

MASSACHUSETTS ANNUAL REPORT

FFY2025



Message from the Executive Director

The Massachusetts Office of Grants and Research (OGR) is pleased to present the Federal Fiscal Year 2025 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 an opportunity to assess the past year, celebrate successes, and identify opportunities for improvement in the coming year.

During FY25, 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.

FY25 saw a tremendous increase in overtime enforcement activity by both State and local police during mobilizations compared to FY24. Through overtime traffic enforcement patrols, sobriety checkpoints, and saturation patrols, over 135,000 citations and written warnings were issued to drivers. There were also 249 Operating Under the Influence (OUI) arrests, which removed impaired drivers from endangering the roadways. This also sent a message to other road users regarding our commitment to ensuring safety on Massachusetts roads.

Funding for the Child Passenger Safety (CPS) program resulted in over 3,400 new car seats purchased and made available for distribution to families in need. Funding provided to MPTC led to 95 classes offered including crash reconstruction, speed measurement, alcohol impairment and drug recognition expert that approximately 2,600 police officers attended.

The statewide seat belt usage rate rose for the fourth consecutive year in 2025 to 85.53 from 84.36 in 2024. 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 FY25 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 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,



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Table of Contents

Overview of Crashes in FY25	3
FY25 TSEP Review	7
FY25 Community Collaboration	12
FY25 Public Participations & Engagement	14
Program Area: Impaired Driving	17
Program Area: Occupant Protection	28
Program Area: Speeding & Distracted Driving	37
Program Area: Higher-Risk Transportation System Users	43
Program Area: Traffic Records	50
Program Area: Police Traffic Services, Community Traffic Safety, and Support	59
Performance Report	74
Financial Summary	91
Acronym Glossary	92

Summary of FY25 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 83 organizations across the Commonwealth. Recipients included State and municipal police, fire departments, regional hospitals, and nonprofit organizations. Through the program, grantees purchased 3,440 car seats from selected vendor Mercury Distributing for distribution to families and caregivers in need.
- Statewide CPS Training vendor, Baystate Medical Center, organized 36 training classes on CPS-related topics, which attracted over 600 attendees, as well as 32 car seat checkpoints across the state resulting in 300+ car seat inspections. The CPS recertification rate for Massachusetts in FY25 was 52.73 percent.
- The 2025 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 85.53 percent, up from the 84.36 percent reported in 2024. It was the fourth straight year seat belt usage has risen, 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, distracted driving, and vulnerable road user safety. These mobilizations resulted in over 106,000 traffic stops during FY25 with nearly 92,000 citations and written warnings issued.
- Massachusetts State Police (MSP) conducted over 17,000 hours of overtime enforcement, including 34 sobriety checkpoints and 44 saturation patrols, resulting in 37,000 citations and written warnings being issued, along with 193 OUI arrests.
- The Municipal Police Training Committee (MPTC) conducted 95 classes related to crash reconstruction, speed measurement, alcohol impairment, and drug recognition during FY25, with approximately 2,600 law enforcement professionals attending.
- The Alcoholic Beverage Control Commission (ABCC) conducted over 5,400 checks of liquor establishments and bars across its two signature alcohol enforcement programs – Sale to Intoxicated Persons and Compliance Checks. These checks resulted in 71 warnings and 13 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 18 fraudulent identifications, 21 bottles of alcohol, and 130 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 FY25

- Kerrie Mahoney, Program Coordinator II, resigned in April 2025 to pursue a new opportunity.

Key Dates and Activities in Highway Safety during FY25

December 1 – 31, 2024:	FY25 Local Winter Impaired Driving Mobilization
January 2025:	FY24 Annual Report submitted to NHTSA
April 1 – 30, 2025:	FY25 Local and MSP Distracted Driving Mobilization
May 1 – 31, 2025:	FY25 Local and MSP Click It or Ticket (CIOT) Mobilization
June 1 – 30, 2025:	FY25 Local and MSP Speed Mobilization
June 2025:	Statewide Seat Belt Observation Survey
July 1 – 31, 2025:	FY25 Local and MSP Speed Mobilization
August 2025:	FY26 Annual Grant Application submitted to NHTSA
August 1 – September 15, 2025:	FY25 Local and MSP Summer Impaired Driving Mobilization
September 2025:	2025 Statewide Seat Belt Observation Survey submitted to NHTSA

Notes on Data used in the FY25 Annual Report

For this Annual Report, OGR relied primarily on 2019 to 2024 crash data and, when available, 2025 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 (2019 to 2023) is considered final, and the data from IMPACT (2024 to 2025) is considered preliminary. It is expected the preliminary data will be finalized during 2026, 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 FY25

From October 1, 2024 – September 30, 2025, Massachusetts reported 129,606 crashes across the state, a decline of 4.4 percent from the 135,529 that occurred during FY24. Total fatal and serious injury crashes accounted for 2.07 percent of all crashes, a slight rise from the two percent reported for FY24.

