rose on Friday and remained steady on Saturday compared to the five-year average. Fortunately, Sunday fatalities dropped substantially in FFY24 to 50 from the five-year average of 60.

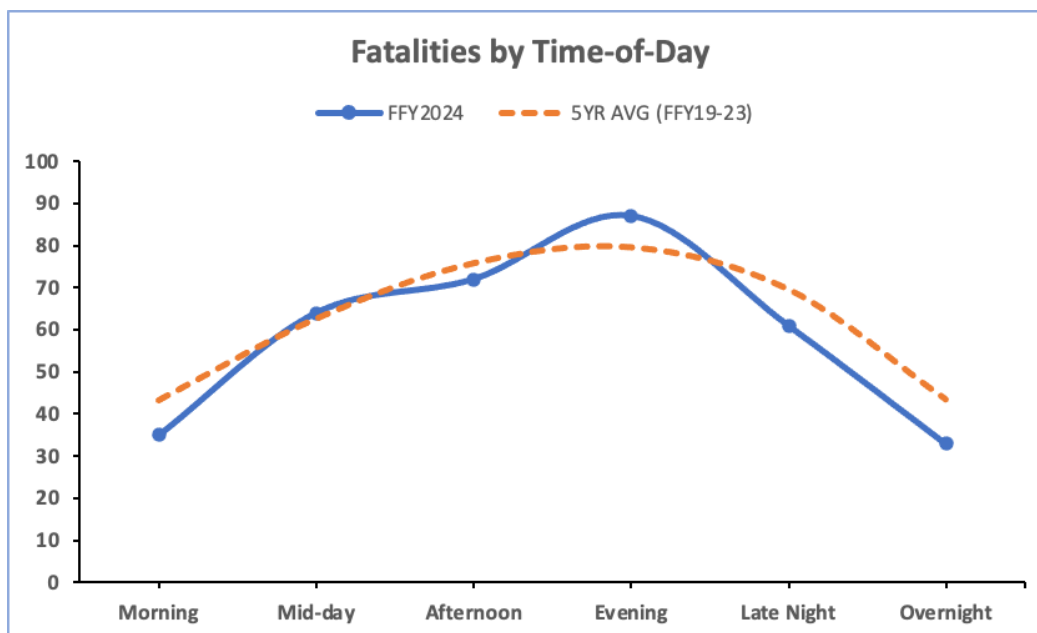
With the rise in fatalities on Friday, OGR plans to work with grantees (State and local police, ABCC) to possibly target the overnight period from 10pm to 2am on both Thursday/Friday and Friday/Saturday to help reduce fatalities in FFY25 and onward. Friday through Sunday will remain a priority for all enforcement efforts, as those are prime days in which people party, go to major events, and engage much more frequently in unsafe driving behaviors such as speeding and impaired driving.



Source: MassDOT IMPACT

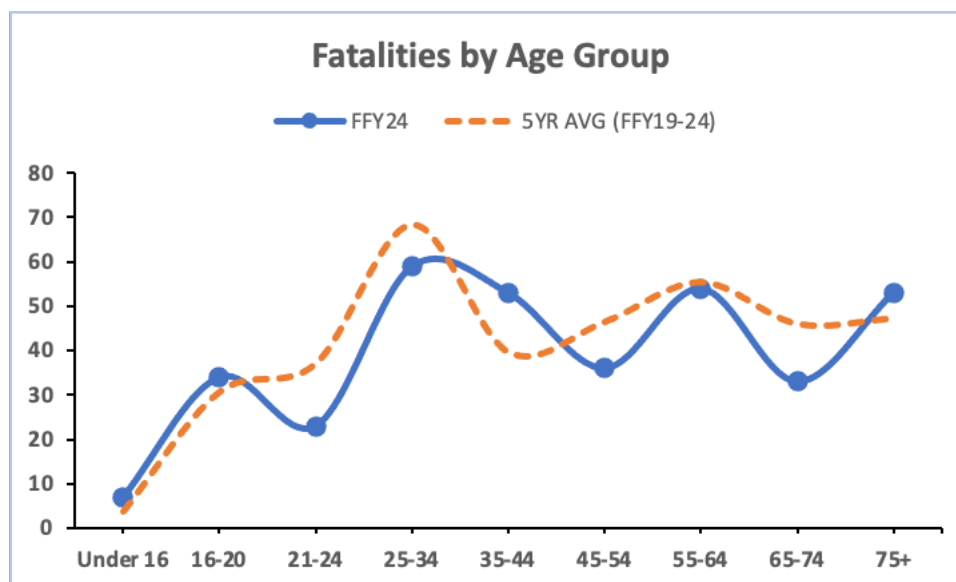
By time-of-day, FFY24 saw fewer or comparable fatalities across all time-of-day ranges except for during Evening hours (6pm-9:59pm) compared to the five-year averages for FFY19-23. Motorcycle riders represented the largest increase in fatalities during this time period. In FFY23, there were only nine motorcycle rider deaths during evening hours. In FFY24, the number rose to 29 – a 156 percent jump from FFY23.

For FFY25, OGR plans to work with enforcement agencies to increase funded and non-funded activities during evening hours to help bring the number of fatalities down. At the same time, OGR will work with RMV to expand messaging related to motorcycle safety and driver awareness for more visibility during evening hours. OGR will also seek to increase community-based programming and outreach efforts through its MRS program and Traffic Safety Grant Program for Underserved Communities.



Source: MassDOT IMPACT

By age group, fatalities were in line with or less than the five-year average with the exception of 35-44 and 75+ age groups. OGR is optimistic about the decline in fatalities in FFY24 among those age 21-24 and 25-34, as these two age groups have consistently experienced the highest fatalities year after year.



Source: MassDOT IMPACT

The increase among both the 35-44 and 75+ age groups appears to be due to motorcyclist fatalities. In FFY24, there were nine more motorcyclist deaths among 35-44 riders and four for 75+ riders compared to FFY23. For FFY25, OGR will continue focusing enforcement and messaging on young drivers, as good driving habits established early on will carry on throughout their driving careers. OGR will work with RMV and its future media vendor on developing and distributing messaging about motorcycle safety and driver awareness.

While paid media messaging in support of motorcycle safety did not take place in FFY24 due to time constraints, OGR will utilize social media channels (Facebook, Instagram, Vimeo, and LinkedIn) to push adults to be more safety conscious when either on a motorcycle or in a motor vehicle. At the request of NHTSA Region 1, OGR shared content on its social media accounts regarding motorcyclist safety and driver awareness during Laconia Motorcycle Week, which occurred in neighboring New Hampshire in June.

Overall, Massachusetts experienced a welcome decline in fatalities and serious injuries in FFY24 compared to FFY23, with the total percentage of traffic-related fatalities and serious injuries dropping below 2 percent for the first time in five years.

Despite the decline in deaths and serious injuries in FFY24, there still is much to be done. Motorcyclist fatalities have risen substantially over the past 12 months. As a percentage of all fatalities, motorcyclists accounted for over 20 percent in FFY24 compared to 15% in FFY23. Utilizing its relationship with MassDOT/RMV and its media vendor, OGR hopes to create effective messaging on motorcyclist safety in FFY25.

	Fatalities	MC Fatalities	Pct MC Fatalities
FFY23	370	57	15.4%
FFY24	353	74	21.0%

With the decline in fatalities over two consecutive years, OGR is hopeful FFY25 will continue with the positive trend towards less death and destruction on the roadways of Massachusetts. The dedication and drive by OGR's staff, stakeholders, and grant recipients along with data-driven research in support of funding priorities have been critical in making Massachusetts' roadways safer for all users.

FFY24 TRAFFIC SAFETY ENFORCEMENT PLAN (TSEP) REVIEW

Per BIL regulations, the Annual Report shall have a description of Massachusetts' evidence-based enforcement program activities including discussion of community collaboration and public participation efforts.

In the FFY24 HSP, there were seven planned activities designated as part of Massachusetts' evidence-based traffic safety enforcement program from October 1, 2023, to September 30, 2024. The planned activities were aimed at addressing critical traffic safety issues, including occupant safety, distracted driving, impaired driving, speeding, and vulnerable road users (pedestrians/bicyclists). Each program prioritized the importance of utilizing data analysis to help target key locations, time-of-day, and day-of-week, among other factors, when conducting overtime enforcement patrols.

Both local and State police received funding through seven programs, as listed below, to tackle these traffic safety issues as listed below:

- AL-24-02 MSP Sobriety Checkpoints & Saturation Patrols
- DD-24-02 MSP Distracted Driving Enforcement Program
- OP-24-02 MSP Occupant Restraint Enforcement Program
- PT-24-05 Municipal Road Safety (MRS)
- PT-24-06 MSP Sustained Traffic Enforcement Program (STEP)
- SC-24-02 MSP Speed Enforcement Program
- PS-24-02 MSP Pedestrian & Bicyclist Safety Enforcement Program

These seven enforcement activities generated over 55,000 hours of overtime patrols leading to nearly 120,000 citations and written warnings being issued. The per hour rate of citation and written warning issuance was 2.14. Compared to FFY23, which had approximately 49,000 hours of enforcement, FFY24's activities saw a 14 percent jump in enforcement hours.

FFY24 Results for Traffic Safety Enforcement Programs in Massachusetts								
	Summer/Winter Impaired Driving	Sobriety Checkpoints	Distracted Driving	CIOT - OP Enforcement	Speeding	STEP	Ped-Bike Enforcement	Total
Total Enforcement Hours	10,284	7,187	9,105	8,015	14,501	697	6,044	55,833
Total Citations Issued	2,849	6,984	5,927	7,214	10,354	1,525	4,791	39,644
Total Written Warnings Issued	14,778	4,446	13,011	12,724	22,857	830	11,263	79,909
Speeding Citations	719	1,379	646	1,389	4,193	137	212	8,675
Speeding Warnings	5,995	1,108	2,908	4,314	15,951	319	625	31,220
OUI Arrests	31	200	30	15	17	-	-	293
Hands Free Citations	381	199	3,027	931	792	56	29	5,415
Safety Belt Citations	113	458	376	1,400	531	62	21	2,961
Child Safety Citations	15	-	20	13	12	-	-	60

Below is a summary of grant-funded activity that took place in FFY24 for each enforcement area by State and local police.

Impaired Driving

In FFY24, MRS grantees (local police) conducted two impaired driving enforcement campaigns. The first campaign took place December 1 – 31, 2023, with 134 departments involved, and the second one occurred during August 1 – September 15, 2024, with 144 departments. The two campaigns yielded a total of 10,284 hours of enforcement resulting in 23,720 stops and 17,627 citations and written warnings issued.

The MSP conducted 26 sobriety checkpoints and 40 saturation patrols between December 2023 and September 2024. Through 7,187 hours of overtime activity, MSP issued over 11,000 citations and written warnings to drivers.

Distracted Driving

In FFY24, local police conducted one distracted driving enforcement campaign that took place April 1 – 30, 2024, with 159 MRS grantees participating. Through 7,510 hours of enforcement, local police issued nearly 14,000 citations and written warnings during 18,171 stops made during the month-long campaign period.

The State police also conducted distracted driving patrols in April and May 2024 with 1,595 hours of enforcement reported over the two months. During this period, MSP issued 4,943 citations and written warnings to drivers.

Seatbelts – Click It or Ticket (CIOT)

In FFY24, MRS grantees conducted a CIOT seatbelt safety enforcement campaign that took place May 1 – 31, 2024. For that campaign, 156 police departments participated and conducted 5,665 hours of enforcement while making 14,586 stops. Nearly 11,000 citations and written warnings were issued during the campaign period.

The State police also conducted seatbelt safety enforcement during the months of December, January, June and August with 2,350 hours of enforcement reported. MSP issued 8,966 citations and written warnings of which over 10 percent were for seat belt violations.

It's important to note that Massachusetts is a secondary enforcement state, meaning police cannot pull a person over solely for not wearing their seatbelt. Without a primary seat belt law, the number of citations issued for failure wear a seat belt will likely be lower than if there was a primary law in place.

Speeding

MRS grantees conducted two speed enforcement campaigns during FFY24. The campaigns took place over June and July 2024. Overall, the enforcement efforts resulted in over 22,000 citations and written warnings being issued over the course of 11,626 hours and 29,871 stops by local police.

The first speed enforcement campaign took place from June 1 – June 30, 2024, and involved 148 police departments. The total hours of enforcement were 5,155 and total stops were 13,422. Over 6,800 citations and written warnings related to speeding were issued during this campaign.

The second speed enforcement campaign was July 1 – July 31, 2024, and involved 146 police departments. The total hours of enforcement were 6,471 and total stops were 16,449. Nearly 8,500 citations and written warnings for speeding were issued during this campaign.

The State police also conducted overtime enforcement activity aimed at reducing speeding on the roadways of Massachusetts during the months of December 2023, July 2024, August 2024, and September 2024. Over the course of 2,875 enforcement hours, MSP issued 11,042 citations and written warnings to drivers, of which over 40 percent were related to speeding infractions.

Pedestrian & Bicyclist Safety

During FFY24, there were six pedestrian/bicyclist safety enforcement campaigns conducted by MRS grantees. The campaigns took place in November 2023, January 2024, February 2024, March 2024, May 2024, and August/September 2024. On average, 32 police departments participated in each safety enforcement period. Overall, these six pedestrian and bicyclist enforcement campaigns resulted in 5,869 hours of overtime enforcement with 8,513 stops of drivers, pedestrians, and bicyclists leading to 15,570 citations and written warnings issued.

Impact of FFY24 TSEP Activities

Crashes reported in Massachusetts during FFY24 totaled 132,614, which was 2.4 percent lower than the 135,820 reported in FFY23. The number of fatal crashes and serious injury crashes dropped 5.7 percent and 7.4 percent, respectively, from FFY23. Total fatalities reported for FFY24 were 4.6 percent lower, with 353 deaths compared to 370 for FFY23. Serious injuries were down 9.4 percent from 2,920 in FFY23.

While data for 2023 and 2024 is preliminary, the following chart shows a likely decline in all fatal and serious injury crashes involving the various traffic safety issues (impaired driving, occupant protection, speeding, pedestrian/bicyclist safety, and distracted driving) that were a focus of the TSEP during FFY24.

	FFY23	FFY24	% Change from FFY23 to FFY24
Total Crashes Reported	135,820	132,614	-2.4%
Fatal Crashes	348	328	-5.7%
Serious Injury Crashes	2,450	2,268	-7.4%
Fatalities Reported	370	353	-4.6%
Serious Injuries Reported	2,920	2,646	-9.4%
Fatal or Serious Injury Crashes:	FFY23	FFY24	% Change
Alcohol Suspected	149	160	7.4%
Drugs Suspected	47	35	-25.5%
All Impaired Driving Suspected	196	195	-0.5%
Involving a Distracted Driver	221	205	-7.2%
Involving an Unrestrained Occupant	527	443	-15.9%
Involving Speeding	328	325	-0.9%
Involving a Pedestrian or Bicyclist	512	447	-12.7%

Source: MassDOT IMPACT

For FFY24, there were 186 towns and cities awarded MRS funding – the primary funding program for local law enforcement – an increase of 18 towns from the 168 awarded in FFY23.

County	FFY23 Grantee Towns	FFY24 Grantee Towns	Change in Number of Towns	FFY23 Fatal & Serious Injury Crashes in County	FFY24 Fatal & Serious Injury Crashes in County	% Change in Crashes
Barnstable	7	9	+2	140	126	-10.0%
Berkshire	5	7	+2	54	37	-31.5%
Bristol	13	15	+2	307	315	2.6%
Dukes	0	1	+1	11	6	-45.5%
Essex	21	22	+1	260	250	-3.8%
Franklin	4	7	+3	32	30	-6.3%
Hampden	11	12	+1	240	220	-8.3%
Hampshire	7	7	0	57	47	-17.5%
Middlesex	26	31	+5	583	450	-22.8%
Norfolk	19	22	+3	233	275	18.0%
Plymouth	12	10	-2	325	283	-12.9%
Suffolk	3	4	+1	173	176	1.7%
Worcester	40	39	-1	379	373	-1.6%
Totals	168	186	+18	2,794	2,588	-7.4%

Source: MassDOT IMPACT

The chart above shows that OGR provided MRS grant funding to municipalities within every county except Nantucket in FFY24 and increased grantees within each county except Plymouth. As a result, total fatal and serious injury crashes reported for each county that received funding dropped over 7 percent from crashes reported in FFY23. Nearly two-thirds of the 186 MRS grantees saw fatal and serious injury crashes either decline or remain unchanged in FFY24 compared to FFY23.

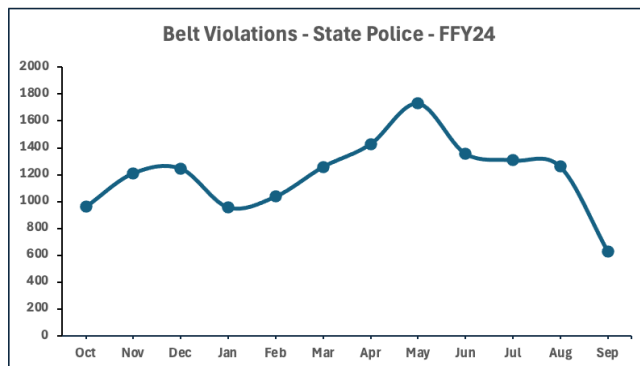
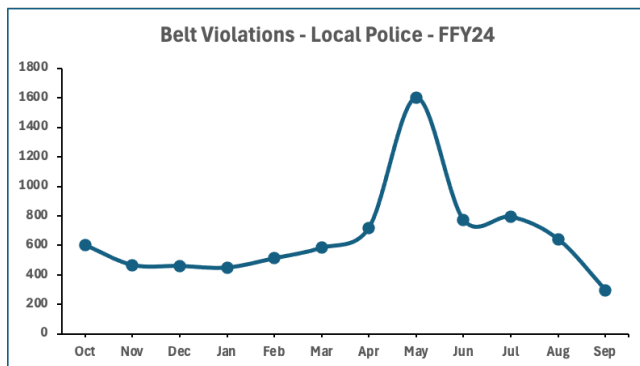
While it appears the law enforcement efforts during mobilization campaigns in FFY24 had a positive effect on traffic safety, the decrease in crashes would not be possible without State and local police remaining vigilant outside of mobilization or grant-funded activity periods. For FFY24, the number of violations issued by both State and local police was 1,100,624 – up 4.7 percent from 1,051,530 during FFY23.

State and local police worked tirelessly to make the roadways safer for all, as the chart below shows. Nearly 30 percent of all violations issued by State and local police were related to key traffic safety enforcement areas – impaired driving, seat belt usage, speeding, and distracted driving. The chart also shows the portion of violations for each priority category issued by the 186 MRS grantees during FFY24. Overall, three-fourths of all violations issued by local police for those six infractions were issued by MRS grantee police departments.

Source: Merit Rating Board

Two things that jump out from the chart are the disparity in violations issued for seat belts and hands-free driving. MSP issued more than twice the number of seat belt violations as local police, while local police issued more than double the number of hands-free infractions that State police gave out. The high number of hands-free violations by local police may be due in whole or part to the tendency of drivers to view their phones while at stop signs or stop lights and the lower average speeds along minor

arterial and local roads than state highways. This allows local police to better observe violators. The wide disparity in violations for seat belt usage is cause for concern, as nearly half of all unrestrained fatalities in the last five-years (2018-2022) took place along either minor arterial, collector, or local roadways – typically the domain of local police.



Source: Merit Rating Board

With the graphs of both local and State police belt violations issued through FFY24, it appears local police issued the bulk of seat belt violations in May, which was the CIOT mobilization month for MRS grantees. A review of seat belt violations issued by MRS grantees by month in FFY24 reveals that a quarter of all violations were distributed in May 2024. This raises concern that MRS grantees are not making the same concerted effort to raise awareness about seat belt safety year-round compared to the mobilization period. In contrast, MSP issued only 12 percent of its seat belt violations in May 2024.

Percentage of Total FFY24 Seat Belt Violations Issued by MRS Grantees, by Month											
Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep
7.4%	5.4%	5.2%	5.1%	6.0%	6.9%	9.4%	24.8%	9.5%	9.3%	7.7%	3.3%

Percentage of Total FFY24 Seat Belt Violations Issued by State Police, by Month (N = 13,405)											
Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep
6.6%	8.5%	8.9%	6.8%	7.2%	8.5%	10.0%	12.1%	9.4%	8.9%	8.8%	4.3%

Going forward, OGR will monitor the distribution of violations to ensure local police receiving MRS funding maintain their occupant safety focused enforcement activity throughout fiscal year.

Overall, the FFY24 TSEP appears to have had a positive impact on traffic safety across Massachusetts, with fatalities and serious injuries declining in nearly all categories from FFY23. Building on the success of FFY24 traffic safety enforcement programs, OGR plans to do the following in FFY25:

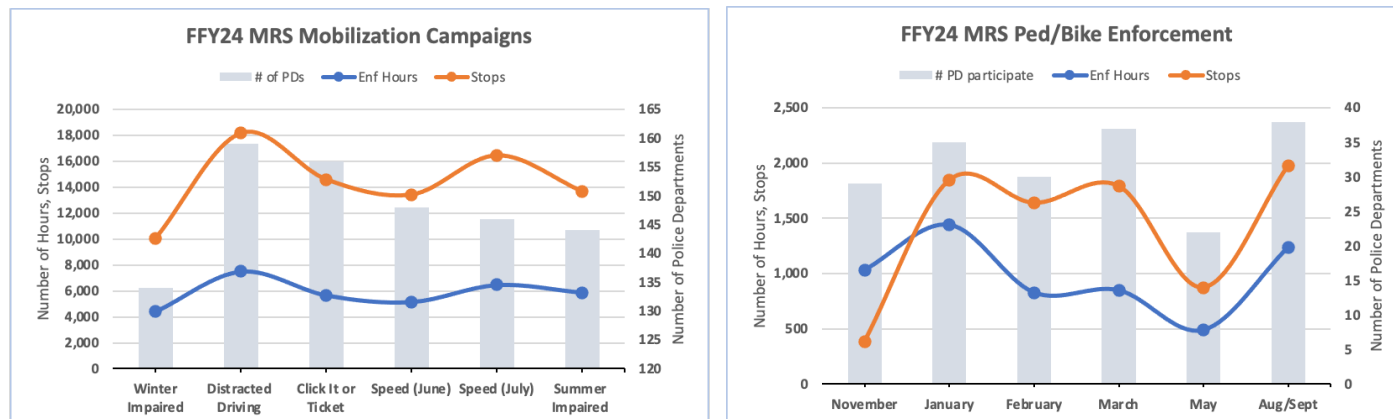
- Increase number of MRS grantees participating in mobilization campaigns throughout the year, especially ped/bike focused enforcement efforts;
- Fund MSP's young driver education program to allow for more presentations at high schools than in FFY25; and
- Select and contract with a media vendor to help develop and distribute effective traffic safety campaigns focused not only on impaired driving and pedestrian/bicyclist awareness but also distracted driving and motorcycle safety. During FFY24, only two messaging campaigns were done – impaired driving and pedestrian/bike.

Data collection from subgrantees has always been critical to measuring the effort and impact of each traffic safety enforcement program. The current process of reporting for subgrantees is to complete a reporting form and attach to an email to the grant manager, who then enters the data manually to an Excel spreadsheet. Despite having to manually enter data, this process has been very successful and

has helped with tracking activity by grantees. The data compiled from police departments has been crucial in understanding how grantees are approaching traffic enforcement within their respective communities.