Fiscal Year	Total Crashes	Serious Injury Crashes	Fatal Injury Crashes	Total Serious & Fatal Injury Crashes	Pct. Crashes with Serious/Fatal Injuries
FFY21	118,579	2,308	370	2678	2.26%
FFY22	132,593	2,646	416	3062	2.31%
FFY23	136,238	2,509	353	2862	2.10%
FFY24	135,539	2,384	331	2715	2.00%
FFY25	129,606	2,354	327	2681	2.07%

Source: MassDOT IMPACT

Despite the minor increase in combined fatal and serious injury crashes as a percentage of all crashes, both fatal and serious injury crashes saw a decline from FY24. Fatal injury crashes declined 1.2 percent and serious injury crashes dropped 1.3 percent - a testament to the hard work OGR, its stakeholders, and grantees put in during FY25 to improve traffic safety.

In terms of fatalities and serious injuries reported, deaths and injuries continued to fall in FY25. Compared to FY24, combined fatalities and serious injuries declined slightly and was down 13% from the high-water mark of 3,468 in FY22.

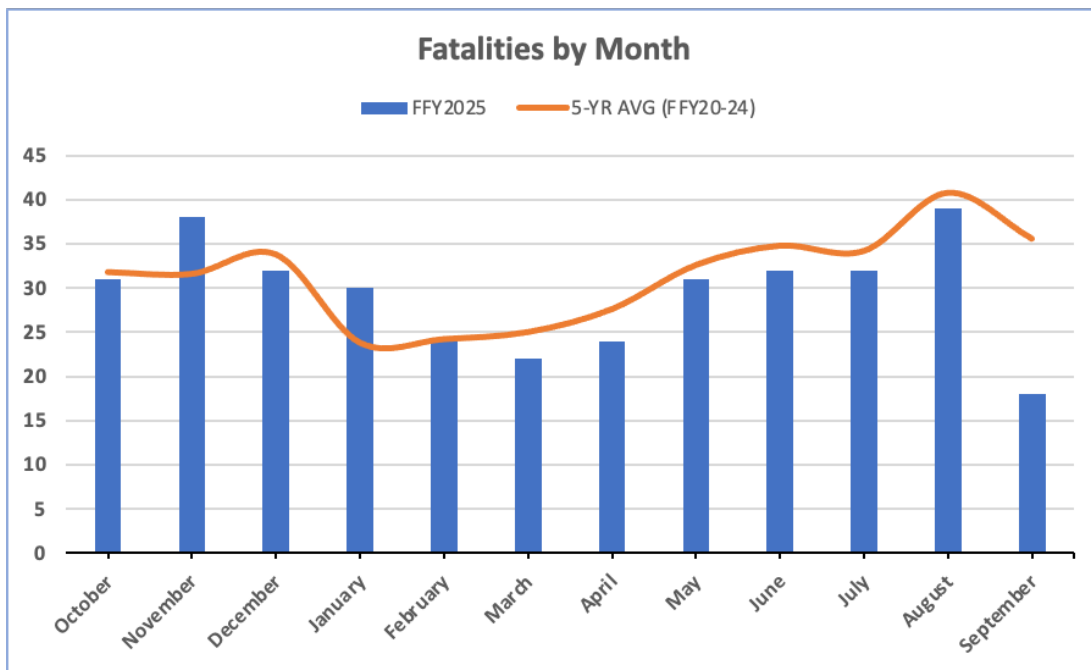
Fiscal Year	Fatalities	Serious Injuries	Total
FFY2021	391	2662	3053
FFY2022	436	3032	3468
FFY2023	369	2922	3291
FFY2024	349	2703	3052
FFY2025	353	2675	3028

Source: MassDOT IMPACT

A review of FY25 fatalities by month across various elements such as age group, day-of-week, and time-of-day will provide a clearer picture of how safer the roadways were in comparison with prior years. Fatalities by month in FY25 will be reviewed initially.

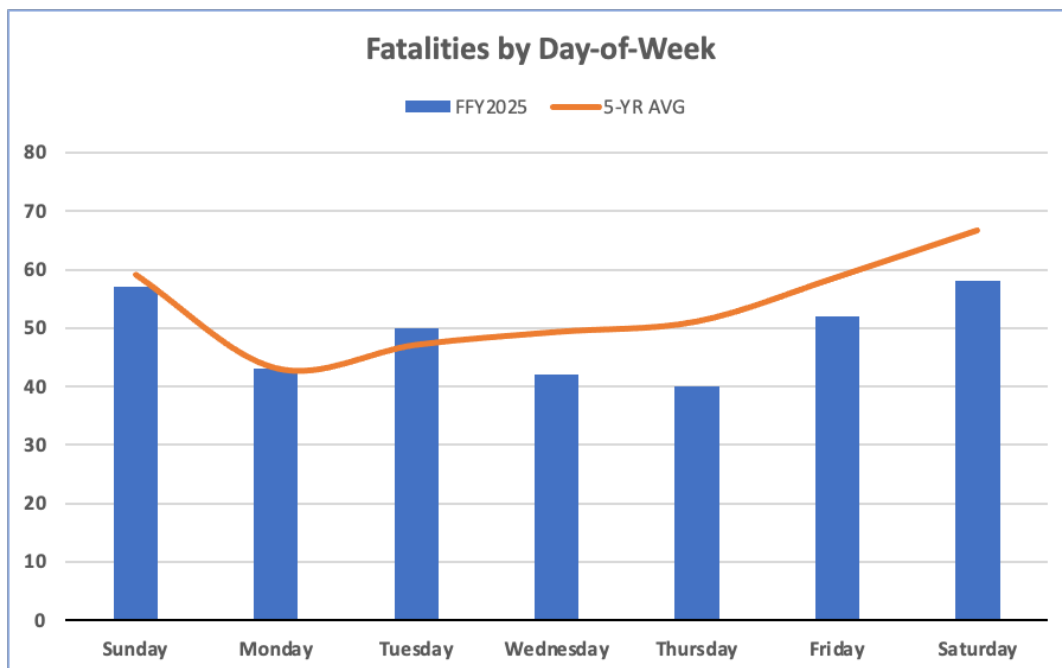
During FY25, all but two months had a fatality count below the five-year average. While this is a positive trend, the fact that fatalities declined steadily after November through March then rose for five consecutive months is troublesome – especially when there were key mobilizations occurring in April (Distracted Driving), May (CIOT), June (Speed), July (Speed) and August/September (DSGPO).

From April through September, local police participating in the Municipal Road Safety (MRS) Grant program conducted over 33,000 hours of overtime enforcement leading to nearly 82,000 motor vehicle stops resulting in 62,000 citations and written warnings being issued. All this activity was higher than reported in FY24 and has helped keep fatalities, for the most part, below the five-year average for FY20-24.



Source: MassDOT IMPACT

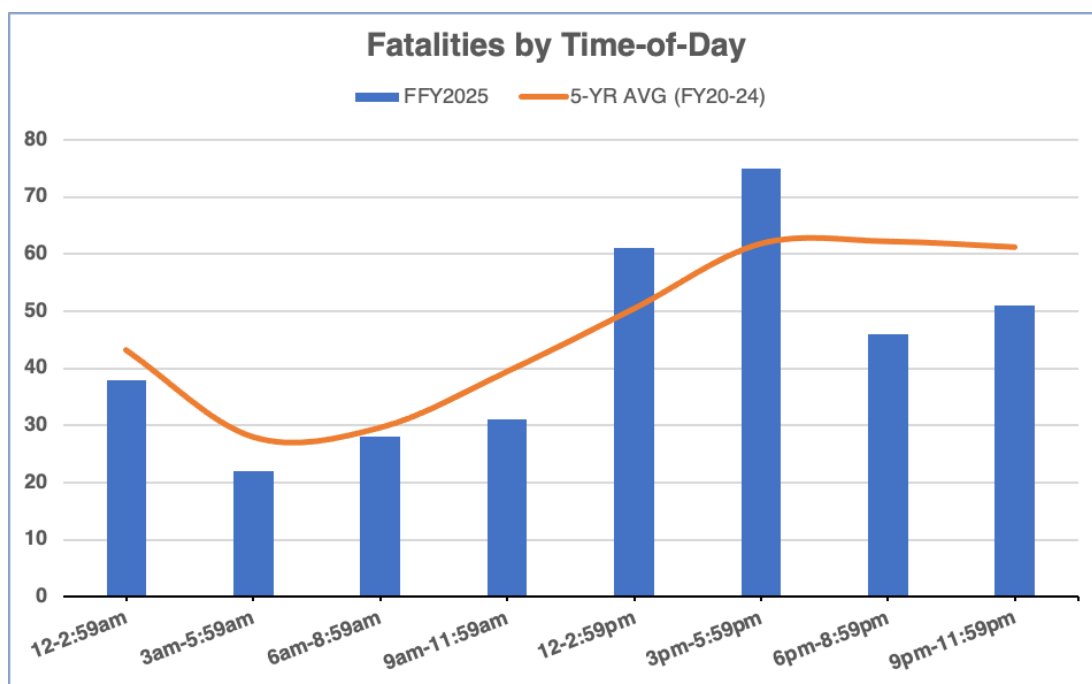
By day-of-week, FY25 saw a decline in fatalities Wednesday through Saturday compared to the five-year averages for FY20-24. A key objective for OGR in FY25 was to lower fatalities occurring during weekends (Friday – Sunday) through focused enforcement by both MRS grantees and State Police as well as promoting media messaging [i.e. Impaired Driving media safety campaign during Summer Drive Sober or Get Pulled Over enforcement period]. This concerted effort led to average fatalities for Friday-Sunday in FY25 to be nearly 10% lower than for FY20-24 (56 deaths vs 62). One data point to keep an eye on is the increase in fatalities on Tuesday compared to the five-year average. With more and more businesses calling for employees to return-to-work (RTW) through hybrid schedules (combination of remote and in-office work), OGR expects Tuesday through Thursday to see a rise in crashes in near term as more workers opt to head into the office during these three days.