To improve the timeliness of obtaining monthly reporting data, OGR's Research and Policy Analysis Division (RPAD) has worked to develop an online reporting form using Cognito Forms that launched in FFY25. The new form will be utilized for the MRS program, which will greatly speed up the data collection process, as nearly 200 grantees expected. The biggest benefit of using Cognito Forms is the ability to aggregate the data instantaneously for each grantee as well as overall. This will allow OGR to see trends in enforcement activity, whether positive or negative, quickly after the conclusion of each month. This will allow OGR to be more proactive in reaching out to grantees about disparities in their monthly reporting such as low number of citations issued or little to no stops made and discuss possible remedies to the issue(s).

Below are two graphs related to enforcement activity during FFY24 – one focused on mobilization campaigns, the other on pedestrian/bicycle enforcement. Both graphs show the number of enforcement hours, stops, and police departments involved across each mobilization or ped/bike patrol period.



Based on the data, a few key takeaways are:

- After the Distracted Driving campaign period, the number of participating police departments declined with each subsequent campaign. Whereas 87 percent of MRS grantees were involved in the Distracted Driving enforcement period, the Summer Impaired (August/September) campaign had 79 percent of MRS grantees participating – a reduction of 15 departments. [Note: 182 MRS grantees received funding to do traffic enforcement]
- The Ped/Bike enforcement did not suffer the same decline in participation as traffic enforcement did, yet the number of participants in each enforcement period was surprisingly low given that 156 MRS grantees received funding to do ped/bike overtime patrols. August/September was the month with highest participation, with 38 departments involved (24.4 percent participation rate).

Going forward, OGR will work with MRS grantees to (1) have the number of participants for each mobilization campaign remain consistent throughout the year; (2) encourage more grantees that receive ped/bike enforcement funding to conduct activity so that, on average, at least 50 percent of ped/bike funded grantees participate; and (3) remind grantees of the importance of completing monthly reports fully and with all the data they can provide.

Community Collaboration in FFY24

Grantees of the MRS program made it a priority in FFY24 to increase contact and engagement with residents of the community helps foster better communication and can lead to better traffic safety outcomes for all roadway users. Types of community collaboration included, but were not limited to, bicycle rodeos, CPS fitting/checkpoint events, and presentations at local high schools and community centers.

Feedback from FFY24 grantees reveal how impactful funding can be for communities:

- "We handed out all of our helmets at the Old home Days event. The event was very successful and appreciated by the community. This grant has a significant impact on our community each year. Considering we are so short-staffed; we do not do as much proactive enforcement as we would like. This grant enables us to increase our viability and education significantly. The community appreciates that enforcement." (Merrimac Police Department)
- "We completed our two-day Safety Town event and incorporated a bike rodeo into it. We had a successful turn out of participants and FOX 25 News did a great story about the event. We continue to educate parents and children on bike safety and still have helmets to pass out to those in need." (Burlington Police Department)
- "On April 27th, 2024, the North Adams PD held a Bicycle Safety/Skate Night at the North Adams Skate Park. The PD set up a table and had raffles and gave away helmets to youth in the community who attended. The event was very well received by the community." (North Adams Police Department)
- "Gardner and Westminster Police worked together and conducted two car seat education/distribution events for the new Haitian families in both communities. With an interpreter 50+ families were educated on proper installation of car seats and over 80 car seats were provided to needy families." "I have received positive feedback from the community on our crosswalk enforcement stings and car seat education and distribution program. Our GIDE cart programs have also been a successful program with positive feedback from the students and parents." (Gardner & Westminster Police Departments)

To spur more community collaboration and engagement by MRS grantees, OGR is considering adding a requirement and/or an incentive within the next MRS Application for Grant Funding (AGF) to increase outreach efforts such as a school presentation or setting up an information kiosk at a town fair or event. OGR will continue to provide technical assistance and conduct outreach with grantees to increase the likelihood of applying for programming that focuses on community collaboration.

Another successful community outreach effort was through the Young Drivers Education Program (PT-24-04) conducted by MSP. Aware of the need to impact more young drivers in Hampden and Bristol County, which both have a high number of drivers under 35 involved in fatal and serious injury crashes, MSP held presentations within those counties in FFY24.

The Young Drivers program utilizes an experiential team building and awareness program developed by ThinkFast Interactive. It engages participants in interactive games such as trivia to raise awareness

of traffic safety issues including impaired driving, distracted driving, and wearing seat belt when in a motor vehicle. During FFY24, MSP brought this interactive program to their presentations at 30 different high schools across Massachusetts. Five of the 30 schools were within Hampden and Bristol County:

- ⇒ West Springfield High School [April 2024]
- ⇒ Bridgewater-Raynham High School [April 2024]
- ⇒ Attleboro High School [April 2024]
- ⇒ Greater New Bedford Regional Vo-Tech High School [May 2024]
- ⇒ Springfield Central High School [May 2024]

The impact of these presentations by MSP has been so great that there has been an increased demand for MSP to host this program at more schools in FFY25, especially during peak prom season, which is typically in April/May.

For FFY25, OGR will continue to encourage grantees, especially those in the MRS program, to make more of an effort to engage with their respective communities when feasible. Whether through local events, school presentations, or simply one-on-one interactions while out on patrol, grantees will gain a greater understanding of the traffic safety issues their citizens are facing on a daily basis.

FFY24 Public Participation and Engagement Review

In the previous section, Massachusetts' evidence-based enforcement program activities were analyzed. In this section, the state's public participation and engagement outreach effort will be discussed.

The FFY24-26 Triennial HSP that was submitted by Massachusetts in July 2023 identified three key areas for outreach focus:

- Hampden County – primarily motor vehicle occupants under age 35 with focus on male drivers
- Bristol County – primarily motor vehicle occupants under age 35 with focus on male drivers
- Suffolk County – primarily vulnerable road users with focus on pedestrians age 55 or older

OGR conducted three “virtual town halls” or webinars in June 2023 – one for each county identified. Nearly 100 people attended, including representatives from municipal law enforcement and transportation departments, district attorney's offices, traffic safety nonprofits, the state legislature, councils on aging, regional planning agencies, and state agencies as well as interested citizens.

While the initial outreach efforts to engage with county residents did not garner a large audience, it did provide a starting point for OGR to solicit feedback and comments in a public forum. Two questions of interest were asked by webinar participants:

- “How is the new four-foot passing law (the Vulnerable Road Users act) being included in media and high-visibility enforcement efforts? Not much has been seen in terms of information about the law since it went into effect in April 2023.”
 - ⇒ For FFY24, OGR funded MSP (PS-24-04) to conduct pedestrian and bicyclist safety enforcement patrols at known high-volume thoroughfares in the Greater Boston area. MSP placed extra emphasis on enforcing the VRU law while patrolling key roadways including Soldier's Field Road, Memorial Drive, Revere Beach Boulevard, and Quincy Shore Drive. MSP did 175 hours of enforcement over the months of August and September 2024 resulting in 302 citations and 180 written warnings distributed to drivers, pedestrians and bicyclists.
- “State data shows that within the Greater Boston area, 50 percent of pedestrians seriously injured or killed are within 300 feet of MBTA bus or subway train stops.”
 - ⇒ OGR initially planned to have a media vendor under contract by the end of 2023 and have a pedestrian and bicyclist safety campaign developed and distributed for late winter/early spring 2024. Unfortunately, the vendor was not under contract until late spring 2024. Despite this delay, OGR was able to have a pedestrian and bicyclist safety campaign up and running in late August/early September 2024. Part of the campaign involved having messaging on MBTA bus ends.

For FFY24, OGR made a concerted effort to increase the number of local police departments from the three identified counties receiving funding through the MRS program. Previously, in FFY23, there were 11 towns from Hampden; 13 from Bristol; and three from Suffolk funded through MRS. For FFY24, Hampden added one more (12 towns), Bristol added two (15 towns) and Suffolk, one (all four of the county's towns). OGR is optimistic that the newly added towns were critical in bringing the number of crashes, serious injuries, and fatalities down within each respective county during the year.

To engage Suffolk County's vulnerable road users, OGR's Highway Safety Division (HSD) attended the Winthrop Farmers Market to gather input from the community regarding their traffic safety concerns. In conversations with Winthrop Police Department, a FFY24 MRS grantee, HSD Director Robert Smith was advised the Farmers Market would be a great place to engage residents, especially those age 55 or older as they make up a considerable number of the residents that attend the market and is easily accessible for all members of the community. The event itself, which took place on August 25, 2024, was organized and promoted by The Winthrop Farmers Market Committee, a group of community volunteers that seek to provide an opportunity for local vendors to bring in locally-sourced food, crafters, artists, and musicians to Winthrop.

The market was open from 9am – 1pm and was located within Ingleside Park near the center of town and conveniently situated along on MBTA Bus Routes 713 & 712 for residents. The event was well attended and hosted various participants and vendors of diverse age ranges and backgrounds. The Park also hosted various recreational activities that day at its skate park, baseball/soccer fields, tennis and pickleball courts.

During the event, HSD representatives introduced themselves to community members who stopped by the traffic safety table and briefed the public on the OGR as well as the purpose of the agency's Highway Safety Division. This provided a great opportunity to educate folks about traffic safety issues and provide relevant informational brochures (residents were also made aware of OGR's Language Access Plan). Approximately 50 people took the time to stop and talk with HSD representatives about traffic safety. Being a very relaxed atmosphere, HSD members did not prepare specific questions or inquiries for residents, but rather allowed people to approach the table and engage organically with representatives.

Some concerns or issues raised by event attendees:

- ⇒ Current infrastructure challenges around Winthrop, such as streets and/or intersections with poor visibility/sight lines.
- ⇒ Advocacy for a dedicated bike trail and more crosswalks around town. One individual commuted by bicycle and felt a dedicated bike path or trail would be the safest option to travel along.
- ⇒ The two biggest topics of concern were speeding and vehicles not yielding to pedestrians. Other issues brought up were distracted driving (people on their phone while behind wheel), bicyclists in the roadway, and e-bikes and scooters not adhering to traffic laws. One resident voiced concern about a faulty speed radar sign on their road and the desire to see not only that sign fixed but more added across town.
- ⇒ Despite the engaging conversations, no new projects or ideas to tackle existing traffic safety issues were generated from the event. Attendees were grateful to be able to voice their concerns and expressed gratitude for the work Winthrop Police Department is doing to make their community safe.

HSD assured these folks that their feedback would be shared with our partners within Mass DOT. The event was a positive step in utilizing public participation and engagement to improve traffic safety programs and initiatives.

On September 30, 2024, OGR participated in another outreach event in Fall River, which is part of Bristol County. The Fall River Public Palooza was held from 4pm-6pm at Britland Park, which was easily accessible near the center of town as well as by various modes of transit via local bus routes (9

& 109). Organized by the Fall River Youth Violence Prevention Initiative, the event was aimed at promoting community ties and preventing the spread of youth violence in the area. The HSD team set up a table and engaged with youth and adults throughout the two-hour period. There were approximately 30 other organizations hosting information tables, including Bristol County DA's Office, The Boys & Girls Club, Department of Children and Families, and Fall River Public Library.

Throughout the course of the event, HSD staff spoke with approximately 150 youths and adults and explained the role of HSD in promoting traffic safety and had flyers and other resources available for residents (community members were also made aware of OGR's Language Access Plan). Overall, the information table was most effective in having the community relay concerns about roadway safety and infrastructure issues around Fall River. A majority of the comments were about poor street design and the difficulty of navigating various intersections. HSD members assured attendees that their feedback would be shared with both Fall River officials as well as our partners within MassDOT.

While street design and infrastructure concerns were frequent, attendees also discussed traffic safety issues such as distracted driving, speeding, motorcycle safety, and seat belt usage with HSD members. Speeding was often cited as a concern, especially within school zones in Fall River. The combination of drivers going too fast and not paying attention to pedestrians crossing the street has resulted in many close calls that could have led to serious and potentially fatal injuries. One Fall River resident said this is a serious issue within the area of Spencer Borden Elementary School.

Some young adults mentioned to HSD staff that they would like to see more motorcycle awareness messaging, as Bristol County, which includes both Fall River and New Bedford, is a very popular area for motorcycle riding. It is also among the top counties with motorcycles involved in a crash with a motor vehicle as well as crashes involving an impaired motorcycle rider. They expressed concern that many motor vehicle drivers are simply not making an effort to be aware of any motorcyclists around them or in their general vicinity. With this information, HSD has plans to include motorcycle media messaging as part of the marketing and communication efforts with its media vendor in FFY25 focusing on Bristol County – which has one of the highest motorcycle fatalities in the state.

Overall, both the Winthrop and Fall River events attended by HSD were a success, leading to many healthy and productive conversations with community members about a wide array of traffic safety issues and concerns. The events also allowed HSD to promote not only its current range of grant programs, but also new ones such as the Underserved Communities Traffic Safety Grant program for FFY25. Going forward, HSD plans to continue attending these community events and identify opportunities for smaller listening sessions to better understand the traffic safety concerns of various communities and make HSD, as well as OGR, more accessible and attune to the needs of the public.

FFY24 PROJECTS REVIEW

Program Area: Impaired Driving

Preventing impaired driving crashes on the roadways of the Commonwealth has always been a top priority of OGR. During FFY24, OGR funded numerous programs aimed at reducing impaired driving deaths, serious injuries, and crashes across Massachusetts. These programs included but were not limited to Drive Sober or Get Pulled Over (DSOGPO) mobilizations, ABCC Compliance Checks and Sale to Intoxicated Persons (SIP) Enforcement, MSP Sobriety Checkpoints and Sustained Enforcement, and Breath Test Operator (BTO) and Advanced Roadside Impaired Driving Enforcement (ARIDE) training provided by MPTC.

Impact of Impaired Driving Projects in FFY24

Before examining the activities of impaired driving programs in FFY24, a look at how effective these programs have been on impaired driving crashes is critical to understanding how funding impacts traffic safety.

In the FFY24-26 HSP, OGR identified a key issue with impaired driving-involved crash fatalities, noting that those fatalities accounted for 36 percent of all traffic fatalities in 2021. This was higher than 29 percent reported in 2020. To counter this unfortunate rise in the percentage of impaired driving fatalities of all fatalities, OGR used a combination of enforcement, training, and communication outreach to lower impaired driving fatalities in FFY24 and onwards.

Since submitting the FFY24-26 Triennial HSP in July 2023, Massachusetts has seen impaired driving-involved crash fatalities decline 18.5 percent from 151 in 2021 to 123 in 2022. For 2023, though preliminary at this time, the State Crash Data Portal has 62 fatalities in which a driver is suspected of being under the influence of alcohol. If this number remains unchanged once the 2023 data is finalized in early 2025, it will represent a 50 percent drop from 2022.

In 2022, impaired driving-related fatalities accounted for 28.3 percent of all traffic fatalities, or 123 deaths out of 343 total fatalities. This is lower than the 36 percent recorded in 2021 and 29 percent in 2020. OGR is confident the percentage will continue to decline in 2023 and 2024.

Although Massachusetts does not have the means to track BAC levels in its current crash data portal, police officers can check off 'Alcohol Suspected' on crash reports. Based on data from the crash portal, the number of crashes in which alcohol was suspected has dropped each of the last three Federal Fiscal Years. From October 1, 2021, to September 30, 2022 (FFY22), the number of alcohol-suspected crashes was 3,824. Then for FFY23, the number was 3,718. In FFY24, it was 3,516, for a total decline of 8.1 percent from FFY22 to FFY24.

Nor does Massachusetts have the ability to distinguish different types of drugs being used while driving, police officers can only check off "Drugs Suspected" on crash reports. Furthermore, the lack of any scientifically approved 'breathalyzer' that can determine if a driver is under the influence of a drug, limits the ability of officers to make accurate assessments for reports at time of crash or arrest. Nevertheless, Massachusetts reported 920 crashes with 'Drugs Suspected' in FFY23 and 953 crashes in FFY24 – a 3.5% rise from FFY23.

Taken all together, OGR's alcohol impairment programs are making a positive impact on road safety across Massachusetts. For FFY25, OGR expects to keep building upon the success of recent years and continue reducing the incidence of impaired driving.

Project Code: AL-24-01

Project Title: Impaired Driving Media

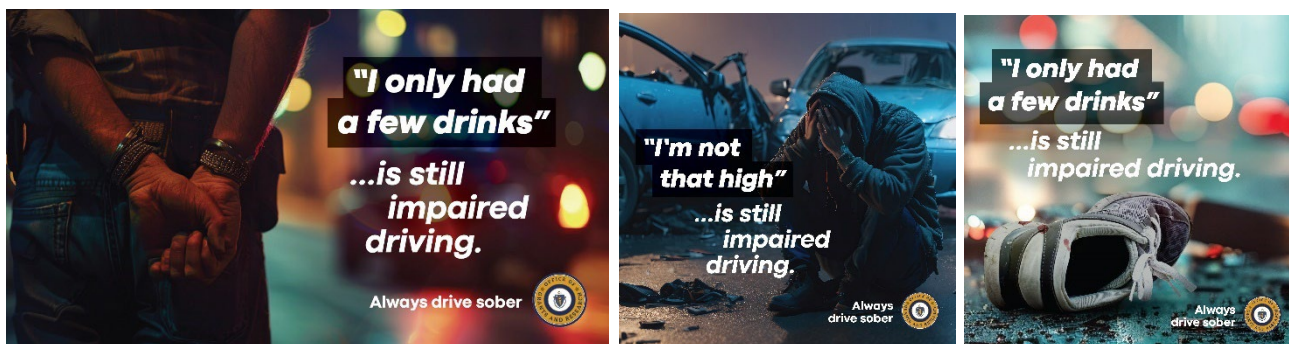
Synopsis of FFY24 HSP Planned Activity:

Develop and implement a statewide media campaign to support impaired driving enforcement efforts during the Drive Sober or Get Pulled Over mobilizations (December 2023; August-September 2024). Messaging will focus on dangers of using alcohol, marijuana, and other drugs prior to and during driving.

OGR will contract with a marketing and advertising agency to help produce this occupant protection media campaign

Summary of FFY24 Activity:

During FFY24, OGR conducted paid media in collaboration with selected vendor, Archipelago Strategies Group (ASG), supporting the Winter and Summer Impaired Driving mobilizations. Utilizing an integrated marketing approach, OGR and ASG aimed to highlight the serious consequences of driving impaired. Messaging was presented in two distinct ways to illustrate the clear choices people face when drinking or using drugs. Strong imagery, such as the aftermath of a crash or someone being arrested, along with statements of disbelief commonly made by one who thought their level of intoxication wasn't a problem behind the wheel.



The impaired driving campaign involved six different media elements:

- Digital direct billboards (through Outfront Media) and wallscapes along key highways, intersections, and choke points across Greater Boston area. Ads appeared on 50 screens across the Greater Boston area.
- Radio ads through La Mega, the largest Spanish-language radio station in New England with a focus on Boston (890 AM, 95.1 FM), Lawrence (1400 AM, 95.1 FM), and Worcester (1310 AM, 106.1 FM). There were 265 radio spots aired through this radio station.
- Digital and static ads in restrooms, restaurants, bars, convenience stores, and liquor stores; digital ads in dispensaries and grocery stores. There were 20 restroom ads and over 5,000 screens at various restaurants and bars across the Boston region.

- Taxi Toppers – ads in both English and Spanish across Greater Boston area on tops/roofs of taxis that moved through all 28 of Boston’s neighborhoods.
- Ads on Spotify, the world’s largest music and podcast streamer, with both an English and Spanish “Drive Sober” messaging.

According to ASG’s post-campaign analysis, the combined impact of all six “prongs” was 33.1 million impressions (the total number of times a piece of content is displayed to a target audience member) and reached approximately 369,000 Latinos across Massachusetts. Billboards and wallscapes accounted for 45 percent of all impressions.

OGR has already begun the process of procuring a media vendor to conduct pedestrian and bicycle safety, impaired driving, occupant protection, and distracted driving campaigns in FFY25.

Allotted Funding: \$300,000.00
Expenditures: \$251,958.79
Fund Source(s): 405d

Project Code: AL-24-02

Project Title: MSP Sobriety Checkpoints & Saturation Patrols

Synopsis of FFY24 HSP Planned Activity:

Provide funds for overtime to conduct sobriety checkpoints and saturation patrols for the Massachusetts State Police (MSP) with support from the two Blood Alcohol Testing (BAT) mobile units whenever operationally possible. These enforcement activities will take place across Massachusetts, with focus on high-risk counties including Bristol, Hampden, Middlesex and Worcester. MSP will subcontract with local police departments, if necessary, to ensure sufficient staffing levels during enforcement activities.

Summary of FFY24 Activity:

Funding was provided for MSP to conduct overtime enforcement efforts supporting sobriety checkpoints and saturation patrols. During FFY24, MSP publicized upcoming checkpoints by providing the dates and counties they would take place but not the specific location. Checkpoints involved stopping vehicles at random to determine if the driver had consumed alcoholic beverages, while saturation patrols or “blanket patrols” focused on a specific area or roadway looking for impaired drivers. In both instances, proximity to clusters of known liquor establishments is key. MSP BAT mobile vehicles were deployed to checkpoints when operationally feasible. When available, a certified Drug Recognition Expert (DRE) was also assigned to the sobriety checkpoints to help ascertain if a driver was under the influence of a drug.

In FFY24, MSP conducted over 7,000 hours of overtime enforcement through the course of 26 sobriety checkpoints and 40 saturation patrols. Saturation patrols typically began around 8pm and checkpoints at 11pm. Both would conclude at approximately 2am or 3am. Outside of major holidays (e.g., Thanksgiving, Christmas, and New Year's Eve) MSP ran checkpoints or saturation patrols only on Friday and Saturday nights, which have been the most prevalent period for impaired driving in Massachusetts. From 2018-2022, over 70 percent of fatal crashes involving drivers with BAC of .08 or higher took place during evening hours.

For FFY24, MSP conducted 14 fewer sobriety checkpoints than in the previous year. Despite this, MSP increased the number of saturation patrols, high visibility enforcement (HVE) hours, OUI arrests, speeding citations, safety belt citations, hands-free citations and Move Over violations from FFY23. This is a testament to the efficiency and dedication of MSP officers to making the roadways safer for everyone.

Allotted Funding: \$3,202,174.07

Expenditures: \$ 852,827.46 [402 - \$40,076.63; 405d - \$812,750.83]

Fund Source(s): 402, 405d

Project Code: AL-24-03

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

Synopsis of FFY24 HSP Planned Activity:

Funding provided to MSP Office of Alcohol Testing (OAT) to help certify approximately 800 Breath Test Operators (BTO) through classroom, both in-person and online, instruction aimed at helping officers detect impaired drivers better. The in-person trainings will be offered at various MPTC facilities across the state. Funding also to be used to purchase three new 9510 breathalyzers to replace outdated units and OUI Toxicology Kits for distribution to local and State police units. OAT will also conduct its annual certification of the State's 400 infrared breath test instruments.

Summary of FFY24 Activity:

During FFY24, OAT conducted 42 in-person BTO training classes involving 646 participants while also training over 2,000 law enforcement personnel through its online modules. Over 770 Blood Toxicology Kits and 63 Urine Toxicology Kits were distributed to local police departments across the state.

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

Allotted Funding: \$216,181.00
Expenditures: \$142,006.63
Fund Source(s): 405d

Project Code: AL-24-04

Project Title: MSP Drug Recognition Expert (DRE) Training

Synopsis of FFY24 HSP Planned Activity:

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

Summary of FFY24 Activity:

During FFY24, MSP utilized funding to ensure its current cadre of troopers were recertified while recruiting new DRE candidates to expand its DRE program. MSP hosted a DRE school for three candidates, and they matriculated to North Carolina for field certification in August 2024, which resulted in all three troopers receiving DRE certification. Funding also allowed MSP to purchase 10 Draeger Preliminary Breath Tests (PBTs) and 27 units of Dry Gas, which is needed to operate the PBTs.