Source: MassDOT IMPACT

By time-of-day, FY25 saw fewer or comparable fatalities across all time-of-day ranges except from 12pm to 5:59pm compared to the five-year average for FY20-24. This increase is likely due to the rise in Return to Work (RTW) mandate by businesses in 2024 and 2025, leading to more vehicles on the roadways. Consequently, there is an increasing likelihood of crashes occurring, especially during lunch and afterschool hours.

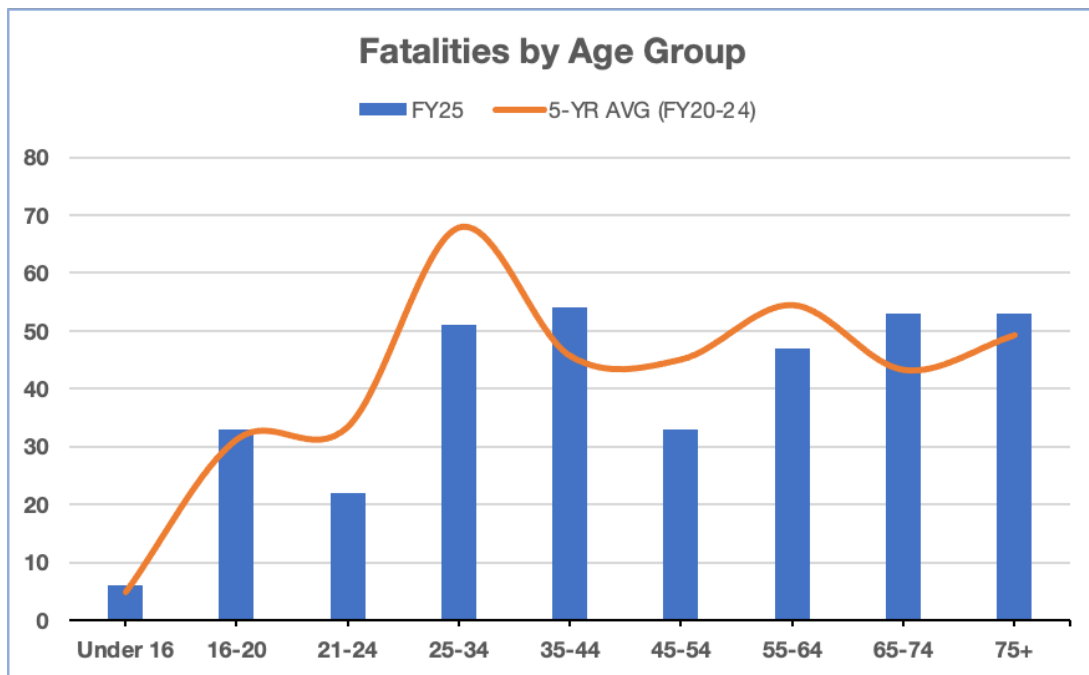
For FY26, OGR plans to work with enforcement agencies to increase funded and non-funded activities during afternoon/early evening hours to help bring the number of fatalities down. OGR will also seek to increase community-based programming and outreach efforts through its MRS program and Traffic Safety Grant Program for Underserved Communities.



Source: MassDOT IMPACT

By age group, fatalities for FY25 were substantially lower than the five-year average for FY20-24 with the 21-34 age group – which has been a primary target of media messaging by OGR and its partners in recent years. Despite the positive direction fatalities are going for the under 35 crowd, it appears that traffic deaths among older adults (65+) were higher in FY25 compared to the five-year average. An analysis of person type reveals that older adults account for 41% of all pedestrian and bicyclist fatalities during FY25. For the 65+ age group, there were 106 fatalities reported in FY25, of which 33% were attributed to pedestrians and bicyclists. For everyone else (under 65), pedestrian and bicyclist accounted for only 19.5% of all fatalities in FY25.

OGR will continue its focus on pedestrian and bicyclist safety among those 55+ as detailed in the FY24-26 HSP in FY26 with outreach and public participation in locations of clustered 55+ vulnerable road user deaths. Working with its media vendor, Argus, OGR plans to target pedestrians and bicyclists through a robust media campaign aligned with MRS participants in overtime enforcement aimed at vulnerable road users during FY26.



Massachusetts saw total fatalities and serious injuries decline for the third consecutive year in FY25 showing that OGR’s programs and collaborations with traffic safety partners are having a positive impact on roadway safety across the state. While the continued decline signifies progress in impacting roadway safety behaviors, whether as a vehicle occupant or as a vulnerable road user, OGR has much work to do going forward in FY26. Fatalities and serious injuries continue to occur most frequently among people between age 25-34 that are occupants of motor vehicles (driver or passenger). Crashes involving fatalities continue to occur most often over the three-day period of Friday, Saturday and Sunday; yet FY25 saw a troubling rise in crashes happening on Tuesdays. This is likely a result of more vehicles on the roadways as businesses opt for more employees to return to the office on a hybrid schedule. While overtime enforcement by law enforcement partners will remain focused on the Friday – Sunday period in FY26, effort will be made to conduct more activity during afternoon rush hours on Monday, Tuesday and Wednesday compared to previous years.

Older adults, those age 55 and up, have seen over 40% of all fatalities for this age range attributed to vulnerable road users (pedestrians, bicyclists) in recent years. With Massachusetts’ population forecasted to see an increase in the number of adults age 55 or older in the coming years, OGR plans to ramp up efforts in FY26 to reduce likelihood of fatalities and serious injuries among this age group through educational programming and community outreach.

Overall, OGR’s FY25 funded programming – whether through enforcement, education, community outreach, or media messaging – led to a net positive improvement in traffic safety in Massachusetts. For FY26, OGR hopes to continue this trend and further reduce fatalities, serious injuries, and crashes on the roadways.

FY25 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 FY25 AGA, there were seven planned activities designated as part of Massachusetts' evidence-based traffic safety enforcement program from October 1, 2024, to September 30, 2025. 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-25-02 MSP Sobriety Checkpoints & Saturation Patrols
- DD-25-02 MSP Distracted Driving Enforcement Program
- OP-25-02 MSP Occupant Restraint Enforcement Program
- PT-25-05 Municipal Road Safety (MRS)
- PT-25-06 MSP Sustained Traffic Enforcement Program (STEP)
- SC-25-02 MSP Speed Enforcement Program
- PS-25-02 MSP Pedestrian & Bicyclist Safety Enforcement Program

These seven enforcement activities generated over 60,000 hours of overtime patrols more than 135,000 citations and written warnings being issued. The per hour rate of citation and written warning issuance was 2.24, up from 2.14 in the previous fiscal year. Compared to FY24, which had approximately 55,800 hours of enforcement, FY25's activities saw an eight percent jump in enforcement hours and a 13 percent increase in total citations and written warnings distributed.

Below is a summary of grant-funded activity that took place in FY25 for each enforcement area by State and local police.

FY25 Results for Traffic Safety Enforcement Programs in Massachusetts									
	Winter Impaired Driving	Summer Impaired Driving	Sobriety Checkpoints	Distracted Driving	CIOT - OP Enforcement	Speeding	STEP (MSP)	Pedestrian-Bike OT Enforcement	Total
Total Enforcement Hours	4,228	6,731	8,357	10,169	8,908	15,551	607	5,877	60,428
Total Citations Issued	1,038	2,123	7,475	7,273	7,806	11,047	1,204	4,310	42,276
Total Written Warnings Issued	6,448	9,028	5,258	15,529	15,079	23,570	827	17,527	93,266
Speeding Citations	250	487	1,296	585	1,129	3,953	148	230	8,078
Speeding Warnings	2,190	3,527	1,177	2,753	4,953	15,750	321	926	31,597
OUI Arrests	20	13	186	7	7	16	-	-	249
Hands Free Citations	85	451	190	3,888	1,123	820	231	21	6,809
Safety Belt Citations	33	72	466	367	1,418	467	78	8	2,909
Child Safety Citations	9	8	-	11	15	19	-	-	62

Impaired Driving

In FY25, MRS grantees (local police) conducted two impaired driving enforcement campaigns. The first campaign took place December 1 – 31, 2024, with 159 departments involved, and the second one occurred during August 1 – September 15, 2025, again with 159 departments. The two campaigns yielded a total of 10,959 hours of enforcement resulting in 24,943 stops and 18,637 citations and written warnings issued.

The MSP conducted 34 sobriety checkpoints and 44 saturation patrols between December 2024 and September 2025. Through 8,357 hours of overtime activity, MSP issued 12,733 citations and written warnings.

Distracted Driving

In FY25, local police conducted one distracted driving enforcement campaign that took place April 1 – 30, 2024, with 185 MRS grantees participating. Through 8,062 hours of enforcement, local police issued 15,804 citations and written warnings over course of 20,299 stops made during the month-long campaign period.

The State police also conducted distracted driving patrols in April and May 2025 with 2,107 hours of enforcement reported over the two months. During this period, MSP issued 6,998 citations and written warnings to drivers.

Seatbelts – Click It or Ticket (CIOT)

In FY25, MRS grantees conducted a CIOT seatbelt safety enforcement campaign that took place May 1 – 31, 2025. For that campaign, 187 police departments participated and conducted 6,470 hours of enforcement while making 15,981 stops. During the campaign period, 13,024 citations and written warnings were issued.