MSP was able to send five certified DREs to the national IACP conference that took place in San Diego, CA, in August 2024 – the same number who were sent in FFY23.

As of September 30, 2024, Massachusetts has 83 DREs available statewide, down 19 percent from same time in 2023. OGR hopes to bring the number back up in FFY25 through more outreach to police departments about the necessity of having DREs on staff.

Allotted Funding: \$173,658.00
Expenditures: \$ 91,698.59
Fund Source(s): 405d

Project Code: AL-24-05

Project Title: MPTC – Alcohol Impaired Driving Enforcement Training

Synopsis of FFY24 HSP Planned Activity:

Provide funds to the MPTC to offer Breath Test Operator (BTO) and Standardized Field Sobriety Testing (SFST) training to students in 15 municipal police academies as well as to conduct 35 classes aimed at maintaining MPTC's current cadre of SFST instructors. Funds will also cover an SFST Statewide Training Coordinator, travel expenses for coordinator to attend Lifesavers Conference and the purchase of 15 portable breath test instruments.

Summary of FFY24 Activity:

With funding provided by OGR, MPTC was able to conduct 62 classes related to SFST during FFY24. The classes offered were: SFST (3-day course), SFST Instructor Development ("Train the Trainer"), SFST Instructor Update/Recertification, SFST Update for Supervisors, SFST Refresher/Update for Patrol Officers, BTO Training for Academy Recruit Officers, and SFST Specialized. MPTC estimates over 1,400 officers and academy recruits attended training.

The number of attendees could have been higher, but MPTC had to cancel several planned SFST Refresher for Patrol Officers classes due to low or no enrollment.

Funding also helped support a part-time Statewide SFST Coordinator. During FFY24, Steve Mullaney (Ret. Mass State Police), who had previously assumed the position on an interim basis in August 2023, was made the permanent Statewide SFST Coordinator.

Compared to FFY23, MPTC substantially increased the number of SFST classes by over 200 percent from 13 to 44. MPTC certified 19 new SFST instructors in FFY24. There are now 86 certified SFST instructors available across Massachusetts.

Allotted Funding: \$297,976.40

Expenditures: \$173,700.39

Fund Source(s): 405d

Project Code: AL-24-06

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

Synopsis of FFY24 HSP Planned Activity:

Funding provided to MPTC to strengthen their DRE corps, Advanced Roadside Impaired Driving Enforcement (ARIDE) program and drugged driving awareness program for educational professionals.

For DRE, MPTC will host a DRE school to train 20 municipal law enforcement personnel and cover travel costs for students and instructors to attend field certification training. MPTC will contract with two current law enforcement officers to serve as part-time statewide DRE coordinators.

For ARIDE, MPTC will host 20 ARIDE and five ARIDE Refresher classes while also conducting two Drug Impairment Training for Educational Professionals (DITEP) classes to train school administrators and nurses on signs and symptoms of impairment to prevent students from driving impaired when leaving school.

Expected purchases include tablets for newly certified DREs, preliminary breath test instruments and software licenses for each DRE to access and submit reports to the Institute for Traffic Safety Management & Research (ITSMR) system.

Summary of FFY24 Activity:

With funding provided by OGR, MPTC was able to conduct 19 sessions of a two-day class on ARIDE and two one-day ARIDE Refresher classes during FFY24. Through these classes, an estimated 200 officers were trained and certified in ARIDE.

The ARIDE classes were held at various police departments across Massachusetts, including Andover, Lynnfield, North Brookfield, and Shrewsbury.

Funding also supported a part-time Statewide Coordinator, Peter Buck [Chief of Police, Petersham Police Department]. During FFY24, the Statewide Coordinator attended several regional and national conferences, including the Institute of Police Technology & Management Traffic Symposium in Orlando, FL (August 2024). Chief Buck also gave a presentation at the National DRE Conference held in Washington D.C on August 18, 2024, which was well-received by attendees.

Funding was also used to purchase Drager 6820 PBTs and Drager PBT mouth pieces, which were utilized in ARIDE training. MPTC was unable to conduct a DRE school in FFY24 due to time constraints and staffing issues. There are plans in place to resume the DRE school in FFY25.

Allotted Funding: \$586,890.00

Expenditures: \$116,852.37

Fund Source(s): 405d

Project Code: AL-24-07

Project Title: ABCC – Underage Drinking Compliance Checks Program

Synopsis of FFY24 HSP Planned Activity:

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

Summary of FFY24 Activity:

Funding was provided to ABCC to conduct enhanced liquor compliance checks at licensed establishments and special events in an effort to prevent the sale and consumption of alcohol by underaged individuals. ABCC conducted checks at 3,387 establishments (down from 3,432 in FFY23) across 232 communities (out of a possible 275 targeted) in FFY24. The resulting failure rate was 1.68 percent (57 failures), which is much lower than the 4 percent reported in FFY23.

MUNICIPALITIES WHERE ABCC FFY24 COMPLIANCE CHECKS OCCURRED							
Acushnet	Brookline	East Brookfield	Holliston	Millis	Pembroke	Spencer	Webster
Adams	Carver	East Longmeadow	Holyoke	Millville	Pittsfield	Springfield	Wellfleet
Agawam	Charlton	Eastham	Hudson	Milton	Plainfield	Stockbridge	West Boylston
Ashburnham	Chatham	Easton	Huntington	Monson	Plainville	Stoneham	West Bridgewater
Ashby	Chelmsford	Falmouth	Kingston	New Bedford	Plympton	Stoughton	West Brookfield
Attleboro	Cheshire	Fitchburg	Lakeville	Newbury	Provincetown	Stowe	West Newbury
Auburn	Chester	Foxboro	Lanesborough	Newton	Randolph	Sturbridge	West Springfield
Ayer	Chesterfield	Freetown	Lee	Norfolk	Raynham	Sudbury	West Stockbridge
Barnstable	Chicopee	Grafton	Leicester	North Adams	Reading	Sutton	Westborough
Becket	Clinton	Granville	Lenox	North Attleborough	Richmond	Swansea	Westfield
Beverly	Cummington	Groveland	Leominster	North Brookfield	Rockland	Taunton	Westport
Blackstone	Dalton	Hampden	Mansfield	North Reading	Russell	Tewksbury	Westwood
Blandford	Dedham	Hancock	Mashpee	Northborough	Salisbury	Tolland	Weymouth
Bolton	Dennis	Hanover	Mattapoisett	Northbridge	Sandwich	Truro	Whitman
Bourne	Douglas	Hanson	Medfield	Norwell	Sharon	Tyringham	Wilbraham
Boxborough	Dover	Harvard	Medway	Norwood	Shirley	Uxbridge	Williamstown
Boylston	Dracut	Harwich	Mendon	Orleans	Shrewsbury	Wales	Windsor
Brewster	Dudley	Hingham	Merrimac	Otis	Somerville	Ware	Worthington
Bridgewater	Duxbury	Holbrook	Middleborough	Oxford	Southbridge	Wareham	Wrentham
Brimfield	East Bridgewater	Holland	Millbury	Palmer	Southwick	Warren	Yarmouth
Brookfield							

Additionally, ABCC conducted enforcement of minors transporting/possessing alcohol and adults furnishing alcohol at several concerts that took place in June, July, and August, resulting in the seizure of 84 fraudulent identifications, 38 bottles of alcohol, and 85 cases of beer. During the enforcement, over 250 minors were found in possession of alcohol. Based on the national standard for determining “binge drinking,” which is defined as consuming five or more drinks on occasion for men and four or more for women, these confiscations prevented the delivery of alcohol to approximately 750 underage individuals.

Allotted Funding: \$160,000.00
Expenditures: \$158,634.14
Fund Source(s): 405d

Project Code: AL-24-08

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

Synopsis of FFY24 HSP Planned Activity:

Funding provided to ABCC for overtime pay to investigators participating in undercover operations at licensed establishments throughout the Commonwealth to determine if the licensee serves intoxicated individuals. Focus will be on establishments with the greatest number of violations in recent years as well as specific establishments identified by local police as a recurring violator. The program’s goal is to reduce instances of impaired driving by enforcing overserving laws and providing punishment and education to offender establishments.

Summary of FFY24 Activity:

Funding was provided to ABCC for investigators to participate in undercover operations within municipalities with the highest concentrations of bars that have been identified as the “place of last drink” (POLD) for convicted drunk drivers. ABCC conducted 21 SIP operations resulting in the investigation of 1,387 bars, 15 charges of sale to an intoxicated person, and 91 warnings. An additional 695 bars were the subject of high visibility interdiction-type, on-premises field training that also involved arranging safe transportation home and/or placing individuals in protective custody. Operations took

place in December 2023 and March – June 2024. ABCC will conduct follow-up operations at bars that were charged or warned to maintain enforcement presence and ensure establishments change their serving practices.

Allotted Funding: \$223,784.00

Expenditures: \$160,298.21

Fund Source(s): 405d

Project Code: AL-24-09

Project Title: MA Trial Court – Judicial Training and Awareness

Synopsis of FFY24 HSP Planned Activity:

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

Funding will allow up to five Trial Court judges to attend the New England Association of Recovery Court Professionals (NEARCP) annual conference in Fall 2023 as well as the National Judicial College four-day conference on “Drugged Driving Essentials” in Reno, Nevada in 2024.

Summary of FFY24 Activity:

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

Unfortunately, EOTC was unable to follow through on their planned program in FFY24. OGR is hopeful EOTC will be able to provide the necessary training opportunities in the future for judicial members.

Allotted Funding: \$19,808.00

Expenditures: \$ 1,580.12

Fund Source(s): 405d

Project Code: AL-24-10

Project Title: Program Management – Impaired Driving Program

Synopsis of FFY24 HSP Planned Activity:

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

Summary of FFY24 Activity:

In FFY24, funding was used to support staff for management of impaired driving-related projects as well as cover any travel, conference fees, and office supplies as needed.

Allotted Funding: \$300,000.00

Expenditures: \$ 78,997.22

Fund Source(s): 402

Expenditures for FFY24 by project:

Project Code	Project Title	Expenses Reported
AL-24-01	Impaired Driving Media	\$ 251,958.79
AL-24-02	MSP Sobriety Checkpoint & Saturation Patrols	\$ 852,827.46
AL-24-03	MSP OAT BTO Testing	\$ 142,006.63
AL-24-04	MSP DRE Training	\$ 91,698.59
AL-24-05	MPTC – SFST Training	\$ 173,700.39
AL-24-06	MPTC – DEC Program	\$ 116,852.37
AL-24-07	ABCC – Underage Drinking Compliance Checks	\$ 158,634.14
AL-24-08	ABCC – Enforcement Prevent SIP	\$ 160,298.21
AL-24-09	MA Trial Court Judicial Education Program	\$ 1,580.12
AL-24-10	Program Management – Impaired Driving	\$ 78,997.22

Total expenditures for Impaired Driving projects in FFY24:

\$2,028,553.92

Program Area: Occupant Protection

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

Impact of Occupant Protection Projects in FFY24

Before examining the activities of occupant protection programs in FFY24, it is critical to look at how effective these programs have been on incidence of unrestrained motor vehicle occupants involved in a crash. This review of program effectiveness helps in understanding how funding impacts traffic safety.

In the FFY24-26 HSP, OGR identified individuals under 35 years of age as a key demographic for unrestrained fatalities and serious injuries. Males were found to represent over two-thirds of all unrestrained fatalities, and weekends (Friday – Sunday) accounted for nearly half of unrestrained deaths on the roadways. To counter this unfortunate rise in percentage of unrestrained fatalities of all fatalities, OGR used a combination of enforcement, training, and communication outreach to lower impaired driving fatalities in FFY24 and onwards.

Since submitting the FFY24-26 Triennial HSP in July 2023, Massachusetts has seen the five-year average (2018-2022) for unrestrained fatalities hold steady at 110, one point higher than the previous five-year period (2017-2021). For 2023, though preliminary at this time, the State Crash Data Portal has 94 unrestrained fatalities reported, which would lower the 2019-2023 five-year average to 108 – a 2.2 percent decline from 2018-2022.

For FFY24, the preliminary data shows 82 unrestrained fatalities reported from October 1, 2023, through September 30, 2024. This is a 14 percent decline from the 95 fatalities in FFY23. Males accounted for over 70 percent of fatalities, which is consistent with previous years. Motor vehicle occupants under age 35 as a percentage of all unrestrained fatalities remained steady with over 40 percent of fatalities, as was the case in FFY23. Though only preliminary, the number of unrestrained fatalities reported during the weekend (Friday – Sunday) in FFY24 was significantly lower than in FFY23. With 24 deaths reported during the weekend period, the FFY24 rate was 37 percent lower than FFY23. Again, all data is preliminary but does show that Massachusetts has made inroads in lowering unrestrained fatalities over the most recent Federal Fiscal Year.

As further proof of Massachusetts' successful efforts in reducing unrestrained fatalities, the annual seat belt observation survey, which took place between June 1 – June 30, 2024, reported a seat belt usage rate of 84.36 percent. This is 3.92 percentage points higher than the 80.44 percent reported in the 2023 survey and 7.36 percentage points higher than 77.00 percent reported in 2022.

Occupant Protection Programs in FFY24

Project Code: OP-24-01

Project Title: Occupant Protection Media

Synopsis of FFY24 HSP Planned Activity:

Develop and implement a statewide media campaign to support occupant protection enforcement efforts during the May 2024 CIOT mobilization and into early summer. Target audience for messaging based on unrestrained crash data for Massachusetts as well as results from the most recent statewide seat belt observation survey: males under 34 years of age, commercial and pick-up truck drivers, and Hispanics.

OGR will contract with a marketing and advertising agency to help produce this occupant protection media campaign.

Summary of FFY24 Activity:

During FFY24, OGR did not conduct any paid media efforts related to occupant protection. Despite the lack of spending, OGR was active on social media throughout FFY24, including during the national mobilizations and occupant safety portion of the MRS program.

For FFY25, OGR has already begun the process of procuring a new media vendor to conduct media campaigns, prioritizing distracted driving, occupant safety, motorcycle safety, and impaired driving.

Allotted Funding: \$1,400,000.00

Expenditures: \$ 0.00

Fund Source(s): 402, 405b

Project Code: OP-24-02

Project Title: MSP Occupant Restraint Enforcement Program

Synopsis of FFY24 HSP Planned Activity:

Funding to be provided to MSP for overtime occupant protection focused enforcement during the 2023 holiday season and during the May 2024 CIOT campaign. MSP will prioritize weekend enforcements as over half of all unrestrained fatalities in the past five years has taken place between Friday and Sunday. The counties with highest unrestrained fatalities – Bristol, Hampden, Middlesex, Norfolk, Plymouth, and Worcester – will have first priority for overtime activity.

Summary of FFY24 Activity:

MSP conducted 2,350 hours of occupant restraint enforcement over four different months – December, January, June, and August. The outreach efforts resulted in 5,500 citations and 3,466 written warnings being issued to drivers. Across all measurable elements, MSP exceeded its FFY23 activity totals. It is notable that a modest increase in HVE hours (+15 percent) in FFY24 resulted in a jump of over 60 percent in the number of seat belt violations issued from FFY23. This is a testament to the efforts of all

State Police officers dedicated to ensuring motor vehicle occupants adhere to traffic laws and utilize safety equipment available in each and every vehicle.

FFY24 MSP Occupant Restraint Enforcement Program		% Change from FFY23
HVE Hours	2,350	14.9%
Citations Issued	5,500	32.2%
Written Warnings Issued	3,466	31.2%
Seat Belt Violations	1,085	62.9%
Speeding Violations	1,051	32.2%
Speeding Warnings	1,245	22.1%
Hands Free Violations	615	14.3%
Move Over Violations	284	71.1%

Allotted Funding: \$284,638.00

Expenditures: \$256,109.71

Fund Source(s): 405b

Project Code: OP-24-03

Project Title: Car Seat Distribution Program

Synopsis of FFY24 HSP Planned Activity:

Through a competitive solicitation, OGR will provide certified car seats to municipalities, state agencies, and nonprofit organizations. The primary goal of this program is to provide seats and child passenger safety (CPS) education to low-income families. Grant subrecipients will be selected based on the quality of their CPS program, their demonstrated need for seats, their community partnerships, and their outreach plan to low-income families.

Summary of FFY24 Activity:

In FFY24, this program provided 4,252 car seats to 86 public safety and nonprofit organizations for distribution to low-income families and residents in need. Over 1,400 new seats were distributed by grantees in FFY24. Compared to FFY23, the number of seats purchased rose 20 percent, the number of grantees rose 20 percent, and the number of new seats issued rose 40 percent. The breakdown in grantees for FFY24 was:

- 59 percent were Police Departments
- 10 percent were Fire Departments
- 11 percent were Nonprofit Organizations
- 9 percent were Hospitals
- 9 percent were Local Government
- 1 percent were State Agency

OGR worked to ensure geographic diversity in distribution. Of the 14 counties in Massachusetts, 12 counties had at least one grantee. In FFY24, there were no recipients from either Dukes or Nantucket counties. Middlesex, which is the largest county by population and number of communities, accounted for nearly 18 percent of all grantees, followed by Worcester, Essex, Hampden, and Barnstable counties. Grantees from these five counties represented 65 percent of all grantees in FFY24.

County	Number of Grantees	Percent of All Grantees
Middlesex	15	17.9%
Worcester	12	14.3%
Essex	11	13.1%
Hampden	10	11.9%
Barnstable	7	8.3%
Bristol	6	7.1%
Plymouth	6	7.1%
Suffolk	6	7.1%
Hampshire	4	4.8%
Norfolk	4	4.8%
Berkshire	2	2.4%
Franklin	1	1.2%

Based on FFY23 data provided by MassDOT's IMPACT database, these five counties accounted for approximately 40 percent of all unrestrained children (age 8 or younger) involved in a crash from October 1, 2022, to September 30, 2023. OGR is hopeful the impact of the grantees' outreach and car seat distribution throughout these five counties will lower the number of unrestrained children reported in a crash going forward.

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

Seats purchased through the FFY24 program were distributed to parents/caregivers from every county of the state, with Middlesex and Worcester County residents each accounting for 21 percent of all seats received. Families from Western Massachusetts (Franklin, Hampden, Hampshire, and Berkshire) represented 14 percent of the 1,422 car seats distributed.

County of Residence	Seats
Middlesex	303
Worcester	302
Norfolk	160
Essex	130
Suffolk	123
Bristol	107
Berkshire	75
Hampden	58
Hampshire	57
Plymouth	44
Barnstable	39
Franklin	4
Dukes	1
Nantucket	1
Non-Resident	18

Grantees will continue handing out any remaining car seats in future fitting stations and checkpoints based on individual need.

Massachusetts' tireless efforts to ensure parents and caregivers have access to high-quality child passenger seats over the years has been instrumental in keeping the number of fatalities among passengers age 8 or younger low. Between October 1, 2019, and December 31, 2023, there have been **no** fatalities of a child age 8 or under in a motor vehicle.

Allotted Funding: \$500,000.00

Expenditures: \$402,821.80

Fund Source(s): 402

Project Code: OP-24-04

Project Title: Child Passenger Safety Training Program

Synopsis of FFY24 HSP Planned Activity:

OGR will retain its current child passenger safety (CPS) training vendor, Baystate Medical Center, to recruit, train, and maintain a sufficient number of certified CPS technicians and instructors in Massachusetts. Baystate will plan and conduct technician renewal, update, special needs, school bus, and ambulance classes as well as continue providing monthly awareness courses to social workers at the Department of Children and Families. OGR expects Baystate to offer at least 35 training classes during FFY24 with an estimated 300 attendees achieving CPS certification or recertifying CPS designation.

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

Summary of FFY24 Activity:

Funding was provided to OGR's selected vendor, Baystate Medical Center, to administer the statewide CPS program. For FFY24, Baystate coordinated 37 CPS training classes across Massachusetts that were attended by over 800 people that led to 223 new CPS technicians and the recertification of current technicians. To date, there are currently 1,000 CPS technicians, 28 instructors, and 23 technician proxies in Massachusetts.

Of the 37 classes organized by Baystate, 17 were Awareness CPS training sessions that were held mainly at the DCF facility in Southborough. Many of the attendees of the Awareness CPS training were recently hired social workers, and learning child seat safety is paramount to their job.

Baystate worked with OGR as well as MSP and Massachusetts Executive Office of Housing and Livable Communities (EOHLC) to assess the needs of approximately 5,600 families living in state shelters. Through this collaboration, OGR and Baystate were able to develop strategies and fund programs that provided underserved populations with free car seats and education, including:

- Created a listing of all MassHealth plans and their car seat benefit details. This listing was provided to CPS technicians, nonprofit organizations, and organizations involved with the Car Seat Distribution Program to ensure families were accessing seats readily available to them.
- Met with staff from Community Care Cooperative (C3) and Mass General Brigham (MGB), the only MassHealth plans that do not offer a car seat benefit and which have a combined enrollment of over 200,000 members, to discuss the best way to stretch our limited resources to help their clients in need of car seats. This collaborative effort resulted in C3 purchasing 150 seats to provide to members of their High-Risk Maternity Program, as well as C3 implementing a long-term approach of sending staff to CPS technician training. MGB already has technicians at three of their healthcare centers in Greater Boston, and in the short-term all three applied for and received car seats from OGR in FY24 and they plan to send additional staff to CPS technician training.
- Created a Referral Form that was provided to all organizations who received seats from the Car Seat Distribution Program. This form helped organizations form partnerships with local organizations serving low-income families and ensured seats were being provided to those most in need.
- Developed a listing of all CPS Educational Materials in Other Languages to aid technicians and instructors in helping migrant families
- Provided referrals to 50 families in need of car seats to MassHealth, MA State Police's CPS Hotline, and Car Seat Distribution Program recipients.
- With help from Haitian and Russian interpreters, CPS Instructors on Cape Cod and in Central Massachusetts presented a revised version of SafeKids' Basic CPS Awareness curriculum to families in shelters and provided seats and demonstrations to families in need.
- MSP completed 396 car seat checks via events or by appointment from calls to their CPS Hotline.

Allotted Funding: \$314,995.00

Expenditures: \$240,694.77

Fund Source(s): 405b

Project Code: OP-24-05

Project Title: Statewide Seat Belt Observation Survey

Synopsis of FFY24 HSP Planned Activity:

Provide funding for a competitively selected vendor to conduct the statewide seat belt observation survey utilizing NHTSA methodology. This survey is required of all states by NHTSA and will take place following the May 2024 CIOT Mobilization. The data collected by the selected vendor, which will include demographic-related data points, will help OGR in determining where messaging outreach should be focused in FFY25.

Summary of FFY24 Activity:

Funding was provided to UMassSAFE (through the UMass Donahue Institute) to conduct a statewide safety belt observation survey utilizing approved NHTSA statistical methodology. From June 4 – 25, 2024, UMassSAFE observed 28,772 drivers and front seat passengers in 24,822 vehicles across 147 observation sites. Observations were spread out over four different time frames:

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

For the 2024 survey, the statistically weighted percentage of front seat occupants properly using seat belts during the observation period was 84.36 percent. This reflects a 4.9 percent increase from 80.44 percent in 2023. This is also the second consecutive year in which the seat belt usage rate rose. Massachusetts has seen its seat belt usage rate rise nearly 10 percent since 2022, when the rate was 77 percent.