The State police also conducted seatbelt safety enforcement during the months of December, January, and May with 2,438 hours of enforcement reported. MSP issued 9,861 citations and written warnings of which over 10 percent were for seat belt violations.

The impact of FY25 CIOT enforcement showed up in the 2025 Statewide Seat Belt Usage Survey, which reported a belt usage rate of 86% - highest to date in Massachusetts and over a percentage point more than in 2024.

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. OGR believes a primary seat belt law would help push the statewide belt usage rate over 90%, if passed.

Speeding

MRS grantees conducted two speed enforcement campaigns during FY25. The campaigns took place over June and July 2025. Overall, the enforcement efforts resulted in over 22,000 citations and written warnings being issued over the course of 12,199 hours and 30,068 stops by local police.

The first speed enforcement campaign took place from June 1 – June 30, 2025, and involved 164 police departments. The total hours of enforcement were 5,675 and total stops were 14,007. During this campaign, 10,369 citations and written warnings were issued.

The second speed enforcement campaign was July 1 – July 31, 2025, and involved 176 police departments. The total hours of enforcement were 6,524 and total stops were 16,061. During this campaign, nearly 12,000 citations and written warnings were issued by police departments involved.

The State police also conducted overtime enforcement activity aimed at reducing speeding on the roadways of Massachusetts in December 2024 and May through September 2025. Over the course of 3,352 enforcement hours, MSP issued 12,415 citations and written warnings to drivers, of which over 40 percent were related to speeding infractions.

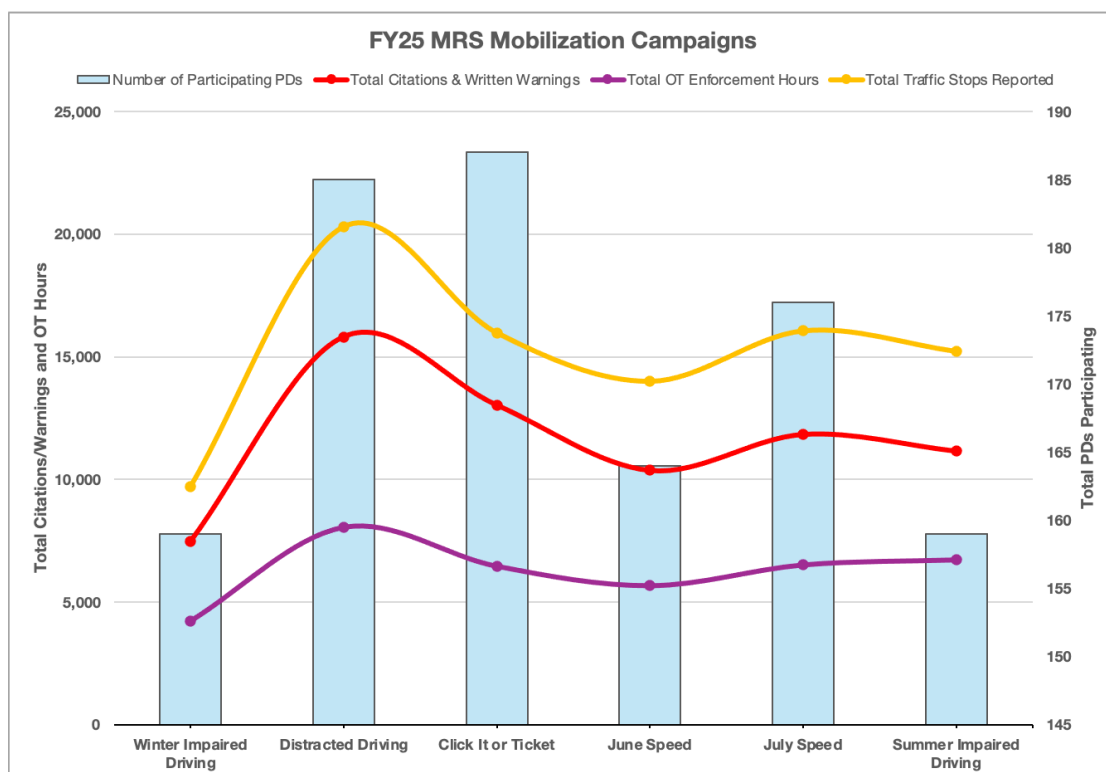
Pedestrian & Bicyclist Safety

During FY25, MRS participants conducted pedestrian and bicyclist safety-focused overtime enforcement activity as well. On average, 46 police departments participated in the enforcement period which took place in November, January, February, and March. Overall, efforts by police departments resulted in 4,410 hours of overtime enforcement with 10,635 stops of drivers, pedestrians, and bicyclists leading to 8,123 citations and written warnings issued.

State police also conducted overtime enforcement activity related to vulnerable road user safety in FY25. Over months of March, August and September 2025, MSP did 96 hours of enforcement resulting in over 200 citations and written warnings being issued.