Some key findings from the survey:

- As in previous surveys, women continue to have a much higher belt usage rate than men. For 2024, females had a usage rate of 90.69 percent vs 79.10 percent for males.
- Based on apparent race, both Black and Hispanic occupants showed a slight decrease in seat belt use from 2023, with usage rates of 79.56 percent and 70.92 percent, respectively.
- Unlike prior years, the effects of passenger presence had less impact. Drivers with passengers had a usage rate of 85.45 percent, which was only marginally higher than the 83.78 percent for drivers alone.
- Seat belt usage during the weekend period had the biggest decrease among the four time periods, dropping from 83.65 percent in 2023 to 81.05 percent in 2024. On a positive note, A.M. peak during weekdays showed a significant increase from 78.06 percent in 2023 to 85.49 percent in 2024.

The 2024 survey report and certification form were delivered to NHTSA in September 2024 and in November 2024, OGR received word that the survey results have been approved and accepted.

Allotted Funding: \$200,000.00

Expenditures: \$148,556.60

Fund Source(s): 405b

Project Code: OP-24-06

Project Title: MSP Child Passenger Safety (CPS) Program

Synopsis of FFY24 HSP Planned Activity:

OGR will provide funds to MSP to run monthly seat check events at five different barracks (Boston, Danvers, Holden, Middleborough, and Northampton) and five larger scale check events. MSP will continue to partner with the DCF, YMCA, and Boys and Girls Clubs to ensure low-income families are aware of CPS events.

Funds will be used to cover overtime expenses for troopers to staff these events, to purchase car seats for distribution, tablets for National Digital Car Seat Check Form entry as well as to send MSP's lead-technicians to the Kidz in Motion and Lifesavers Conference.

Summary of FFY24 Activity:

Funding provided to MSP allowed the agency to host or participate in 56 car seat check events across Massachusetts during FFY24. During these events, MSP's CPS technicians conducted over 300 seat checks and issued over 50 seats to families and caregivers in need with most of the events being held between May – August 2024. During these four months, 37 of the 56 car seat check events occurred.

Funding was also used to purchase tablets for CPS technicians to use at checkpoints to ease the process of submitting car seat check forms to the National Digital Car Seat Check database, send three CPS technicians to the Kidz in Motion Conference held in Florida from August 22 – 23, 2024, and procure 45 new certified child passenger seats for distribution.

Allotted Funding: \$96,310.00

Expenditures: \$66,035.84

Fund Source(s): 405b

Project Code: OP-24-07

Project Title: Program Management – Occupant Protection

Synopsis of FFY24 HSP Planned Activity:

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

Summary of FFY24 Activity:

In FFY24, funding was used to support staff for management of occupant protection projects as well as cover any travel, conference fees, and office supplies as needed.

Allotted Funding: \$200,000.00

Expenditures: \$125,342.99

Fund Source(s): 402

Expenditures for FFY24 by project:

Project Code	Project Title	Expenses Reported
OP-24-01	Occupant Protection Media	\$ 0.00
OP-24-02	MSP Occupant Protection Enforcement	\$ 256,109.71
OP-24-03	Car Seat Distribution Program	\$ 402,821.80
OP-24-04	Child Passenger Safety Training Program	\$ 240,694.77
OP-24-05	Statewide Seat Belt Observation Survey	\$ 148,556.00
OP-24-06	MSP Child Passenger Safety Program	\$ 66,035.84
OP-24-07	Program Management – Occupant Protection	\$ 125,342.99

Total expenditures for Occupant Protection projects in FFY24: \$ 1,239,561.11

Program Area: Speeding and Distracted Driving

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

Impact of Speed-Related and Distracted Driving-Related Projects in FFY24

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

In the FFY24-26 HSP, OGR identified individuals under 35 years of age as the key demographic involved in speeding-related crashes. Drivers – predominantly male drivers – represented over 70 percent of all speeding-related fatalities from 2017-2021. The evening hours (6pm – 2am) during the weekend (Saturday/Sunday) were the deadliest time for speeding-related fatalities and serious injuries. To lower speeding-related crashes across Massachusetts in FFY24, OGR funded programs to enforce speeding laws and relay speed-related safety messaging.

Since submitting the FFY24-26 Triennial HSP in July 2023, speeding-related fatalities declined nearly 13 percent from 133 in 2021 to 116 in 2022 and the preliminary number for 2023 per IMPACT is 60. If this value holds once data has been finalized, the five-year average would drop from 106 (2108-2022) to 98 (2019-2023), which would represent a 7.5 percent decline. According to IMPACT, crashes involved speeding dropped 1.2 percent from 2022 to 2023, falling from 6,006 crashes to 5,936.

Preliminary data shows 63 fatal injury crashes involving speeding reported from October 1, 2023, through September 30, 2024. This is a slight drop from the 65 fatal injury crashes in FFY23.

Per IMPACT, speed-related fatalities and serious injuries among motor vehicle occupants totaled 375 in FFY24 – down slightly from the 380 fatalities and serious injuries reported in FFY23. A full 70 percent of all occupant fatalities and serious injuries were of male occupants. Despite the small decrease in occupant fatalities and injuries, FFY24 did see the percentage of occupants under 35 who suffered fatal or serious injury in a speed-related crash drop to 62 percent from 67 percent in FFY23. Weekend (Saturday/Sunday) fatalities and serious injuries to motor vehicle occupants in speeding-related crashes also declined in FFY24, accounting for 36 percent of fatalities and serious injuries compared to 41 percent in FFY23.

As for distracted driving crashes, the FFY24-26 HSP found that drivers and pedestrians accounted for over 75 percent of all fatalities in a crash involving a distracted driver. From 2017-2021, drivers were 50 percent of fatalities and pedestrians, 28 percent. Nearly half of all distracted driving fatalities took place during daylight hours (10am – 5:59pm). To lower distracted driving crashes, fatalities and serious injuries, OGR funded several programs aimed at enforcing distracted driving laws and distribute messaging about dangers of distracted driving.

Since submitting the FFY24-26 Triennial HSP, distracted driving fatal crashes rose slightly to 36 in 2022 from 35 in 2021, but, based on preliminary data from IMPACT, such crashes declined in 2023 to 31. For 2018-2022, drivers now represent 55 percent of all fatalities, while pedestrian fatalities dropped slightly to 27 percent. The percentage of distracted driving fatal crashes occurring between 10am –

5:59pm accounted for 46 percent of all distracted driving crashes for 2018-2022, dropping several percentage points from the 50+ percent reported for 2017-2021.

Overall, for FFY24, Massachusetts reported 9,317 crashes involving a distracted driver, of which 205 involved a fatal or serious injury. This is a 4.4 percent drop from 9,747 crashes reported in FFY23 and a 7.2 percent decline from 221 crashes with fatal or serious injury in FFY23. By time frame, the number of distracted driver crashes statewide occurring between 10am – 5:59pm was 4,908 (99 fatal/serious injury) in FFY24, down from 5,090 (102 fatal/serious injury) reported in FFY23.

Going forward, OGR will continue funding programs focused on enforcement and education in an effort to further lower the number of speeding- and distracted driver-related crashes across Massachusetts.

Speeding-Related Programs

Project Code: SC-24-01

Project Title: Speed and Aggressive Driving Media

Synopsis of FFY24 HSP Planned Activity:

Develop and implement a statewide media campaign to support the summer 2024 speed enforcement mobilizations by MSP and local police departments involved in the Municipal Road Safety (MRS) program. Based on available data, OGR plans to target communication efforts at male drivers under 35 years of age in the following counties: Worcester, Hampden, and Bristol.

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

Summary of FFY24 Activity:

During FFY24, OGR did not conduct any paid media efforts related to speeding and aggressive driving. Despite the lack of spending, OGR was active on social media throughout FFY24, including during the national mobilizations and speed-related portion of the MRS program. Outreach included use of content and materials provided by NHTSA.

For FFY25, OGR has already begun the process of procuring a media vendor to conduct media campaigns, prioritizing distracted driving, occupant safety, motorcycle safety, and impaired driving.

Allotted Funding: \$1,500,000.00

Expenditures: \$ 0.00

Fund Source(s): 402

Project Code: SC-24-02

Project Title: MSP Speed Enforcement

Synopsis of FFY24 HSP Planned Activity:

Funding to be provided to MSP to conduct speed-related enforcement activities in an effort to decrease the number of speeding violations and reduce the rate of speed-related crashes along the Commonwealth's major highways (MassPike, I-95, I-91, I-495, I-93). MSP will conduct year-round, data-driven enforcement of hot spot target areas, with a special emphasis during the 100 Deadliest Days from Memorial Day to Labor Day 2024.

Approximately \$300,000 will be used to purchase up to 150 radar/LiDAR units, two signboard trailers, and educational materials. OGR plans to separately request permission from NHTSA to purchase the two trailers, which each cost an estimated \$11,000.

Summary of FFY24 Activity:

During FFY24, MSP conducted enforcement activities focused on speeding and aggressive driving in December 2023, July, August, and September. The enforcement efforts resulted in 2,875 hours of overtime patrols leading to 6,815 citations and 4,205 written warnings being issued to drivers across Massachusetts – of which 43 percent were related to speeding.

FFY24 MSP Speed Enforcement	
Enforcement Hours	2,875
Total Citations Issued	6,815
Total Written Warnings Issued	4,205
Speeding Citations	2,269
Speeding Written Warnings	2,505
Seat Belt Violations	391
Hands Free Violations	486
Move Over Violations	254

Funding was also used to purchase 43 new radars to help officers detect speeding drivers while on patrol.

Allotted Funding: \$1,679,160.00

Expenditures: \$ 431,895.98

Fund Source(s): 402

Project Code: SC-24-03

Project Title: Program Management – Speed Management

Synopsis of FFY24 HSP Planned Activity:

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

Summary of FFY24 Activity:

In FFY24, funding was used to support staff for management of speed-related projects as well as cover any travel, conference fees, and office supplies as needed.

Allotted Funding: \$75,000.00
Expenditures: \$28,522.61
Fund Source(s): 402

Distracted Driving-Related Programs

Project Code: DD-24-01

Project Title: Distracted Driving Media

Synopsis of FFY24 HSP Planned Activity:

Develop and implement a statewide campaign to address attentive driving efforts during the April 2024 Distracted Driving mobilization. OGR will collaborate with the RMV and MassDOT to promote awareness of the Commonwealth's "Hands-Free Law" while also messaging about the dangers of distracted driving and the importance of alert driving.

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

Summary of FFY24 Activity:

During FFY24, OGR did not conduct any paid media efforts related to distracted driving. Despite the lack of spending, OGR was active on social media throughout FFY24, including during the national mobilizations and distracted driving portion of the MRS program. Outreach included use of content and materials provided by NHTSA.

For FFY25, OGR has already begun the process of procuring a media vendor to conduct media campaigns, prioritizing distracted driving, occupant safety, motorcycle safety, and impaired driving.

Allotted Funding: \$250,000.00
Expenditures: \$ 0.00
Fund Source(s): 405e

Project Code: DD-24-02

Project Title: MSP Distracted Driving Enforcement

Synopsis of FFY24 HSP Planned Activity:

Funding to be provided to MSP to conduct distracted driving law enforcement in April 2024. This campaign will coincide with the distracted driving enforcement mobilization period conducted by local police departments participating in the MRS grant program. Enforcement will focus on violation of the

state's hand-held electronic device law and on visible, cognitive, and audible distractions observed of drivers.

Summary of FFY24 Activity:

Funding was awarded to MSP to conduct overtime enforcement focused on distracted driving, especially use of a cellphone or smartphone while behind the wheel. During FFY24, MSP did high-visibility distracted driving enforcement over two months – April and May 2024. Over the course of 1,595 hours of enforcement patrols, MSP issued 3,636 citations and 1,307 written warnings. Hands-free driving violations accounted for 42 percent of all citations and written warnings handed out by MSP.

FFY24 MSP Distracted Driving Enforcement	
Enforcement Hours	1,595
Total Citations Issued	3,636
Total Written Warnings Issued	1,307
Hands Free Violations	2,075
Seat Belt Violations	258
Speeding Citations	293
Speeding Written Warnings	420
Move Over Violations	99

Allotted Funding: \$215,915.21

Expenditures: \$179,136.49

Fund Source(s): 405e

Project Code: DD-24-03

Project Title: Program Management – Distracted Driving

Synopsis of FFY24 HSP Planned Activity:

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

Summary of FFY24 Activity:

In FFY24, funding was used to support staff for management of distracted driving-focused projects as well as cover any travel, conference fees, and office supplies as needed.

Allotted Funding: \$40,000.00

Expenditures: \$14,179.69

Fund Source(s): 402

Expenditures for FFY24 by project:

Project Code	Project Title	Expenses Reported
SC-24-01	Speed and Aggressive Driving Media	\$ 0.00
SC-24-02	MSP Speed Enforcement	\$ 431,895.98
SC-24-03	Program Management – Speeding	\$ 28,522.61
DD-24-01	Distracted Driving Media	\$ 0.00
DD-24-02	MSP Distracted Driving Enforcement	\$ 179,136.49
DD-24-03	Program Management – Distracted Driving	\$ 14,179.69

Total expenditures for Speeding projects in FFY24: **\$ 460,418.59**

Total expenditures for Distracted Driving projects in FFY24: **\$ 193,316.18**

Total for Speed & Distracted Driving: **\$ 653,734.77**

Program Area: Higher-Risk Transportation System Users

In Massachusetts, motorcyclists, pedestrians, and bicyclists are considered higher-risk transportation system users. During FFY24, OGR oversaw numerous programs designed to improve traffic safety for these roadway users as well as those who share the roads with them through a combination of enforcement and educational outreach efforts.

Impact of Higher-Risk Transportation System User Projects in FFY24

Before examining the activities of motorcyclist and pedestrian/bicyclist safety programs in FFY24, a look at how effective these programs have been on the incidence of crashes and fatalities involving motorcyclists, pedestrians, and bicyclists is critical to understanding how funding impacts traffic safety.

In the FFY24-26 HSP, there were OGR identified key trends in motorcyclist fatalities over the five-year period of 2017-2021. One was that a majority of the motorcyclist fatalities were drivers and mostly male; females only accounted for merely 4 percent of driver deaths and only 8 percent of all motorcycle rider deaths. Second was that a majority of motorcyclist fatalities take place between May – September with over 70 percent of fatalities taken place during those months. Lastly, Saturday/Sunday (Weekend) accounted for the highest totals of motorcyclist deaths, nearly half occurred over these two days. To lower motorcyclist fatalities and serious injuries across Massachusetts in FFY24, OGR funded programs to promote motorcyclist safety messaging.

Since submitting the FFY24-26 Triennial HSP, motorcyclist fatalities for the five-year period 2018-2022 were slightly higher, with 291 fatalities compared to 281 for 2017-2021. The five-year average inched up from 57 to 58. After hitting a high of 75 fatalities in 2021, the number of deaths dropped to 57 in 2022. Unfortunately, preliminary reports have fatalities in 2023 at 62 – which would be a 9 percent rise if the data holds.

In FFY23, there were 57 motorcyclist fatalities reported. All but one of the deceased was a driver, and 95 percent were male. For FFY24, fatalities were higher, with 75 deaths. Just as in FFY23, all but one decedent was a driver and 95 percent were male. The number of motorcyclist deaths continued to dominate the weekend period, with 40 percent of such fatalities in FFY24 occurring either on Saturday or Sunday. This is slightly higher than the 36 percent reported in FFY23. Significant changes in the FFY23 and FFY24 data appear in a review of fatalities by month, especially the warmer months (May – September). May to September 2023, there were 40 motorcyclist fatalities; from May to September 2024, the number of deaths jumped to 57 – an increase of over 40 percent.

Going forward into FFY25, OGR plans to collaborate with RMV to promote motorcycle safety and awareness as well as utilize its selected media vendor to develop and distribute messaging aimed at both motorcycle riders and motor vehicle drivers in an effort to bring down the number of motorcyclist deaths.

In the FFY24-26 HSP, key data trends in pedestrian fatalities were identified that should be targeted in order to lower pedestrian deaths. The biggest trend found was that pedestrian fatalities skew more towards persons age 55 or older. For the five-year period of 2017-2021, persons age 55 or older accounted for nearly 60 percent of all pedestrian fatalities. The month of year was critical, as data revealed more pedestrian deaths occur during colder months. For the five-year period of 2017-2021, over 55 percent of fatalities took place between October and March, with November and December having the highest totals. To lower pedestrian fatalities and serious injuries across Massachusetts in

FFY24, OGR funded programs to promote pedestrian safety enforcement and pedestrian safety messaging through traditional and non-traditional media outlets.

Since submitting the FFY24-26 HSP, pedestrian fatalities have continued to rise. In 2022, there were 94 fatalities – up 27 percent from 2021. Yet, good news appears for 2023 as the preliminary number for the year is 67 pedestrian fatalities, which would be a 29 percent decline from 2022, reversing the unfortunate increase from the prior year. The five-year average for 2018-2022 was 75, up from 70 for 2017-2021. With the drop in pedestrian deaths in 2023, the preliminary five-year average for 2019-2023 is 73 – a 2.7 percent reduction from 2018-2022.

For FFY24, total pedestrian fatalities reported were 71, down 6.6 percent from 76 in FFY23. Not only had pedestrian deaths declined in FFY24, OGR's programming efforts led to a reduction in fatalities among the 55+ age group. The number of deaths for 55+ persons dropped to 35 from 39 in FFY23 – a 10 percent reduction. Along with the decline in older pedestrian fatalities, the number of pedestrians deaths for October-December – the worst three-month period in recent years – declined 30 percent from 29 in FFY23 to 20 in FFY24.

For bicyclists, the FFY24-26 HSP identified males as a key demographic as they accounted for 86 percent of fatalities from 2017-2021. Also, like pedestrians, bicyclist deaths skewed older, with two-thirds of fatalities age 35 and up. By time-of-day, nearly 40 percent of deaths occurred between 2pm and 5:59pm. OGR advised all local police involved in the FFY24 MRS Pedestrian & Bicyclist Enforcement efforts to focus energies on this time frame.

The five-year average for bicyclist fatalities remained steady at seven for 2018-2022 and the preliminary five-year average for 2019-2023 has fatalities holding at seven again. For FFY24, bicyclist fatalities remained same as in FFY23 with nine deaths reported. The five-year period of 2019-2023 saw males dominate total bicyclist deaths with 87 percent of the 37 total fatalities reported, and those age 35 or older accounted for two-thirds of deaths. As for time-of-day, five of the nine bicyclist fatalities during FFY24 took place in the afternoon (2pm – 5:59pm), which means OGR has more work to do in getting bicyclist and drivers alike to be aware of each other when sharing the roadway.

During FFY24, despite the best efforts by grantees – both local and State Police – overall fatalities for high-risk transportation users (pedestrians, bicyclists, motorcyclists) rose 10 percent to 156 from 142 in FFY23. Motorcyclist fatalities, which jumped from 57 deaths in FFY23 to 76 in FFY24, were largely responsible for the increase. Pedestrian fatalities dropped from 76 to 17; and bicyclist fatalities remained steady at nine from FFY23 to FFY24. With the addition of a media vendor to help with safety messaging, especially regarding motorcyclist awareness, OGR is optimistic fatalities among higher-risk transportation users will go down in the coming years.

MOTORCYCLE SAFETY PROGRAMS

Project Code: MC-24-01

Project Title: Motorcycle Safety Media

Synopsis of FFY24 HSP Planned Activity:

OGR will develop and implement a media campaign in conjunction with the RMV Motorcycle Rider Education Program (MREP) to educate drivers about sharing the road with motorcyclists. The

campaign is expected to be implemented from May 2024 to September 2024, which is when over 70 percent of all motorcyclist fatalities occur each year.

OGR will contract with a marketing and advertising agency to assist in producing this collaborative paid media campaign with RMV, while running social media in-house for sustained educational outreach.

Summary of FFY24 Activity:

During FFY24, OGR did not conduct any paid media efforts related to motorcycle safety. Despite the lack of spending, OGR was active on social media throughout FFY24 with safety messaging aimed at both motorcycle riders and drivers alike.

For FFY25, OGR has already begun the process of procuring a new media vendor to conduct media campaigns, prioritizing distracted driving, occupant safety, motorcycle safety, and impaired driving.

Allotted Funding: \$200,000.00

Expenditures: \$ 0.00

Fund Source(s): 405f

Project Code: MC-24-02

Project Title: Program Management – Motorcycle Safety

Synopsis of FFY24 HSP Planned Activity:

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

Summary of FFY24 Activity:

In FFY24, funding was used to support staff for management of motorcyclist safety projects as well as cover any travel, conference fees, and office supplies as needed.

Allotted Funding: \$25,000.00

Expenditures: \$ 7,179.50

Fund Source(s): 402

PEDESTRIAN AND BICYCLIST SAFETY PROGRAMS

Project Code: PS-24-01

Project Title: Pedestrian and Bicyclist Safety Media

Synopsis of FFY24 HSP Planned Activity:

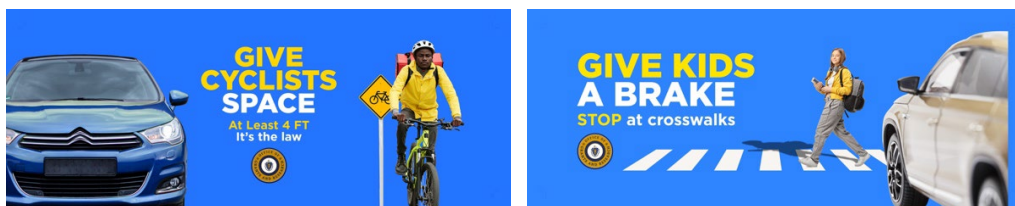
Develop and implement a pedestrian safety campaign and a bicyclist safety media campaign in conjunction with the Massachusetts Department of Transportation's Traffic Safety Division. The pedestrian campaign will target adults age 55 or older, a population that has accounted for nearly 60 percent of pedestrian deaths in Massachusetts in recent years. This demographic is considered an 'affected group' and is part of OGR's public participation and engagement efforts as detailed in the triennial HSP. The media campaign is expected to take place between January – March and June – July of 2024. Both periods coincide with pedestrian enforcement months for local police departments involved with the Municipal Road Safety (MRS) grant program.

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

For the bicyclist safety campaign, OGR will focus on generating public awareness of the state's new safe (4') passing distance law based on feedback from recent PP&E efforts. OGR will work with MassDOT to create social media friendly infographics to be shared with local law enforcement partners and other traffic safety stakeholders.

Summary of FFY24 Activity:

During FFY24, OGR conducted paid media in collaboration with the selected vendor, Archipelago Strategies Group (ASG), to build awareness of safe road sharing practices for drivers, pedestrians, and bicyclists. Utilizing an integrated marketing approach, OGR and ASG sought to target drivers primarily with reminders of the existence of other road users as well as reinforcing the new state law regarding vulnerable road users (VRU). Messaging relied on a vibrant color palette along with distinctive imagery and a short memorable statement to make an impact on viewers.



The impaired driving campaign involved four different media 'prongs':

- Digital direct billboards (through Outfront Media) and wallscapes along key highways, intersections and choke points across Greater Boston area. Ads were on 40 screens across Greater Boston area.
- Radio ads through La Mega, the largest Spanish-language radio station in New England, with focus on Boston (890 AM, 95.1 FM), Lawrence (1400 AM, 95.1 FM) and Worcester (1310 AM, 106.1 FM). There were 265 radio spots aired through this radio station.
- Bus Tails (through Outfront Media) – where ads were placed on back of public transit buses in Greater Boston area that were visible to pedestrians, bicyclists, and drivers. A total of 275 buses had messaging placed on it.
- Spotify, the world's largest music and podcast streamer, with two separate messages one for bicyclists and another for pedestrians. Approximately 45 percent of listeners were age 18-24.

According to ASG's post-campaign analysis, the combined impact of all four "prongs" was estimated at 30 million impressions (the total number of times a piece of content is displayed to a target audience) and reached approximately 369,000 Latinos across Massachusetts. Billboards and bus tails accounted for 81 percent of all impressions.