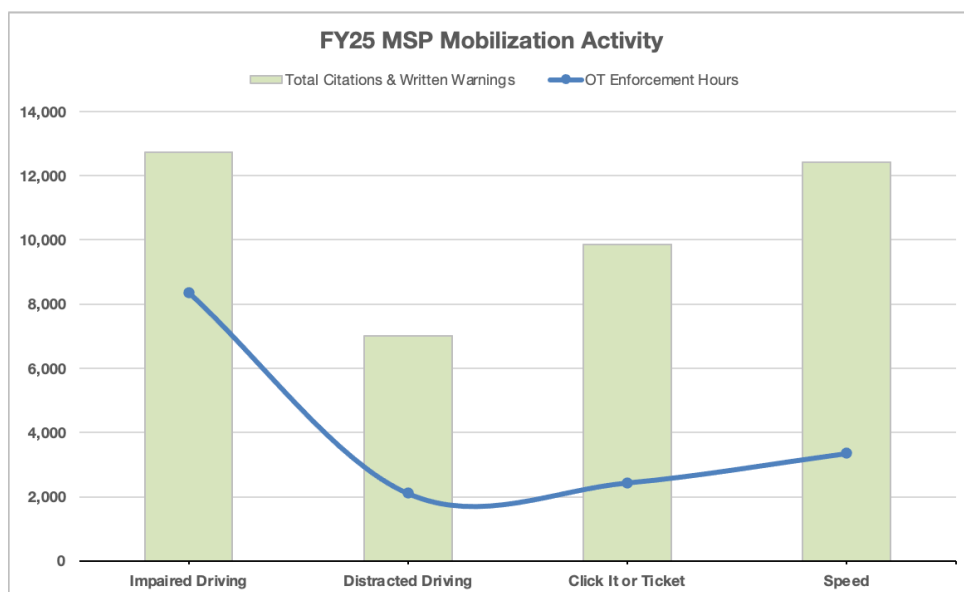
Conclusion

Overall, FY25 saw State and local police participate at a higher level in enforcement activity compared to FY24. For local police, the average number of departments participating in each mobilization campaign rose from 148 in FY24 to 172 in FY25. As in prior fiscal years, the distracted driving and Click It or Ticket campaigns had the most departments involved. This is likely due to being the first couple of campaigns taking place in warmer weather (April, May) as well as being traffic safety issues (distracted driving, seat belt usage) that have been a major concern for local communities in recent years. Lastly, these two campaigns take place when schools are in session and enforcement can have the maximum impact on young drivers.



OGR will work with MRS grantees in FY26 to increase the number of participants in both impaired driving campaigns. As the first and last campaigns of the fiscal year, it would be beneficial to have more police departments involved to really kick off the new year of enforcement and close out the same year on a high note with robust activity in August and September.

In FY25, State police picked up the slack on impaired driving enforcement with well over 8,000 hours of overtime and more than 12,000 citations and written warnings issued. With distracted driving and unrestrained motor vehicle occupant more likely along secondary roadways rather than interstates and highways, it is not surprising enforcement activity was lower compared to impaired driving and speeding. Despite conducting less overtime hours than during MRS campaigns, State police consistently issued a high rate of citations and written warnings. For example, speed enforcement saw 810 officers conduct over 3,300 hours of overtime patrols resulting in more than 12,000 citations and written warnings issued – a rate of approximately 15 citations/written warnings per officer.



Impact of FY25 TSEP Activities

Crashes reported in Massachusetts during FY25 totaled 129,606, which was 4.4 percent lower than the 135,539 reported in FY24. The number of fatal crashes and serious injury crashes dropped 2.1 percent and 0.1 percent, respectively, from FY24. Total fatalities reported for FY25 were slightly higher at 353 compared to 349 in FY24. Serious injuries reported were down 0.3 percent from 2,703 in FY24.

While data for 2024 and 2025 is preliminary, the following chart compares FY24 and FY25 across crashes involving traffic safety issues that were a focus of the TSEP during FY25. Interestingly, crashes involving a distracted driver and an unrestrained occupant had the highest percentage declines from FY24 were also the MRS mobilization campaigns with the greatest participation. April 2025's Distracted Driving Enforcement Campaign had 185 towns involved; May's CIOT's campaign had 187 involved.

	FY24	FY25	Pct. Chg from FY24 to FY25
Total Crashes Reported	135,539	129,606	-4.4%
Fatal Crashes	331	324	-2.1%
Serious Injury Crashes	2,327	2,329	0.1%
Fatalities Reported	349	353	1.1%
Serious Injuries Reported	2,703	2,694	-0.3%
In Crashes with Fatal or Serious Injury Reported:	FY24	FY25	Pct. Chg from FY24 to FY25
Alcohol Suspected	189	188	-0.5%
Drugs Suspected	45	52	15.6%
All Impaired Driving Suspected	234	240	2.6%
Involving a Distracted Driver	146	99	-32.2%
Involving an Unrestrained Occupant	445	412	-7.4%
Involving Speeding	422	426	0.9%
Involving a Vulnerable Road User	502	504	0.4%

Source: MassDOT IMPACT

For FY25, there were 191 towns and cities awarded MRS funding – the primary funding program for local law enforcement – an increase of five towns from the 186 awarded in FY24.