For FFY25, OGR has already begun the process of procuring a new media vendor to conduct media campaigns, prioritizing distracted driving, occupant safety, motorcycle safety, and impaired driving.

Allotted Funding: \$300,000.00
Expenditures: \$211,070.36
Fund Source(s): 405h

Project Code: PS-24-02

Project Title: MSP – Pedestrian and Bicyclist Safety

Synopsis of FFY24 HSP Planned Activity:

Funding provided to MSP to conduct overtime enforcement of state laws focused on protecting pedestrians and bicyclists. Enforcement will be conducted on busy thoroughfares including Soldier's Field Road, Memorial Drive, Revere Beach Boulevard, Quincy Shore Drive, and Day Boulevard. These are MassDOT and Department of Conservation and Recreation (DCR) roadways where MSP is the primary law enforcement agency. Per feedback received during OGR's PP&E outreach efforts, MSP will place extra emphasis on enforcing the recently passed four-foot passing law for VRUs.

Summary of FFY24 Activity:

Funding was awarded to MSP to conduct overtime enforcement patrols focused on pedestrian and bicyclist safety. For FFY24, MSP performed 175 enforcement hours over the months of August and September. The overtime efforts resulted in 302 citations and 182 written warnings being issued to violators (driver, pedestrian, or bicyclist).

Per feedback from PP&E outreach during 2023, MSP made sure to enforce as well as educate roadways users of the recently implemented 4' passing law. Many patrols were done in and around the Greater Boston area – a hot spot for pedestrian and bicyclist fatalities and serious injuries. Locations included Soldier's Field Road, Revere Beach Boulevard, and Quincy Shore Drive.

Allotted Funding: \$57,479.00
Expenditures: \$22,956.31
Fund Source(s): 405h (carry forward funds)

Project Code: PS-24-03

Project Title: Program Management – Pedestrian and Bicyclist Safety

Synopsis of FFY24 HSP Planned Activity:

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

Summary of FFY24 Activity:

In FFY24, funding was used to support staff for management of pedestrian and bicyclist safety projects as well as cover any travel, conference fees, and office supplies as needed.

Allotted Funding: \$65,000.00

Expenditures: \$14,261.32

Fund Source(s): 402

Expenditures for FFY24 by project:

Project Code	Project Title	Expenses Reported
MC-24-01	Motorcycle Safety Media	\$ 0.00
MC-24-03	Program Management – Motorcycle Safety	\$ 7,179.50
PS-24-01	Pedestrian & Bicyclist Safety Media	\$ 211,070.36
PS-24-02	MSP – Pedestrian and Bicyclist Safety	\$ 22,956.31
PS-24-03	Program Management – Ped/Bike Safety	\$ 14,261.32

Total expenditures for Motorcycle Safety projects in FFY24: \$ 7,179.50

Total expenditures for Pedestrian & Bicyclist Safety projects in FFY24: \$ 248,287.99

Total for Motorcycle Safety & Ped/Bike Safety: \$ 255,467.49

Program Area: Traffic Records

OGR and its partners collect, maintain, and provide access to traffic records data to help with identifying highway safety issues and crash trends, developing appropriate countermeasures, and evaluating the effectiveness of these efforts. In order to be accurate and usable, data has to be constantly updated. Improvements have been made in recent years, especially with developing and implementing the Motor Vehicle Automated Citation and Crash System (MACCS) to improve data submission. The overarching goal of MACCS is to automate the collection and submission of motor vehicle citation and crash report information by State and local police, which will lead to improved quality and timeliness of data used by traffic safety stakeholders.

Impact of Traffic Records Projects on FFY24 Targets

In the FFY24-26 HSP, there were three performance measures with a target related to traffic records:

Performance Target #1: The RMV will increase the number of data fields on its crash reporting form (CR65) that are related to VRUs from zero as of July 1, 2023, to 18 by December 31, 2026.

- Progress Report on Target - As of the end of 2023, changes to the electronic crash reporting form and the CDS were in progress but had not been fully adopted by the records management systems for all law enforcement agencies. Vulnerable Road User data will be shared as new data is received into the CDS. During the performance period for the RMV's Inclusion of Vulnerable Road Users in Crash Reporting to RMV Project (TR 24-01), all necessary changes to the paper crash reporting form have been made and a new section has been added that is specific to Vulnerable Users. Full accounting of VRUs in crash reporting will occur in 2025.

Performance Target #2: The Department of Criminal Justice Information Services (DCJIS) will install approximately 500 mobile printers in police vehicles and provide associated training for 53 local police departments new to MACCS between July 1, 2023, and June 30, 2024.

- Progress Report on Target – This phase of DCJIS's MACCS project (TR 24-03) made progress toward this performance target, with 188 printers for police vehicles at departments new to MACCS being installed between October 1, 2023, and April 2024.

Performance Target #3: To date in State FY23 (July 1, 2022, to June 30, 2023), MSP – Crash Analysis & Reconstruction Section (CARS) responded to 232 serious and fatal injury crashes. Of these, 58 crashes (25 percent) involved a pedestrian or bicyclist. Investigating Troopers measured the frictional value of the roadway in approximately 22 percent of these crashes involving non-motorists. MSP aims to increase the percentage of crashes involving non-motorists where frictional value of the roadway data is collected to 75 percent between October 1, 2023, to December 31, 2023.

- Progress Report on Target – Between October 1, 2023, and December 31, 2023, CARS responded to 22 crashes involving non-motorists (vulnerable users). Sixteen had roadway friction measured, for a final total of 73 percent. Of those, six were measured by accelerometer, 13 by drag sled, and three by both methods.

After submission of the FFY24-26 Triennial HSP, two more performance targets were added.

Performance Target #4: Following the anticipated July 10, 2024, launch of MRB's citation data portal, survey principal users identified during the needs assessment done during the project's Phase I to determine the level of satisfaction of these users with access through the new portal to needed citation data they previously identified. Provide survey results to OGR with final progress report for project in mid-August 2024.

- Progress Report on Target – No update at this time, but project is still working towards target goal.

Performance Target #5: Between May 2024 and September 30, 2024, DJCJIS will work to install approximately 70 mobile printers for police vehicles and provide associated training for an estimated eight departments new to the MACCS Project.

- Progress Report on Target – No update at this time, but project is still working towards target goal.

TRAFFIC RECORDS PROGRAMS

Project Code: TR-24-01

Project Title: MassDOT/RMV – Inclusion of Vulnerable Users in Crash Reporting to RMV

Synopsis of FFY24 HSP Planned Activity:

This project will provide funding to MassDOT/RMV to update the Massachusetts crash reporting form (CR65) and its CDS to enable the greater collection, processing, and sharing of VRU data. Ultimately, this additional VRU data will be available in MassDOT's crash data portal, IMPACT. With this VRU data publicly available via IMPACT, a wide range of traffic safety stakeholders will be able to access it for planning, implementation, and evaluation purposes. Another portion of the project will be to find ways for Massachusetts DPH to contribute existing and new VRU data it collects through the Massachusetts Ambulance Trip Run Information System (MATRIS) to further expand and improve the quality of the VRU data in the CDS and ultimately IMPACT.

Summary of FFY23 Activity:

Through this project the MassDOT/RMV team updated the Massachusetts crash reporting form (CR65) and its CDS to enable the greater collection, processing, and sharing of VRU data. In addition, state and local law enforcement records management systems received VRU updating. In the FFY 23 portion of the project, 22 new VRU data elements and definitions were added to the Massachusetts crash reporting form. Distribution of the updated form then began to law enforcement still using paper crash reporting and to the MPTC. VRU data became available in MassDOT's crash data portal, IMPACT, in early 2024. With this additional VRU data publicly available in IMPACT, a wide range of traffic records stakeholders were able to access it for traffic safety planning, implementation, and evaluation purposes. Another portion of the project worked to find ways for the Massachusetts DPH to contribute existing and new VRU data it collects through MATRIS to further expand and improve the quality of the VRU data in the CDS and ultimately in IMPACT.

This project enhanced the accessibility, completeness, and integration of the crash data systems in Massachusetts. The project helped, in part, to address the unmet recommendations to improve the interfaces of the CDS, specifically with the injury surveillance/EMS data sets, and its data quality control program from the 2023 Massachusetts Traffic Records Self-Assessment.

Allotted Funding: \$459,600.00

Expenditures: \$456,946.00

Fund Source(s): 405c

Project Code: TR-23-02

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

Synopsis of FFY24 HSP Planned Activity:

The MSP will use grant funding to help improve the accuracy, completeness, and uniformity of fatality and serious injury data collected at motor vehicle crash scenes. These improvements will lead to a timelier sharing of data with local, state, and federal partners working on traffic safety, enforcement countermeasure, and/or roadway improvements. This project will provide funds for training vendor expenses and crash scene investigation equipment purchases.

Members of the MSP CARS will be provided with a specialized training in Pedestrian/Bicycle Crash Investigations and improved field equipment, specifically accelerometers, drag sleds, and straight scales. The training will enhance the ability of investigators to establish cause in fatal and serious crashes, specifically those involving pedestrians and bicyclists. The equipment will be used to better measure tire-roadway friction and analyze roadway materials to determine involvement in the crashes.

Summary of FFY24 Activity:

The MSP improved the accuracy, completeness, and uniformity of fatality and serious injury data collected at motor vehicle crash scenes. These improvements resulted in a timelier sharing of this data with local, state, and federal partners working on traffic safety/enforcement countermeasures and roadway improvements. To accomplish this, members of the MSP CARS were provided with specialized trainings in Pedestrian/Bicycle Crash Investigations and Human Factors and improved field equipment, specifically accelerometers and cases, straight scales, and drag sleds. The trainings enhanced the ability of investigators to establish the cause of fatal and serious injury crashes, in particular involving pedestrian and bicyclists. The equipment is being used to better measure tire/roadway friction and analyze roadway materials to determine involvement in the crashes.

This project helped to address the system's unmet data quality control program recommendation from the 2023 Massachusetts Traffic Records Self-Assessment.

Allotted Funding: \$59,341.00

Expenditures: \$35,773.90

Fund Source(s): 405c

Project Code: TR-24-03

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

Synopsis of FFY23 HSP Planned Activity:

This project continues efforts that have been ongoing since 2017 to achieve statewide use of MACCS and builds off an FFY22 405c funded project toward that end by DCJIS. MACCS improves officer and public safety on the roadways across the Commonwealth; streamlines data collection; enhances data quality; and increases reporting timeliness to local, state, and federal entities.

DCJIS will acquire and install approximately 500 mobile printers for police vehicles and provide associated training to assist an estimated 53 departments new to MACCS. Printers not necessary for this effort will be allocated to existing departments using MACCS with interest in expanding their use of MACCS to more vehicles/officers. With input from law enforcement users, DCJIS will make software improvements to MACCS in the FFY24 phase of the project. These improvements will allow MACCS to align with the Vulnerable User-related updates being made by the RMV to the Crash Reporting Form (CR65) and the Crash Data System for Massachusetts under TR-21-01.

Summary of FFY23 Activity:

This project continued efforts since 2017 to achieve statewide use of MACCS and built off prior 405c funded projects towards that end by DCJIS. MACCS improves officer and motoring public safety on the roadways across the Commonwealth; streamlines data collection; enhances data quality; and increases reporting timeliness to local, state, and federal entities. DCJIS installed 356 printers cumulative in for police vehicles and provide associated training to assist an estimated 8 departments new to MACCS. Printers not necessary for this effort were allocated to departments already using MACCS with an interest in expanding use of MACCS to more vehicles/officers. With input from law enforcement users, DCJIS will make software improvements to MACCS. All efforts were coordinated on a day-to-day basis by DCJIS's state-funded MACCS Program Coordinator, assisted by other state-funded DCJIS staff.

As of September 2024, there were 314 local police departments and the Massachusetts State Police participating in MACCS. Notably, the MACCS project has been completed during this grant program period with 564 printers installed in FFY24, and cumulatively over 2800 printers were provided to 315 agencies with almost 3 million electronic citations being issued since the inception of this project.

This project enhanced the accuracy, completeness, integration, timeliness, and uniformity of the citation/adjudication and crash data system in Massachusetts. This project helped, in part, to address the unmet data quality control program for the citation/adjudication and crash data systems from the 2023 Massachusetts Traffic Records Self-Assessment.

Allotted Funding: \$639,196.28

Expenditures: \$598,403.84

Fund Source(s): 405c

Project Code: TR-24-04

Project Title: Traffic Records Projects

Synopsis of FFY24 HSP Planned Activity:

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

Summary of FFY24 Activity:

With a FFY24 405c grant award, DPH integrated new driver data into Massachusetts Crash-Related Injury Surveillance System (MA CRISS), conducted a survey of traffic safety partners' priorities, used integrated MA CRISS data to assess the quality of the alcohol and drug fields in crash data, and completed an analysis of injured drivers identified as speeding. DPH developed reports and presentations summarizing findings from these analyses and a FFY23 assessment of the quality of the injury status code in crash data. Recommendations were developed based on each analysis with input from internal DPH and external traffic safety partners. DPH presented findings from our assessment of the quality of the injury status code at an ETRCC meeting in April 2024 and the quality of the alcohol and drug fields to the MA Traffic Safety Coalition in September 2024. DPH surpassed our FFY23 benchmark/performance measure by assessing the accuracy and uniformity of the alcohol and drug fields in 3,373 integrated MA CRISS records and the completeness and internal consistency of the alcohol and drug fields in 334,661 crash records by November 30, 2022.

This project enhanced the accuracy, accessibility, completeness, integration, and uniformity of the crash, driver, and injury surveillance/EMS data systems of Massachusetts. This project helped, in part, to address the data quality control program recommendation for the crash data system from the 2023 Massachusetts Traffic Records Self-Assessment.

Allotted Funding: \$830,185.85

Expenditures: \$ 0.00

Fund Source(s): 405c

Project Code: TR-24-05

Project Title: Program Management – Traffic Records

Synopsis of FFY24 HSP Planned Activity:

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

Summary of FFY24 Activity:

In FFY24, funding was used to support staff for management of traffic records-related projects as well as cover any travel, conference fees, and office supplies as needed.

Allotted Funding: \$135,000.00

Expenditures: \$134,930.72

Fund Source(s): 405c

Project Code: TR-24-06

Project Title: MassDOT/MRB – Accessible Citation Data – Phase II

Synopsis of FFY24 HSP Planned Activity:

Funding provided to MRB to build off a FFY23 405c funded Phase I projects and have a vendor help them build a publicly accessible citation data web-based portal for Massachusetts by the end of June 2024. Once finished, this new online tool will provide users with dashboards, pre-defined reports, raw data downloads, and query visualization to quickly access the citation data needed to develop, implement, and evaluate traffic safety programs or conduct related analysis. A data dictionary for the citation data system on the new portal will be part of the planned FFY24 work.

Summary of FFY24 Activity:

This project enabled the MRB to have a vendor build a publicly accessible citation data web-based tool that is part of the IMPACT Crash Data Portal. During Phase I of this project in FFY22, MRB conducted extensive outreach to citation data stakeholders in Massachusetts to determine their current uses and needs for citation data as well as what content and features they want in such a portal. Due to a late start with their FFY23 405c grant award, MRB and its vendor were only able to complete 70 percent on the portal by the end of FFY23. In FFY24, MRB also faced work stoppages that ultimately delayed progress on the launch of the new tool. As of September 2024, MRB made substantial progress to complete the project by resolving core defects, producing a user help document, and training MRB staff on the platform. MRB anticipates a final close out date around April 2025.

This project enhanced the accessibility of the citation data system in Massachusetts. The project helped meet the previously unmet data dictionary recommendation for the Massachusetts citation data system from the 2023 Massachusetts Traffic Records Self-Assessment.

Allotted Funding: \$238,235.52

Expenditures: \$113,266.62

Fund Source(s): 405c

Expenditures for FFY24 by project:

Project Code	Project Title	Expenses Reported
TR-24-01	MassDOT/RMV – Inclusion of VRUs	\$ 456,946.00
TR-24-02	MSP – Improving Data Accuracy at Crash Scene	\$ 35,773.90
TR-24-03	DCJIS - MACCS	\$ 598,403.84
TR-24-04	Traffic Records Project TBD by AGF	\$ 0.00
TR-24-05	Program Management – Traffic Records	\$ 134,930.72
TR-24-06	MassDOT/MRB – Citation Data Phase II	\$ 113,266.62

Total expenditures for Traffic Records projects in FFY24:

\$ 1,339,321.08

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

Well-trained police, court personnel, and highway safety stakeholders are critical to successfully developing, implementing, and evaluating highway safety initiatives and programs. Many of the described projects in prior sections are dependent on the effectiveness of police training efforts. The projects covered in this section include municipal police training, law enforcement liaison (LEL) and Massachusetts District Attorneys Association (MDAA) Traffic Safety Resource Prosecutor (TSRP).

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

Police Traffic Services Projects

Project Code: PT-24-01

Project Title: MPTC – Municipal Police Specialized Training

Synopsis of FFY24 HSP Planned Activity:

Funding to be provided to MPTC to conduct classes for municipal police officers on motor vehicle crash investigation and speed measurement training. Classes will be offered at various MPTC training facilities across the state. Funding will cover instructor and Statewide Coordinator hourly contracted rates, travel for the Statewide Coordinator to attend the Lifesavers Conference, and the purchase of a tabletop radar training unit, training manuals, US scales BlueBlitz, and the purchases of a V-Sense Reconstruction Package, drag sled, and other supplies to aid in conducting training courses.

Summary of FFY24 Activity:

Funding was provided to MPTC to conduct 25 training classes in speed measurement and LiDAR during FFY24. MPTC offered five different speed-related training classes: 10 Speed Measurement Device Operator classes; six Speed Measurement Instructor Update classes; five LiDAR Operator Specialized classes; three Speed Measurement Refresher classes; and one Speed Measurement "Train the Trainer" class. Over these 25 classes, MPTC estimates over 800 officers attended.

MPTC also conducted 11 classes focused on crash reconstruction in FFY24. Over 200 officers attended classes covering Basic Crash Reconstruction, Advanced Crash Reconstruction and Motorcycle Crash Reconstruction.

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

Allotted Funding: \$1,297,059.03

Expenditures: \$ 377,526.18

Fund Source(s): 402

Project Code: PT-23-02

Project Title: MDAA Traffic Safety Resource Prosecutor (TSRP)

Synopsis of FFY24 HSP Planned Activity:

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

Summary of FFY24 Activity:

Funding was provided to MDAA to support a full-time TSRP, Jessica Stone, now in her third year at this position. During FFY24, the TSRP has done the following:

- Responded to more than 180 direct requests for technical assistance from prosecutors, law enforcement partners, and government agencies related to vehicular crimes. This is 35 percent higher than the 133 requests handled in FFY23.
- Created an "e-publication" for all prosecutors to utilize called the "Pocket Prosecutor," which contained all the decisions summarized by the TSRP in FFY24 and prior years.
- Updated the OUI Manual as needed. A new edition is expected to be released in early 2025.
- Maintained MDAA's page on Prosecutors' Encyclopedia, a prosecutors-only wiki-style page containing Massachusetts-specific resources, including notable case decisions, manuals, and template motions in limine (decided by the judge outside of the presence of the jury).
- Developed, led, and/or participated in numerous trainings, including *Motions Practice Training for New Prosecutors* (October 2023), *Crash Reconstruction* (September 2024), *Breath Testing & an Overview of OAT* (January 2024), *Crash to Conviction* (March 2024), *Anticipating Defenses in Motor Vehicle Crashes* (May 2024), and *Trial Advocacy Training for New Prosecutors* (March 2024). Well over 300 prosecutors, state police troopers, law students, judges, and local police officers attended these trainings.
- Hosted or took part in several webinars, including *Navigating Claims of Selective Enforcement, Part I: The Legal Framework* (October 2023), *Navigating Claims of Selective Enforcement, Part II: In the Courtroom* (November 2023) and *Breath Test Evidence: From Discovery to Testimony* (June 2024). Over 500 people attended though the exact amount cannot be determined due to online nature of the trainings.
- Issued approximately 30 case summaries focused on notable motor vehicle-related decisions to prosecutors and law enforcement partners.

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

For FFY24, the TSRP collaborated with RMV to develop a new course called "RMV and Me." This training is focused on license suspensions and collateral RMV issues arising out of criminal cases involving motor vehicles. License implications are a large part of OUI convictions and tends to be an area not well understood by prosecutors. The TSRP, along with an attorney from RMV, traveled to eight of the 11 DA's offices in Massachusetts to present the training.

Allotted Funding: \$200,052.00
Expenditures: \$182,148.18
Fund Source(s): 402

Project Code: PT-24-03

Project Title: MSP Law Enforcement Liaison (LEL)

Synopsis of FFY24 HSP Planned Activity:

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

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

Summary of FFY24 Activity:

Funding was provided to MSP for travel-related expenses incurred by the LEL to attend meetings, trainings, and conferences in support of critical traffic safety issues. The designated LEL, Lt. Eric Bernstein, attended three key conferences in FFY24:

- Northeast Transportation Safety Conference – October 2023 in Portland, ME
- Lifesavers Conference – April 2024 in Denver, CO
- GHSA Annual Conference – August 2024 in Indianapolis, IN

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

Allotted Funding: \$10,000.00
Expenditures: \$ 6,609.20
Fund Source(s): 402

Project Code: PT-24-04

Project Title: MSP Young Drivers Education

Synopsis of FFY24 HSP Planned Activity:

Funds will be provided to MSP to educate young drivers and the general public on the importance of wearing a seat belt, keeping one's eyes on the road, and the dangers of impaired driving. MSP plans to participate in 10 community or high school events to demonstrate the effects of impaired and

distracted driving using simulated impaired driving experience (SIDNE) carts, a Drive Square virtual reality driving simulator, and highlighting ejection risks to unrestrained occupants using a vehicle rollover simulator.

MSP will also contract with ThinkFast Interactive to conduct presentations at 20 high schools. A portion of the funds will allow overtime for personnel to observe 10 State Courts Against Road Rage (SCARR) sessions and formulate recommended changes to the National Safety Council.

Summary of FFY24 Activity:

During FFY24, MSP used funding to provide on-site interactive learning sessions to young drivers at local high schools around the state. In collaboration with ThinkFast Interactive, these sessions educated and engaged attendees on the dangers of not using a seat belt, distracted or impaired driving, and speeding. Thirty presentations were done over the course of FFY24 at 28 different high schools including Weymouth HS, Upper Cape Cod Regional Tech HS, Springfield Central HS, Saugus HS, Leominster HS, and Worcester Technical HS. The number of presentations increased 43 percent from 21 in FFY23.

MSP also made presentations at local safety events, such as Gloucester's Safety Day, Somerset's Safety Day, Stoneham's Night Out and Kingston's Night Out. At these events, MPS provided rollover simulations and pedal carts with goggles to stress the importance of not drinking and driving.

Allotted Funding: \$159,555.00

Expenditures: \$123,597.48

Fund Source(s): 402

Project Code: PT-24-05

Project Title: Municipal Road Safety (MRS)

Synopsis of FFY24 HSP Planned Activity:

MRS is a competitive grant award program given to local police departments to enable flexibility to participate in various traffic safety elements in an effort to reduce fatalities on the roadways of Massachusetts. The grant program will offer funding for up to five elements: Traffic Enforcement, Traffic Equipment, Pedestrian and Bicyclist Enforcement, Non-Enforcement Traffic Safety Activities, and Pedestrian and Bicyclist Safety Items.

Applications received for FFY24 were 11 percent higher than for FFY23, as OGR increased outreach to local police departments that had not previously applied for funding. This led to an increase in smaller communities applying for the grant.

Summary of FFY24 Activity:

The FFY24 MRS Grant program provided funds to local police departments to participate in traffic safety activities aimed at reducing fatalities, injuries, and economic losses from motor vehicle crashes. The MRS grant was offered on a competitive basis to all 351 communities across Massachusetts. In FFY24, funding was awarded to 186 local police departments – up 10.7 percent from 168 in FFY23. Grant recipients had the option to participate in one or more of the three elements of the MRS program:

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

The first element, Traffic Enforcement, provided funding to conduct six HVE campaigns during FFY24: Winter Impaired Driving (December 1 – 31, 2023), Distracted Driving (April 1 – 30, 2024), Click It or Ticket (May 1 – 31, 2024), June Speed (June 1 – 30, 2024), July Speed (July 1 – 31, 2024), and Summer Impaired Driving (August 1 – September 15, 2024).

Total enforcement hours reported for FFY24 were 15.1 percent higher than the 30,489 reported in FFY23. Stops were 12.9 percent higher and total citations and written warnings issued were 6 percent more than during FFY23.

While the total citations and written warnings were up from FFY23, the proportion between the two became even more drastic in FFY24. In FFY22, the proportion of citations and written warnings of the total citations/written warnings reported was 32 percent to 68 percent, respectively. For FFY23, the proportion was even more pronounced with citations dropping to 18 percent and written warnings jumping to 82 percent. The gap grew even more pronounced in FFY24 with citations accounting for 16 percent compared to 84 percent for written warnings. It appears police are more willing to hand out written warnings, which emphasizes the risks of poor driving behavior without having the driver suffer the consequence of a fee and possibly an increase in their car insurance rate.

Regardless of whether a citation or written warning is issued, being stopped and educated by law enforcement on proper driving behaviors has had a positive impact. The combined total of crashes involving either a fatality or serious injury by the 186 MRS towns in FFY24 was 1,965. This total is 8.6 percent lower than the number of crashes reported during FFY23 for the same 186 towns, which was 2,151.

FFY24 MRS Traffic Enforcement	
Total Enforcement Hours	35,084
Total Traffic Stops	86,348
Total Citations Issued	10,393
Total Written Warnings Issued	54,388
Speeding Citations	3,334
Speeding Written Warnings	24,998
OUI Arrests	88
Hands Free Citations	1,955
Hands Free Written Warnings	10,202
Safety Belt Citations	686
Safety Belt Written Warnings	899
Child Safety Citations	50

Of the 186 grantees, 127 departments took advantage of the opportunity to purchase equipment to help enhance their traffic enforcement efforts. Grantees were allowed to purchase four possible traffic safety items: Handheld Radar Units, Handheld LiDAR Units, Pole-mounted Speed Radar Signs, and Traffic Data Recorders. Radar units were the most popular items to purchase, followed by speed radar signs, LiDAR units, and data recorders. Equipment purchased by MRS grantees for traffic enforcement purposes totaled \$589,884.61 for FFY24.

The second element, Pedestrian & Bicycle Safety, provided funding to MRS grantees who wanted to conduct pedestrian and bicyclist safety enforcement activities across six designated enforcement periods: November 1 – 30, 2023; January 1 – 31, 2024; February 1 – 28, 2024; March 1 – 31, 2024; May 1 – 31, 2024; and August 1 – September 15, 2024. Participants in this element conducted over 5,869 hours of enforcement resulting in 9,107 stops and 15,570 total citations and written warnings issued.

The number of enforcement hours and stops reported in FFY24 were 44 percent and 15 percent higher, respectively, than in FFY23. Total citations and written warnings were 26 percent higher than the 11,948 reported in FFY22. The increases in hours, stops, and citations/warnings issued can be attributed to the rise in the number of departments participating in each ped/bike enforcement period during FFY24 compared to FFY23. In FFY24, an average of 32 police departments took part in each of the six enforcement efforts; for FFY23, the average participation was 23 departments. Nearly 40 percent more grantees were involved per enforcement period in FFY24 than in FFY23.

FFY24 MRS Ped/Bike Enforcement	
Total Enforcement Hours	5,869
Total Stops	9,107
Total Citations Issued	4,489
Total Written Warnings Issued	11,081
Motor Vehicle Stops	8,513
Failure to Yield to Pedestrians Citations	821
Failure to Stop at Red Light Citations	254
Failure to Yield to Bicyclist Citations	444
Failure to Yield to Pedestrians Warnings	1,631
Failure to Stop at Red Light Warnings	1,034
Failure to Yield to Bicyclist Warnings	272
Speeding Citations	200
Speeding Warnings	621
Pedestrian Stops	372
Pedestrian Citations	47
Pedestrian Warnings	172
Bicyclist Stops	222
Bicyclist Citations	10
Bicyclist Warnings	123

As with traffic enforcement, the impact of pedestrian and bicyclist enforcement activities helped improve traffic safety for non-motorists. In FFY24, there were 408 fatal and serious injuries to pedestrians and bicyclists in motor vehicle crashes across the 186 MRS communities, which is 14.8 percent lower than the 479 fatalities and serious injuries reported across the same communities in FFY23.

Only 57 grantees spent funding on approved pedestrian/bicyclist safety items. They purchased items such as bicycle helmets, bicycle reflectors, reflective vests, and educational pamphlets. Bike helmets were the most popular purchase, with grantees buying over 1,600 helmets for distribution in their respective communities.

The third and final element is Non-Enforcement Activities, which 64 grantees opted to utilize in FFY23. Funding helped departments with a wide array of traffic safety-related activities, such as officer recertification training (ARIDE, CPS, Radar/LiDAR), bike safety events, car seat checkpoints, and conducting presentations at local schools.

Looking forward to FFY25, OGR has received 192 applications for MRS funding – a 3 percent increase from FFY24.

Allotted Funding: \$4,410,440.46

Expenditures: \$3,812,418.17 [402 - \$3,420,028.75; 405h - \$392,389.42]

Fund Source(s): 402, 405h (carry forward)

Project Code: PT-24-06

Project Title: MSP Sustained Traffic Enforcement Program (STEP)

Synopsis of FFY24 HSP Planned Activity:

In support of impaired driving and occupant protection laws, OGR will provide funds to the MSP to deploy sustained and selective “zero tolerance” traffic enforcement overtime patrols through STEP. Enforcement will be made throughout the year rather than only during mobilization periods and target areas will be determined using MSP RAMS data.

Funding will help MSP conduct overtime enforcement focusing on impaired driving, seat belt usage, child passenger safety infractions, speeding, and the Move Over Law during Crash Responder Safety Week in November 2024.

Summary of FFY24 Activity:

For FFY24, MSP deployed sustained “zero tolerance” traffic enforcement overtime patrols focused on key traffic safety concerns including impaired driving, seat belt usage, distracted driving, and speeding. HVE was conducted, when possible, in collaboration with local police departments within the same vicinity. STEP activity primarily occurred over the months of December (2023), January (2024), April, May, July and September. During these months, MSP conducted 918 hours of enforcement, of which 41 percent took place in December 2023.

FFY24 MSP STEP	
Enforcement Hours	918
Total Citations Issued	1,836
Total Written Warnings Issued	1,013
Speeding Citations	168
Speeding Written Warnings	416
Seat Belt Violations	82
Hands Free Violations	73
Move Over Violations	532
Arrests Made	34

Compared to FFY23, MSP issued 37 percent more citations and conducted 47 percent more enforcement patrols in FFY24.

MSP also engaged in STEP activities while participating in National Highway 20 Speed Enforcement efforts, which is a collaborative effort among state police, state highway patrol, and local police agencies from across the country to promote traffic safety and reduce crashes on US 20. In Massachusetts, US Route 20 follows the MassPike from Boston to the NY border.

Allotted Funding: \$269,933.00
Expenditures: \$ 94,890.73
Fund Source(s): 402

Project Code: PT-24-07

Project Title: Program Management – Police Traffic Services

Synopsis of FFY24 HSP Planned Activity:

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

Summary of FFY24 Activity:

In FFY24, funding was used to support staff for management of police traffic service-related projects as well as cover any travel, conference fees, and office supplies as needed.

Allotted Funding: \$540,000.00
Expenditures: \$275,129.96
Fund Source(s): 402

Project Code: PT-24-08

Project Title: MSP – Safety Cloud Installation Program

Synopsis of FFY24 HSP Planned Activity:

Funding provided to MSP will allow agency to purchase a subscription for 1,200 of its cruisers to Safety Cloud. This service will alert traveling vehicles with certain on-board systems about proximity of these MSP cruisers in an effort to prevent Move Over Law violations and increase the safety of emergency personnel responding to either a crash or disabled vehicles along roadways.

Summary of FFY24 Activity:

This program did not take place in FFY24. The bid process to obtain a suitable vendor took longer than expected, and funding was rolled over to FFY25. The project is now underway in FFY25.

Allotted Funding: \$132,000.00
Expenditures: \$ 0.00
Fund Source(s): 405h

Community Traffic Safety Projects

Project Code: CP-24-01

Project Title: Traffic Safety Grant Program for Underserved Communities

Synopsis of FFY24 HSP Planned Activity:

An AGF process will be conducted to provide funding on a competitive basis to data-driven projects aimed at improving road user safety in underserved communities across the Commonwealth. Only nonprofit organizations will be eligible to apply for this funding opportunity. Applicants will be encouraged to collaborate with their local police department, but enforcement will not be an allowable expense.

Summary of FFY24 Activity:

Although this program was not implemented in FFY24, the application and review process took place throughout June and July of 2024. OGR awarded funding to four applicants – WalkMassachusetts; Positive Action Against Chemical Addiction, Inc.; In Control Family Foundation; and Mothers Against Drunk Driving (MADD). Grantees will begin activity in FFY25.

Allotted Funding: \$500,000.00

Expenditures: \$ 0.00

Fund Source(s): 405h

Project Code: CP-24-02

Project Title: Program Management – Community Traffic Safety Projects

Synopsis of FFY24 HSP Planned Activity:

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

Summary of FFY24 Activity:

In FFY24, funding was used to support staff for management of community traffic safety projects as well as cover any travel, conference fees, and office supplies as needed.

Allotted Funding: \$45,000.00

Expenditures: \$ 7,397.62

Fund Source(s): 402

Planning & Administration Projects

Project Code: PA-24-01

Project Title: Administration of Statewide Traffic Safety Program

Synopsis of FFY24 HSP Planned Activity:

Funding to plan, implement, monitor, and evaluate programs and projects detailed in the FFY24 Annual Grant Application; produce the FFY23 Annual Report (AR); and produce the FFY24 updated Triennial HSP. Provide required staff salaries, professional development, travel, office space, equipment, materials, and fiscal support. Funds will support SHSO staff and will not be subawarded.

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

This funding will also be used to further OGR's public participation and engagement efforts through activities including, but not limited to, data analysis to identify populations to be reached, strategy and planning meetings, graphic design, social media, and communications.

Summary of FFY24 Activity:

Funding was used to allow support staff to implement, monitor, and evaluate programs and projects detailed in the FFY24 AGA. Funding was also used for staff to produce the FFY23 Annual Report and the FFY25 AGA as well as provide an updated Triennial HSP, among other tasks.

Allotted Funding: \$1,338,525.83

Expenditures: \$ 285,854.83

Fund Source(s): 402

Expenditures for FFY24 by project:

Project Code	Project Title	Expenses Reported
PT-24-01	MPTC Police Specialized Training	\$ 377,526.18
PT-24-02	MDAA TSRP	\$ 182,148.18
PT-24-03	MSP LEL	\$ 6,609.20
PT-24-04	MSP Young Drivers Education	\$ 123,597.48
PT-24-05	Municipal Road Safety (MRS)	\$ 3,812,418.17
PT-24-06	MSP Sustained Enforcement (STEP)	\$ 94,890.73
PT-24-07	Program Management – Police Traffic Services	\$ 275,129.96
PT-24-08	MSP Safety Cloud Installation Program	\$ 0.00
CP-24-01	Community Traffic Safety (CTS) Projects	\$ 0.00
CP-24-02	Program Management - CTS	\$ 7,397.62
PA-24-01	Administration of Traffic Safety Programs	\$ 285,854.83

Total expenditures for Police Traffic Service projects in FFY24: \$ 4,872,319.90

Total expenditures for Community Traffic Safety projects in FFY24: \$ 7,397.62

Total expenditures for Planning & Administration projects in FFY24: \$ 285,854.83

Total expenditures for all PTS, CTS, and P&A projects: \$ 5,165,572.35

PERFORMANCE REPORT (TARGETS SET IN FFY24-26 TRIENNIAL HSP)

A requirement of the Annual Report is to examine the progress made so far on the performance targets set in the FFY24-26 Triennial HSP. In the chart below, the five-year average for performance targets is provided. Since the measures set in the FFY24-26 HSP have an end date of December 31, 2026, these measures are all considered “in progress” regardless of whether the measure has met or exceeded the targets set. OGR is confident that activity conducted throughout the first quarter of FFY24 (October 1, 2023 – December 31, 2023) will have a positive impact on achieving benchmark targets.

Code	Performance Measure	Target Period	Target Years	Benchmark Value for FY24 as listed in 3HSP	Preliminary FY24 Value as of 9/30/24	Data Source	On Track to Meet FY24 Benchmark?
C-1	Traffic Fatalities	Five-Year Average	2022-2026	343	265	IMPACT	In Progress
C-2	Serious Injuries	Five-Year Average	2022-2026	2,560	1,941	IMPACT	In Progress
C-3	Fatalities per 100M VMT	Five-Year Average	2022-2026	0.51	0.56	IMPACT	In Progress
C-4	Unrestrained MV Occupant Fatalities	Three-Year Average	2024-2026	100	77	IMPACT	In Progress
C-5	Alcohol-Impaired Driving Fatalities (BAC = .08+)	Three-Year Average	2024-2026	110	64	IMPACT	In Progress
C-6	Speed-Related Fatalities	Three-Year Average	2024-2026	100	51	IMPACT	In Progress
C-7	Motorcyclist Fatalities	Three-Year Average	2024-2026	52	62	IMPACT	In Progress
C-8	Unhelmeted Motorcyclist Fatalities	Three-Year Average	2024-2026	1	6	IMPACT	In Progress
C-9	Drivers (Age 20 or under) Involved in Fatal Crashes	Three-Year Average	2024-2026	40	34	IMPACT	In Progress
C-10	Pedestrian Fatalities	Three-Year Average	2024-2026	75	51	IMPACT	In Progress
C-11	Bicyclist Fatalities	Three-Year Average	2024-2026	5	7	IMPACT	In Progress
B-1	Observed Seat Belt Usage Rate	Three-Year Average	2024-2026	80	84.36	Annual Survey	In Progress
NC-1	Distraction-Affected Fatal Crashes	Three-Year Average	2024-2026	28	15	IMPACT	In Progress
NC-2	Reduce Move Over Violations Issued	Three-Year Average	2024-2026	4,300	5272	MRB Citations	In Progress

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

Fatality data for 2018 through 2022 is provided by NHTSA’s Fatality Analysis Reporting System (FARS), and all preliminary 2023 and 2024 (if applicable) data comes from MassDOT’s IMPACT Crash Portal.

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

MassDOT provided Vehicle Miles Traveled (VMT) for 2023. The preliminary VMT reported for 2023 was 62,981 million, up 1.1 percent from the 62,280 million tallied in 2022. In the coming years, MassDOT expects VMT to continue its upward trend as driving behaviors return near or to pre-pandemic levels, as more employees returning to their respective offices on a regular basis with the proliferation of hybrid work options and return-to-office (RTO) orders.

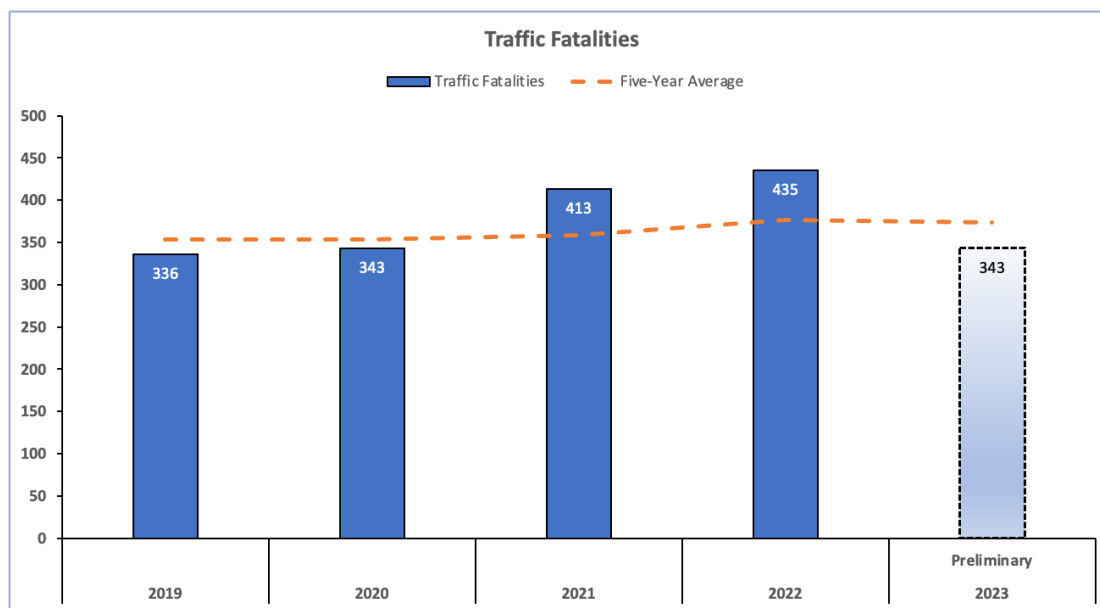
With regards to the RTO mandates proliferating in recent years, national data suggests that Tuesday through Thursday are becoming the top days for workers to make the commute into the office. If this trend plays out, there could be a shift in fatalities and serious injuries among vulnerable road users during these days within metro areas such as Boston, Springfield, and Worcester, as well as increased crashes along interstates and major primary arterial roads.

C-1 Traffic Fatalities

Target for 2026: Reduce the five-year average for traffic fatalities by 4 percent from 378 in 2022 to 362 by December 31, 2026.

Performance as of December 31, 2023:

Based on preliminary data, the five-year average for traffic fatalities in 2023 was 374, which is 3.3 percent higher than the desired target of 362.



Source: FARS, IMPACT

Analysis:

In 2023, traffic fatalities fell 21.1 percent to 343 from 435 in 2022, a welcome respite from two straight years of increasing deaths on the roadways. Through September 30, 2024, there have been 265 traffic fatalities reported. In comparison, at the same point in 2023, there had been 257 fatalities recorded. This bodes well for Massachusetts to meet the FY24 benchmark of 343 as listed in the FFY24-26 HSP.

For FFY25, OGR will continue to improve and enhance enforcement programs to help further reduce unsafe driving behaviors on the roadways of Massachusetts. The MRS program has more towns involved than in FFY24 (192 vs 186) and will have more departments, on average, involved in pedestrian/bicyclist enforcement than in FFY24 as well. With over half of all fatal crashes occurring across four counties – Bristol, Hampden, Middlesex, Worcester – in 2023, OGR will continue to push police from these respective counties to increase enforcement efforts during FFY25.

The Underserved Communities grant, which gets underway in FFY25, is a new program that provides funding to nonprofit organizations to promote traffic safety within their respective communities. OGR is optimistic the grantees, which include WalkMassachusetts and MADD, will help raise awareness on issues such as impaired driving and vulnerable road user safety.

With the selection of a media vendor in FFY25, OGR will be expanding traffic safety messaging to support not only impaired driving and pedestrian/bicyclist safety enforcement but also occupant

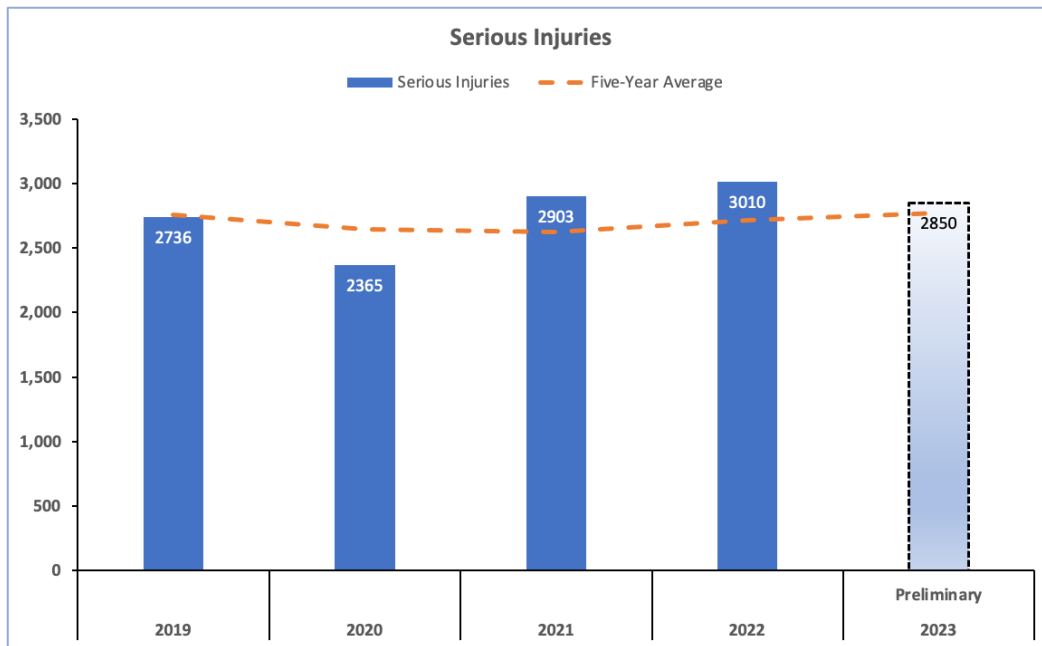
protection, distracted driving, and speed mobilizations. Motorcycle safety will also be part of the traffic safety messaging outreach in FFY25 through collaboration with RMV.

C-2 Serious Injuries

Target for 2026: Reduce the five-year average for serious injuries by 4 percent from 2,708 in 2022 to 2,603 by December 31, 2026.

Performance as of December 31, 2023:

Based on preliminary data, the five-year average for serious injuries in 2023 was 2,773, which is 6.5 percent higher than the desired target of 2,603.



Source: IMPACT

Analysis:

In 2023, serious injuries decreased 5.3 percent to 2,850 from 3,010 in 2022, reversing two straight years of increases. As of September 30, 2024, there have been 1,941 serious injuries reported in crashes across the Commonwealth, which is 11.5 percent lower than the 2,194 serious injuries recorded by the same point in 2023.

With the rise in the seat belt usage rate in 2024 – up to 84.36 from 80.44 – OGR is optimistic about motor vehicle occupants across Massachusetts becoming more attentive to the need to buckle up. According to NHTSA, using a belt reduces the risk of serious injury in a crash by 50 percent. Coupled with advances in automobile safety technology such as automatic braking systems, lane departure warnings, as well as the implementation of media messaging campaigns related to traffic safety and the inclusion of more local MRS grantees to conduct enforcement, OGR believes serious injuries will continue falling in FFY25.

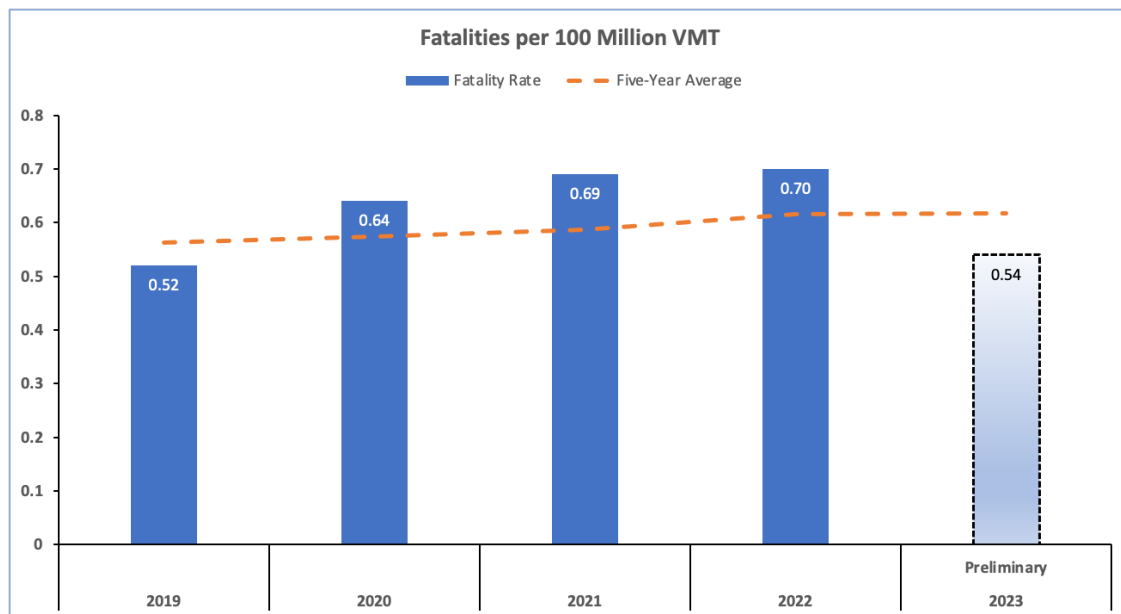
With the selection of a media vendor in FFY25, OGR will expand its safety messaging to include occupant protection, distracted driving, speed and motorcycle safety along with impaired driving and pedestrian/bicyclist safety – which it did in FFY24. Having messaging paired with enforcement efforts during FFY25 will help increase awareness among all roadway users in Massachusetts and lead to fewer fatalities, serious injuries, and crashes.

C-3 Fatality/VMT Rate

Target for 2026: Reduce the five-year average for fatality rate per 100 million vehicle miles traveled by 12 percent from 0.62 in 2022 to 0.54 by December 31, 2026.

Performance as of December 31, 2023:

Based on preliminary data, the five-year average for fatality/VMT rate in 2023 was 0.62, which is 14.8 percent higher than the desired target of 0.54.



Source: FARS, IMPACT, DOT

Analysis:

In 2023, the fatality/VMT rate remained unchanged from 2022 at 0.70. For 2024, MassDOT estimated VMT for Massachusetts is 63,673 million – a 1.1 percent increase from 2023. With fatalities for 2024 projected to be in the 340-355 range, the fatality/VMT rate for the year is estimated to fall between 0.54 – 0.56.

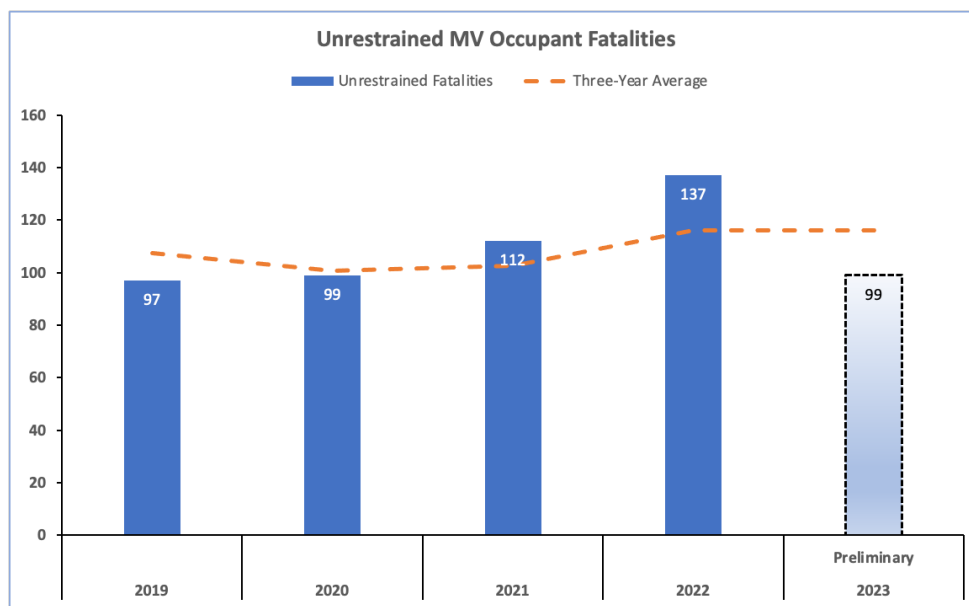
According to MassDOT, the state's total VMT is expected to rise approximately 2 percent each year going forward. For 2025, the projected VMT is 64,375, and for 2026 it will be 65,082. If fatalities remain in the 350 – 360 range during those years, the five-year average for fatalities per 100 million VMT will fall below 0.60 by 2026, which would be a 7 percent drop from the 2023 average of 0.62.

C-4 Unrestrained Motor Vehicle Occupant Fatalities

Target for 2026: Reduce the three-year average for unrestrained fatalities by 5.7 percent from 104 in 2022 to 99 by December 31, 2026.

Performance as of December 31, 2023:

Based on preliminary data, the three-year average for unrestrained occupant fatalities in 2023 was 116, which is 17.2 percent higher than the desired target of 99.



Source: FARS, IMPACT

Analysis:

In 2023, the number of unrestrained motor vehicle fatalities dropped to 99 from 137 in 2022 – representing a 28 percent reduction. As of September 30, 2024, there have been 77 unrestrained fatalities, which is 8.3 percent lower than the 84 reported by the same date in 2023.

With the statewide seat belt rate over 80 percent for the last two years, it's important to acknowledge the efforts and possible impact of over 8,000 hours of enforcement patrols by law enforcement during May's Click It or Ticket mobilization. For FFY25, OGR expects the State and local police to build upon their successful enforcement efforts in FFY24 regarding seat belt safety by conducting more enforcement hours during times when the majority of unrestrained deaths occur.

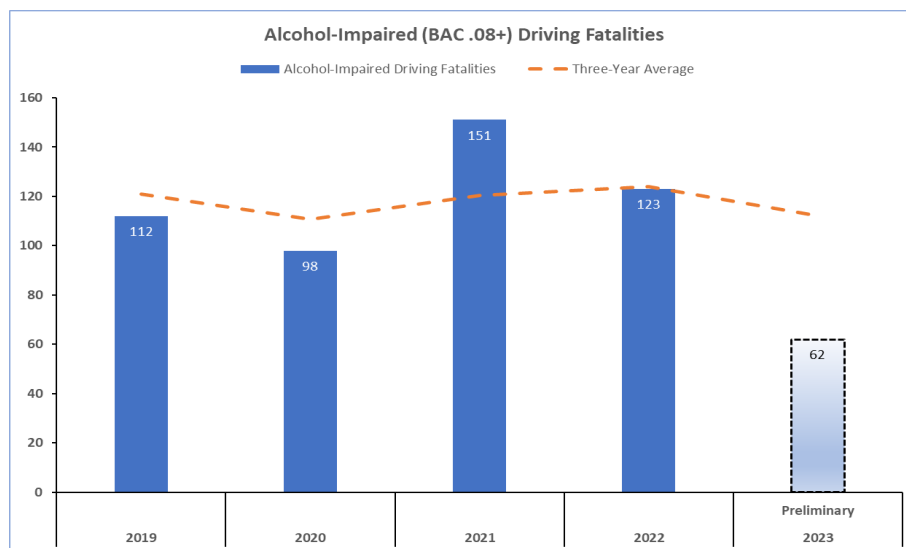
If the current Massachusetts legislature passes a primary seat belt enforcement law, it would allow police to pull over drivers for the sole reason of not wearing their seat belt. NHTSA has found that states with primary seat belt laws have a much higher seat belt usage rate than states without such a law.

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

Target for 2026: Reduce the three-year average for alcohol-impaired fatalities by 9.1 percent from 121 in 2022 to 110 by December 31, 2026.

Performance as of December 31, 2023:

Based on preliminary data, the three-year average for alcohol-impaired driving fatalities in 2023 was 112, which is 1.8 percent higher than the desired target of 110.



Source: FARS, IMPACT

Analysis:

In 2023, the number of alcohol-impaired driving fatalities dropped to 62 from 123 reported in 2022. Despite the decline in fatalities, the final value will certainly be higher. For the 2023 Annual Report, the preliminary number of alcohol-impaired fatalities as of early December 2022 was 64, and the final value ending up being 123. The process involved in determining alcohol-involvement by BAC levels takes time, leading to delays – up to two years – before the most accurate numbers become available.

For FFY24, OGR was able to contract with a media vendor to develop and distribute media messaging related to impaired driving during the summer (August/September) DSOGPO mobilization. The impact of safety messaging along with the enforcement efforts by local and State police was positive. During the FFY24 summer mobilization period, there were 990 citations issued to drivers for impaired driving, which was 35 percent lower than the 1,521 citations given out during the same period in FFY23. OGR is confident this impact on impaired driving behavior will continue in FFY25 with safety messaging supporting both the winter (December/January) and summer DSGPO mobilizations.

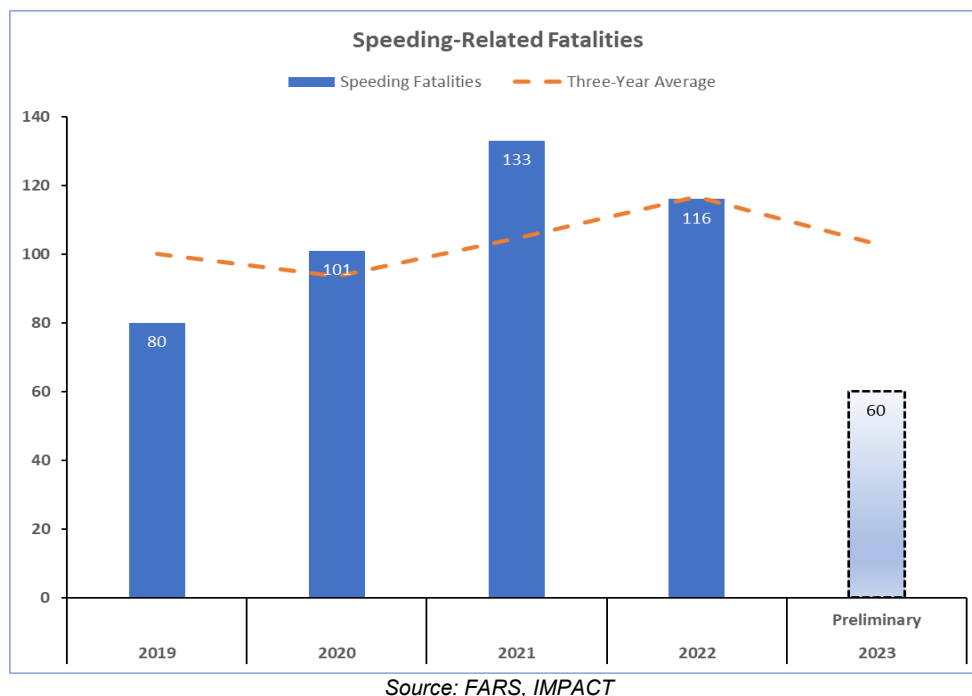
OGR hopes to also increase the number of local police involved in alcohol impaired enforcement campaigns in FFY25 from the 134 towns (Winter Impaired) and 144 towns (Summer Impaired) that participated in FFY24. With more towns involved, the impact of enforcement on driver behavior will be even greater. Coupled with an expected increase in the number of sobriety checkpoints and saturation patrols the State Police plans to conduct and the addition of media messaging support, OGR is optimistic that alcohol impaired driving fatalities will trend downward in the coming years.

C-6 Speed-Related Fatalities

Target for 2026: Reduce the three-year average for speeding-related fatalities by 8.4 percent from 107 in 2022 to 98 by December 31, 2026.

Performance as of December 31, 2023:

Based on preliminary data, the three-year average for speed-related fatalities in 2023 was 103, which is 5.1 percent higher than the desired target of 98.



Analysis:

In 2023, the number of speed-related fatalities dropped to 60 from 116 reported in 2021. Despite the dramatic decline in fatalities, the final value will certainly be higher. At the end of 2022, the preliminary number of speed-related fatalities on IMPACT was 70, and the final value ended up at 116. The process for determining speed-involvement in a fatal crash is quite painstaking, so it tends to take much longer than average for law enforcement to submit final crash reports for entry into the Crash Data System.

During FFY24, State and local police issued 199,848 violations for speeding (90§17) – a decrease of 1.6 percent from the 203,048 issued in FFY23. The decline in speeding violations is a reflection of changing driver behavior as police are finding less instances of drivers going faster than the speed limit on Massachusetts roadways. OGR believes the addition of speed safety messaging along with continued efforts by law enforcement to stop speeding drivers will lead to further drops in violations during FFY25.

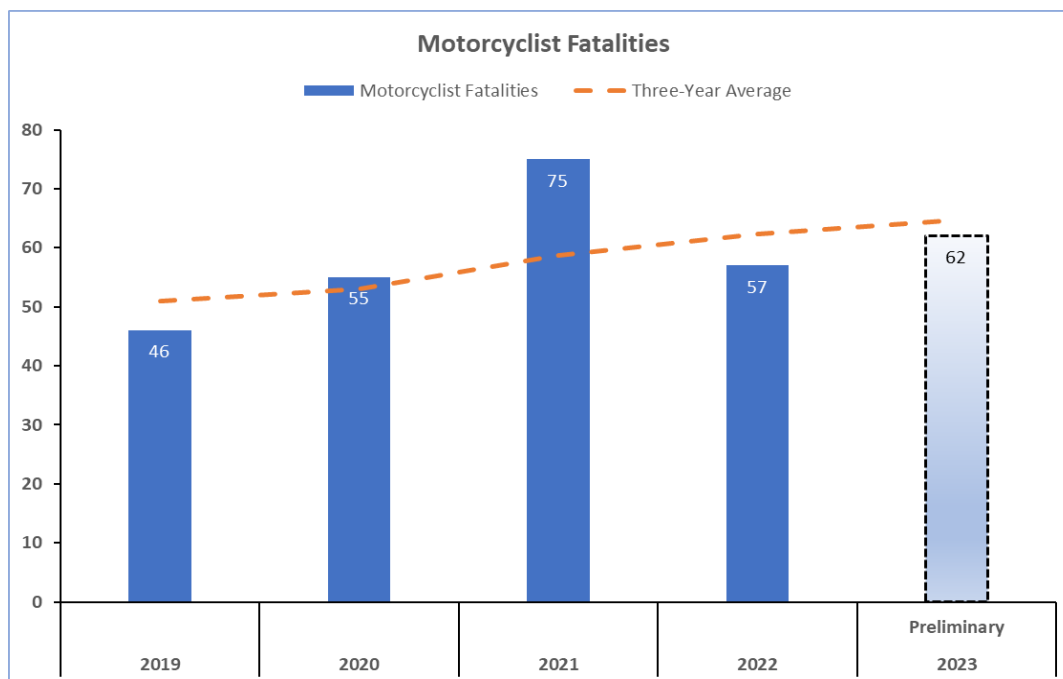
With the inclusion of speed messaging in support of the June and July 2025 speed enforcement mobilizations, OGR is optimistic speed-related fatalities and serious injuries will continue falling in 2025. OGR will also encourage more MRS grantees to participate in the speed mobilizations, increasing the number of departments involved in FY25 from 148 (June 2024) and 146 (July 2024). Having more departments participating means a more visible presence on the roadways for all drivers to see, leading to more cautious driving behaviors to avoid police enforcement.

C-7 Motorcyclist Fatalities

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

Performance as of December 31, 2023:

Based on preliminary data, the three-year average for motorcyclist fatalities in 2023 was 65, which is 30 percent higher than the desired target of 50.



Source: FARS, IMPACT

Analysis:

In 2023, the number of motorcyclist fatalities rose to 62 from 57 reported in 2022 – an 8.8 percent increase. Unfortunately, this trend upwards may continue into 2024. As of September 30, 2024, the number of motorcyclist fatalities reported is 62, which is 27 percent higher than the 49 reported at the same point in 2023. With three months remaining (October – December), it appears doubtful that the number of fatalities for 2024 will hold at 62.

With the addition of a media vendor in FFY25, OGR is optimistic the motorcycle safety messaging developed and distributed in collaboration with this vendor will have a positive impact on motorcyclist safety. The surge in motorcyclist fatalities during the months of August and September 2024 (31 deaths – half of all motorcycle fatalities for January – September 2024) is of concern to OGR. For FFY25, motorcycle safety messaging and awareness outreach will be focused on the summer months (June – September) in an effort to bring down motorcyclist fatalities.

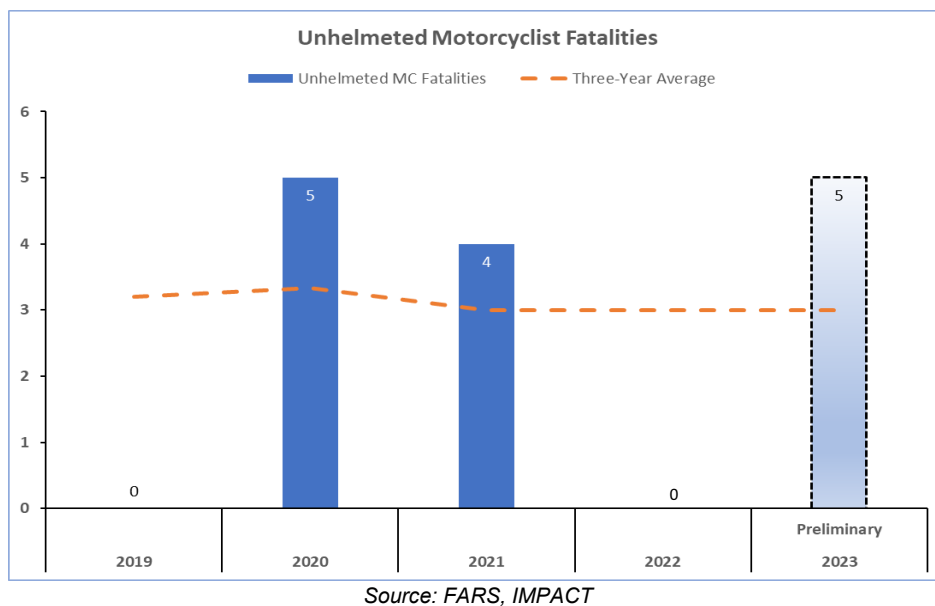
OGR will also collaborate with RMV to further promote motorcyclist safety and awareness as well as the availability of motorcycle rider training classes through social media and website postings. Increasing the number of riders attending training classes will greatly improve motorcycle driver abilities and awareness on the roadways.

C-8 Unhelmeted Motorcyclist Fatalities

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

Performance as of December 31, 2023:

Based on preliminary data, the three-year average for unhelmeted motorcyclist fatalities in 2023 was three, which is slightly higher than the desired target of one.



Analysis:

In 2023, the number of unhelmeted motorcyclist fatalities rose to five from zero reported in 2022. As of September 30, 2024, the number of unhelmeted motorcyclist fatalities reported is four, down from the five unhelmeted deaths reported at the same time in 2023. With three months of data left (October – December), it remains to be seen if the unhelmeted fatalities will hold at four.

Massachusetts has a primary law that requires all motorcycle riders (drivers and passengers alike) to wear a helmet. The first offense is a \$35 fine and an insurance surcharge for six to seven years. Subsequent violations result in higher penalties and additional years of insurance surcharge. Since its inception, the law has helped Massachusetts achieve one of the lowest numbers of unhelmeted fatalities in the nation in recent years.

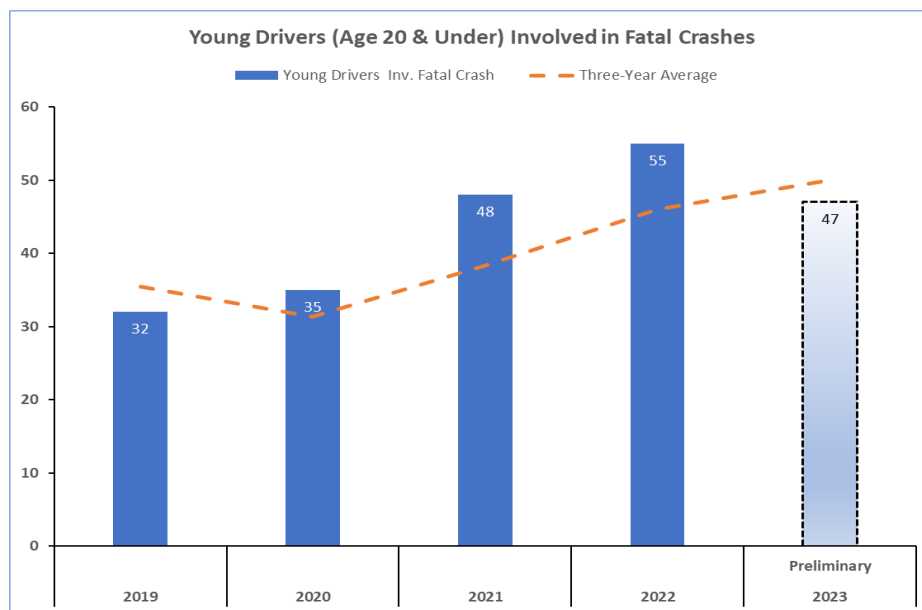
To further impress upon motorcycle riders the importance of wearing a helmet, OGR will collaborate with RMV in FFY25 to continue promoting motorcycle helmet safety via social media and website postings. OGR will also develop and distribute a motorcycle safety messaging campaign with its FFY25 media vendor. The safety campaign will be aimed at raising awareness among both motor vehicle drivers and motorcycle riders in high motorcycle crash areas, such as Bristol County and Worcester County.

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

Target for 2026: Reduce the three-year average for drivers under 21 involved in fatal crashes by 10.8 percent from 43 in 2022 to 39 by December 31, 2026.

Performance as of December 31, 2023:

Based on preliminary data, the three-year average for young drivers involved in fatal crashes in 2023 was 50, which is 28 percent higher than the desired target of 39.



Source: FARS, IMPACT

Analysis:

In 2023, the number of young drivers involved in a fatal crash dropped to 47 from 55 reported in 2022 – a welcome development after three consecutive years of increases. OGR is cautiously optimistic the downward trend in young driver involvement will continue going forward. As of September 30, 2024, the number of young drivers involved in a fatal crash was 34, a slight drop from 36 reported at the same point in 2023.

During FFY24, MSP conducted 30 presentations at high schools and local safety fairs across Massachusetts focused on traffic safety issues, including impaired driving, speeding, distracted driving, and seat belt usage. The number of presentations in FFY24 increased from the 16 given in FFY23. MSP expects to up the number of presentations to 40 in FFY25, which would expose even more young drivers to safe driving practices than in FFY24.

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

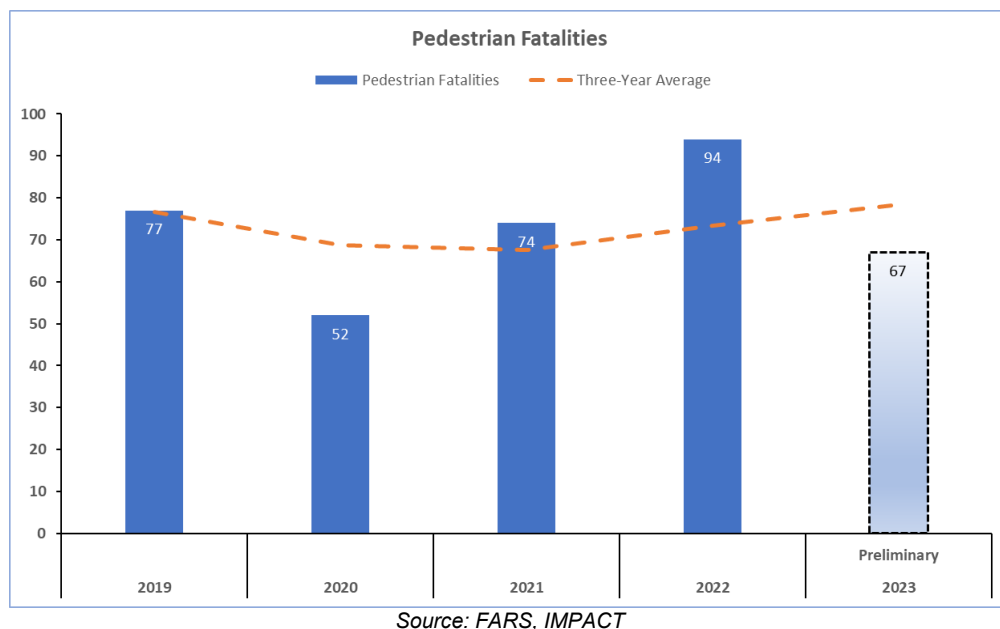
OGR is confident that with the continued expansion of MSP's presentations in FFY25, coupled with the continued success of ABCC's Compliance Checks program, the number of young drivers involved in a fatal crash will decline in the coming years.

C-10 Pedestrian Fatalities

Target for 2026: Reduce the three-year average for unrestrained fatalities by 3.1 percent from 75 to 73 by December 31, 2026.

Performance as of December 31, 2023:

Based on preliminary data, the three-year average for pedestrian fatalities in 2023 was 78, which is 6.8 percent higher than the desired target of 73.



Analysis:

In 2023, the number of pedestrian fatalities fell to 67 from 94 reported in 2022 – a 29 percent decline. After two years of rising pedestrian fatalities, OGR is hopeful 2023 is the beginning of a downward trend. As of September 30, 2024, there have been 51 pedestrian fatalities reported in Massachusetts, which is 8.5 percent higher than the 47 fatalities reported at the same point in 2023. With pedestrian enforcements planned throughout November/December of 2024 through the MRS grant, OGR is confident the final number of pedestrian deaths will be at or below 2023.

During FFY24, OGR had success in raising the number of MRS grantees participating in pedestrian and bicyclist enforcement periods from an average of 23 departments in FFY23 to 32. This increase resulted in total ped/bike enforcement hours rising to over 5,800 compared to 4,000 in FFY23 and fewer ped/bike fatalities reported during FY24 ped/bike enforcement months than in FFY23 (21 and 23, respectively).

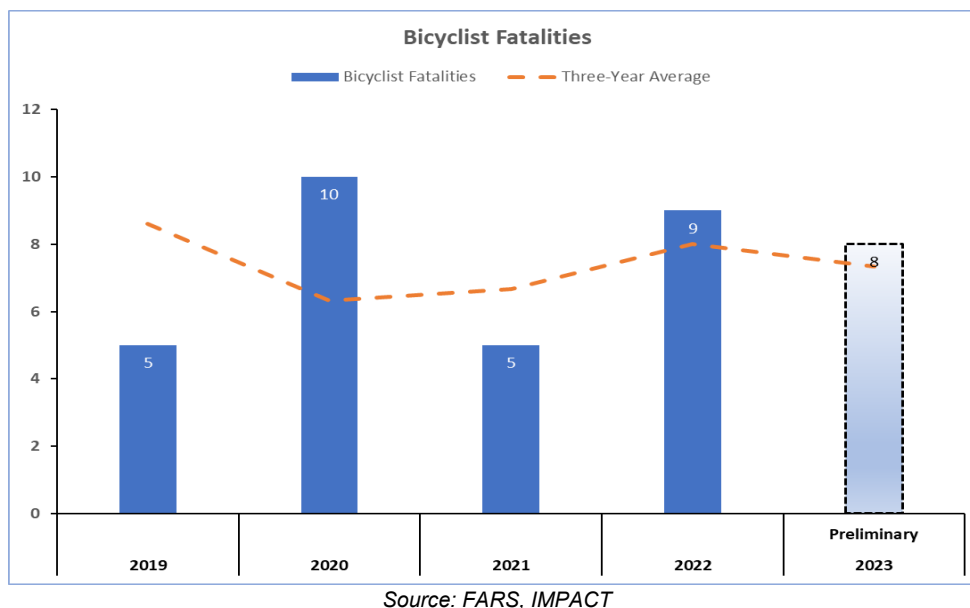
For FFY25, OGR is excited about continuing with the positive impact of its pedestrian and bicyclist safety messaging campaign that began in FFY24. During FFY24, the ped/bike campaign resulted in over 30 million impressions made through various media channels, including electronic billboards, bus tails signage, Spotify, and traditional AM/FM radio stations. In FFY25, OGR will be working with a media vendor to further spread the message of pedestrian and bicyclist safety with a focus on metro areas, including Boston, Springfield, Worcester, Lawrence, and Lowell.

C-11 Bicyclist Fatalities

Target for 2026: Reduce the three-year average for bicyclist fatalities from eight in 2022 to four by December 31, 2026.

Performance as of December 31, 2023:

Based on preliminary data, the three-year average for bicyclist fatalities in 2023 was seven, which is higher than the desired target of four.



Analysis:

In 2023, the number of bicyclist fatalities dropped to eight from nine reported in 2022. As of September 30, 2024, there have been seven bicyclist fatalities reported, which is slightly above the six fatalities reported at the same point in 2023. With bicyclist enforcements planned throughout November/December of 2024 by MRS grantees, OGR is confident the final number of bicyclist deaths will be at or below what was reported in 2023.

During FFY24, OGR had success in raising the number of MRS grantees participating in pedestrian and bicyclist enforcement periods from an average of 23 departments in FFY23 to 32. This increase resulted in total ped/bike enforcement hours rising to over 5,800 compared to 4,000 in FFY23 and fewer ped/bike fatalities reported during FY24 ped/bike enforcement months than in FFY23 (21 and 23, respectively).

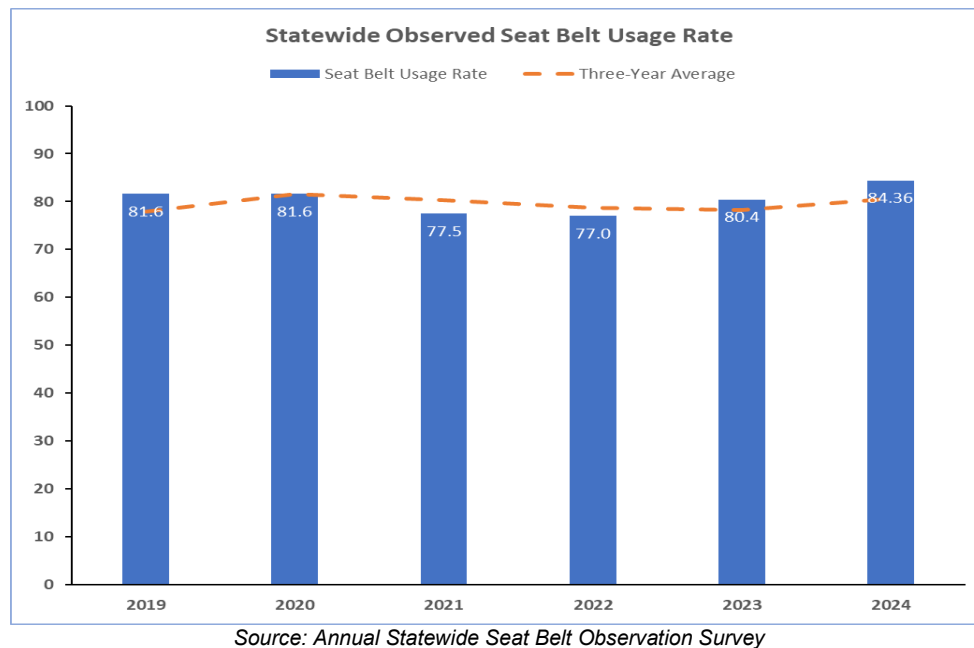
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B-1 Observed Seat Belt Usage Rate

Target for 2026: Increase the three-year average for the statewide seat belt usage rate by 2.1 percent from 79 percent in 2022 to 80 percent by December 31, 2026.

Performance as of December 31, 2023:

Based on the most recent survey, the three-year average for the observed seat belt usage rate in 2024 was 80.6 percent, which surpasses the desired target of 80.



Analysis:

In 2024, the observed seat belt usage rate was 84.36, nearly four percentage points higher than the 80.44 usage rate reported in 2023. OGR is hopeful the rise in the belt usage rate over the past two years will be the beginning of an upward trend in seat belt usage.

In FFY24, State and local police conducted over 8,000 hours of enforcement patrols during May's CIOT mobilization, which had a positive impact on the seat belt usage rate results from the statewide seat belt observation survey that took place in June. For FFY25, OGR expects law enforcement to build upon their success in FFY24 by conducting even more enforcement hours in support of the Click It or Ticket mobilization taking place in May 2025. With more than 190 local police departments participating in the FFY25 MRS, OGR is confident more police will be involved than the 156 departments in May 2024's CIOT enforcement.

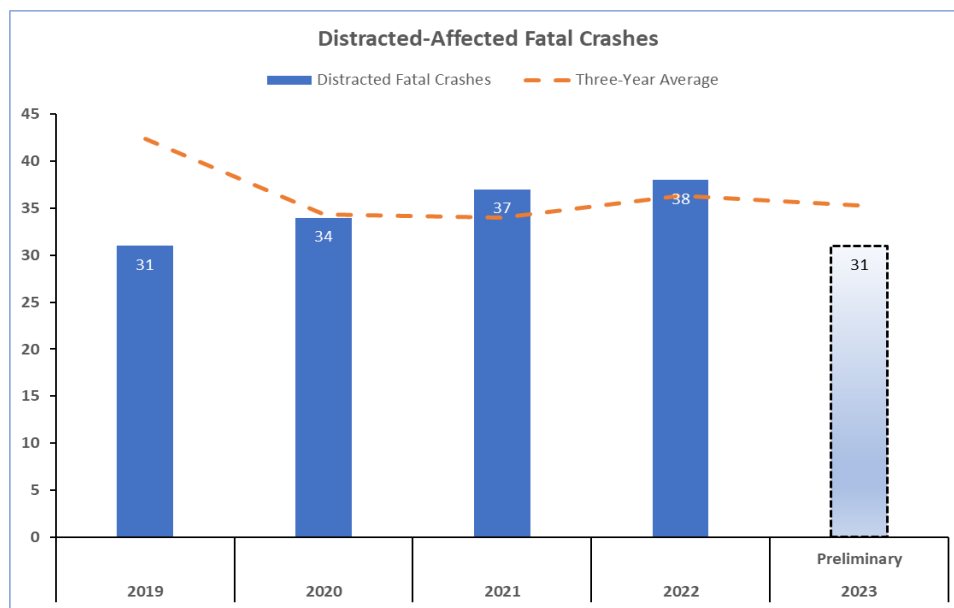
If the current Massachusetts legislature passes a primary seat belt enforcement law, it would allow police to pull over drivers for the sole reason of not wearing their seat belt. NHTSA has found that states with primary seat belt laws have a much higher seat belt usage rate than states without such a law.

NC-1 Distraction-Affected Fatal Crashes

Target for 2026: Reduce the three-year average for distraction-affected fatal crashes by 16 percent from 33 in 2022 to 28 by December 31, 2026.

Performance as of December 31, 2023:

Based on the most recent survey, the three-year average for distraction-affected fatal crashes in 2023 was 35, which is 25 percent higher than the desired target of 28.



Source: FARS, IMPACT

Analysis:

In 2023, the preliminary number of distraction-affected fatal crashes declined by 18 percent to 31 from 38 in 2022. As of September 30, 2024, there have been 15 distraction-affected fatal crashes reported in Massachusetts. This is significantly lower than the 21 crashes reported by the same date in 2023. It must be acknowledged that distraction-affected crashes are notoriously difficult to determine, as individuals involved in collisions may not be inclined to mention distractions that may have contributed to the crash. On average, distraction-affected fatal crashes account for approximately 10 percent of all fatal crashes reported in Massachusetts. If this historical trend continues through 2023 and 2024, the number of crashes is expected to be in the 30-35 range, which would be lower than in 2022 and 2021.

During FFY24, State and local police issued 52,272 violations for driving while looking at or using a mobile phone. In FFY23, 53,488 such violations were issued. The combined total of 105,760 violations is 12 percent higher than the 94,523 violations issued through FFY21 and FFY22. The increase in violations through CY23 and CY24 is having a positive impact on distracted driving crashes, as the preliminary numbers for 2023 and 2024 are significantly lower than in 2021 and 2022.

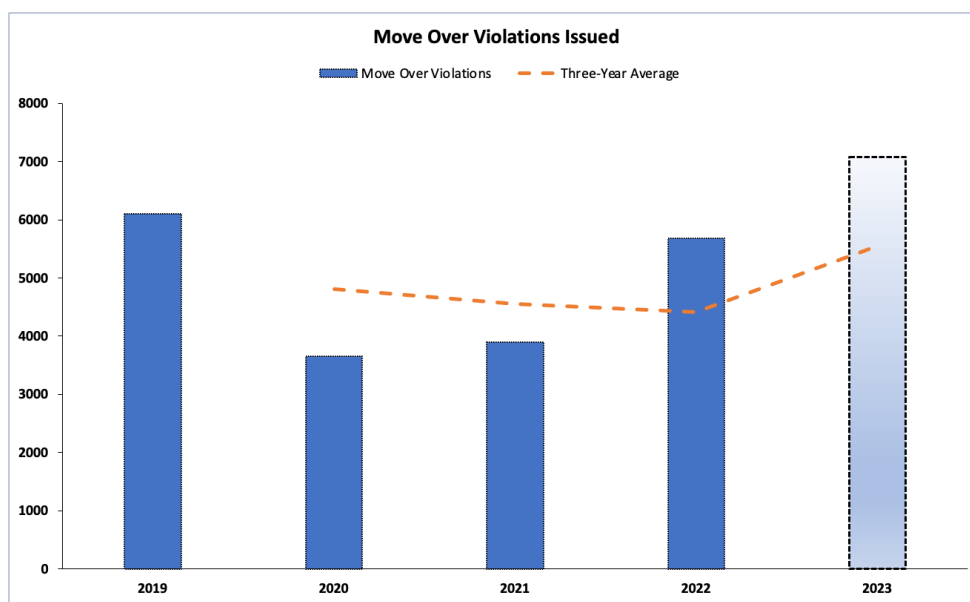
OGR will work to increase the number of local police involved in the 2025 April Distracted Driving mobilization from the 159 that participated in 2024, as well as encourage law enforcement to continue to be vigilant about stopping drivers using a hand-held device behind the wheel.

NC-2 Reduce Move Over Violations Issued

Target for 2026: Reduce the three-year average for issuance of Move Over Violations (89 7C) by local and State police by 9.3 percent from 4,372 in 2022 to 3,967 by December 31, 2026.

Performance as of December 31, 2023:

Based on the most recent MRB Citations report, the three-year average for Move Over Violations in 2023 was 5,549, which is 40 percent higher than the desired target of 3,967.



Source: FARS, IMPACT

Analysis:

In 2023, the number of Move Over Violations issued by local and State Police was 7,074 – a 25 percent increase from 5,677 issued in 2022. As of September 30, 2024, local and State police have issued 5,299 Move Over Violations to drivers. This is 19.4 percent higher than the 4,437 violations given out by the same date in 2023. While the increase reflects law enforcement's dedication to making break down lanes and crash scenes safe for all first responders, it also shows that drivers are clearly not getting the message about moving over. OGR is optimistic the number of violations will start going down after 2024 as more and more drivers begin adhering to the Move Over Law as a result of the increased enforcement of the law by police.

Going forward, OGR may revise or improve upon this current performance measure to better reflect the state of roadside safety in Massachusetts. Regardless, OGR will ensure the new or improved performance measure will satisfy the requirement for consideration of funding for 405h (Preventing Roadside Deaths).

Grant Funded Activity Results

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

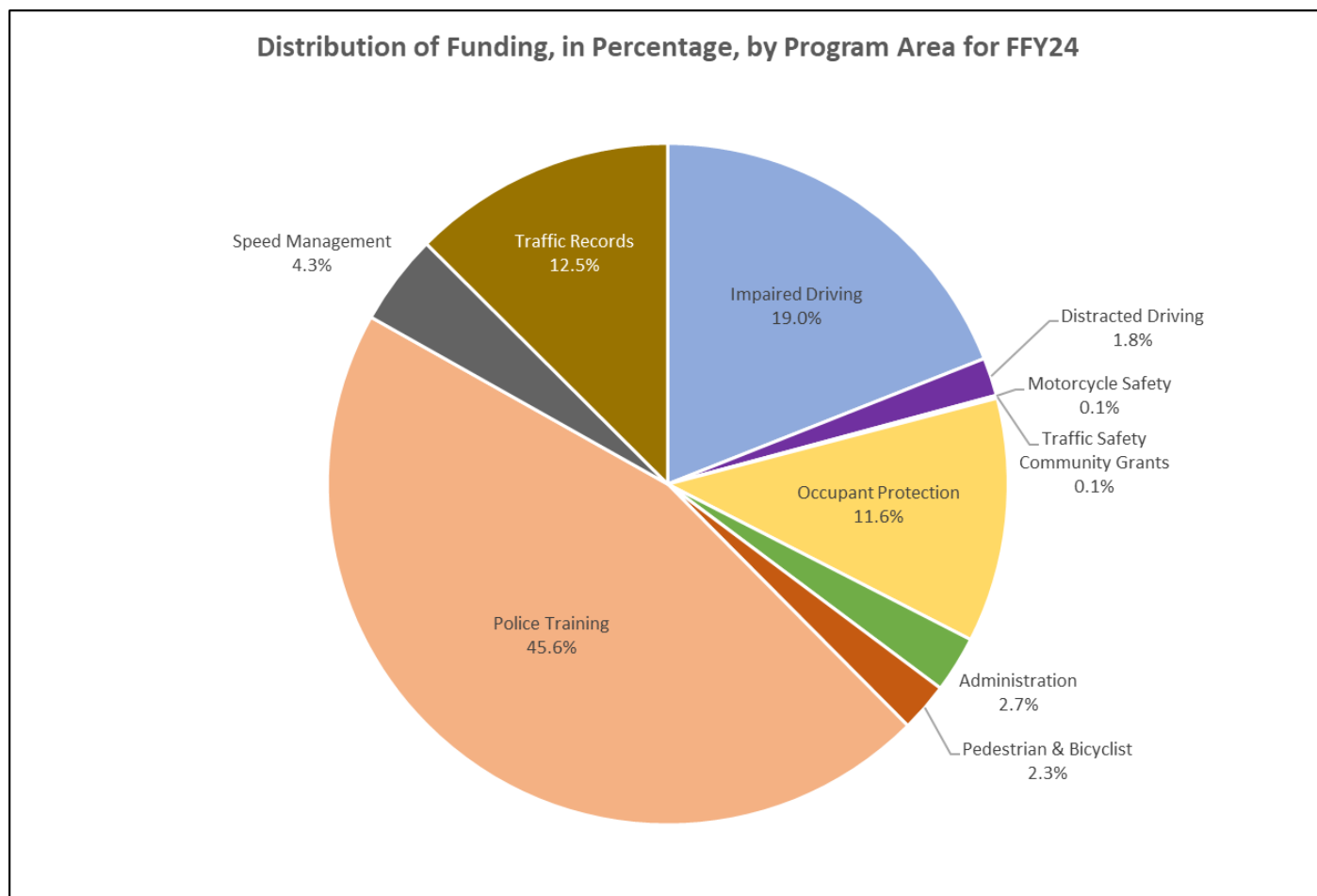
Grant Funded Activities	FFY20	FFY21	FFY22	FFY23	FFY24
Safety Belt Violations Issued	2,394	2,549	3,622	2,787	2,961
Impaired Driving Arrests	94	69	266	502	321
Speeding Violations Issued	5,686	3,819	9,615	8,755	8,675

FINANCIAL SUMMARY – DISTRIBUTION OF FFY24 FUNDING

Summary of FFY24 Financial Activity as of December 31, 2024

Code	Program Area	402	405b	405c	405d	405e	405f	405h	Total	Pct Total
AL	Impaired Driving	\$ 119,073.85			\$ 1,909,480.07				\$ 2,028,553.92	19.0%
DD	Distracted Driving	\$ 14,179.69				\$ 179,136.49			\$ 193,316.18	1.8%
MC	Motorcycle Safety	\$ 7,179.50					\$ -		\$ 7,179.50	0.1%
NP	Traffic Safety Community Grants	\$ 7,397.62							\$ 7,397.62	0.1%
OP	Occupant Protection	\$ 528,164.79	\$ 711,396.32						\$ 1,239,561.11	11.6%
P&A	Administration	\$ 285,854.83							\$ 285,854.83	2.7%
PS	Pedestrian & Bicyclist	\$ 14,261.32						\$ 234,026.67	\$ 248,287.99	2.3%
PT	Police Training	\$ 4,479,930.48						\$ 392,389.42	\$ 4,872,319.90	45.6%
SC	Speed Management	\$ 460,418.59							\$ 460,418.59	4.3%
TR	Traffic Records	\$ 134,930.72		\$ 1,204,390.36					\$ 1,339,321.08	12.5%
TOTAL		\$ 6,051,391.39	\$ 711,396.32	\$ 1,204,390.36	\$ 1,909,480.07	\$ 179,136.49	\$ -	\$ 626,416.09	\$ 10,682,210.72	

Summary of FFY24 Funding Distribution by Program Area as of December 31, 2024



Acronym Glossary

Administrative Office of the Trial Court (AOTC)
Advanced Roadside Impaired Driving Enforcement (ARIDE)
Alcoholic Beverages Control Commission (ABCC)
Automated License and Registration System (ALARS)
Blood Alcohol Concentration (BAC)
Breath Alcohol Testing (BAT)
Breath Test (BT)
Center for Disease Control (CDC)
Child Passenger Safety (CPS)
Click It or Ticket (CIOT)
Continuing Education Unit (CEU)
Data-Driven Approaches to Crime and Traffic Safety (DDACTS)
Department of Children and Families (DCF)
Drive Sober or Get Pulled Over (DSOGPO)
Drug Recognition Expert (DRE)
Executive Office of Public Safety and Security (EOPSS)
Fixing America's Surface Transportation (FAST Act)
Fatality Analysis Reporting System (FARS)
Federal Fiscal Year (FFY)
Governors Highway Safety Association (GHSA)
Highway Safety Division (HSD)
High Visibility Enforcement (HVE)
International Association of Chiefs of Police (IACP)
Junior Operator License (JOL)
Law Enforcement Liaison (LEL)
Moving Ahead for Progress in the 21st Century Act (MAP-21)
Massachusetts Department of Transportation (MassDOT)
Massachusetts Department of Public Health (DPH)
Massachusetts District Attorneys Association (MDAA)
Massachusetts Executive-Level Traffic Records Coordinating Committee (METRCC)
Massachusetts Law Enforcement Challenge (MLEC)
Massachusetts Rider Education Program (MREP)

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