County	FY24 Grantee Towns	FY25 Grantee Towns	Change in Number of Towns	FY24 Fatal & Serious Injury Crashes in County	FY25 Fatal & Serious Injury Crashes in County	Change in Crashes from FY24 to FY25
Barnstable	9	8	-1	129	119	-10
Berkshire	7	6	-1	49	66	17
Bristol	15	16	1	315	305	-10
Dukes	1	1	0	6	13	7
Essex	22	20	-2	264	261	-3
Franklin	7	6	-1	33	39	6
Hampden	12	12	0	227	204	-23
Hampshire	7	6	-1	48	59	11
Middlesex	31	38	7	466	442	-24
Norfolk	22	22	0	271	270	-1
Plymouth	10	11	1	292	289	-3
Suffolk	4	4	0	175	169	-6
Worcester	39	41	2	376	413	37
Totals	186	191	5	2651	2649	-2

Source: MassDOT IMPACT

The chart above shows that OGR provided MRS grant funding to municipalities within every county except Nantucket in FY25 with the greatest increase in participants within Middlesex County. With seven more towns participating in FY25, Middlesex saw total fatal and serious injury crashes decline by over five percent from FY24. Statewide, there was a slight reduction in total fatal and serious injury crashes from FY24 to FY25 for all counties receiving grant funding.

In conclusion, funding law enforcement remains to be a critical tool for improving roadway safety across Massachusetts and FY26 is shaping up to have even more local police departments involved in enforcement mobilizations and educational outreach efforts.

Community Collaboration in FY25

Grantees of the MRS program made it a priority in FY25 to increase contact and engagement with residents of the community to foster better communication and can lead to better traffic safety outcomes for all roadway users. Officers engaged residents at local safety fairs, car seat inspections, and day-to-day interactions. Feedback received from community members on traffic safety efforts were provided in monthly reports to HSD program managers. 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.

Some examples of successful community outreach and collaborations in FY25:

- In May 2025, Barnstable Police Department in collaboration with Barnstable High School created a distracted and drunk driving obstacle course for high school students to participate in. Students used “beer goggles” to simulate impairment and drove pedal carts to better understand the dangers of operating a vehicle under the influence. Participants also tried to text while driving the carts, learning how quickly being distracted and taking their eyes off the road ahead can lead to crashes.
- Beverly Police Department held its 40th Annual George Robertson Bicycle Safety Rodeo in August 2025 at Lynch Park. This event was well-attended, and officers distributed their entire inventory of free bicycle helmets, head/tail -lights, ankle reflective bitters and bicycle safety books to youths that were in attendance. Five bicycle safety stations were set up in the parking lot for children to test their biking skills and learn proper bicycle safety. A local bicycle shop provided free inspections of the bikes for any safety violations and on-site fixes.
- In July 2025, Gardner Police Department set up an information table at the Bicycle Safety Rodeo held at Gardner Public Library. Officers provided bicycle safety literature and safety items including spoke reflectors, headlights and helmets (which were donated by the Gardner Elks Club). Attendees discussed safe bicycle operation and rules of the road with officers. Twenty-one bicycle helmets were distributed to youngsters in need.
- Haverhill Police Department spoke to 30+ students at Hoffman’s Driving School in February 2025. The presentation, “Behind the Wheel, The Reality of Driving”, covered the dangers of distracted driving, impaired driving and speeding.
- In July 2025, Lawrence Police Department partnered with Massachusetts State Representative Frank Moran to coordinate a youth basketball tournament and a bicycle safety event. Officers talked about bicycle safety and tips for sharing the road with vehicles to youths in attendance. Bicycle helmets were provided at the event.
- Paxton Police Department presented its Fatal Vision Alcohol Program to students at Anna Maria College in September 2025. The presentation covered the dangers of drinking and driving as well as the impact of alcohol impairment on the body. Attendees were put through a field sobriety test while wearing ‘beer goggles’ to experience how alcohol can impair the ability to perform simple tasks.

- Springfield Police Department conducted community outreach through their existing resident and neighborhood network as part of their Community Police Beat Management Team program. This program consists of nine teams within the policing division that meet regularly with residents and community leaders to discuss localized problem solving, which fosters open communication and is mutually beneficial.

For FY26, OGR will work to have more MRS participants engage in community outreach activities such as the ones aforementioned. By being visible and approachable to members of the community, police departments will generate a more positive view of law enforcement by residents. In turn, residents are more likely to listen and learn from officers, leading to safer roadways for all living within the community.

Another successful community outreach effort in FY25 was the Young Drivers Education Program (PT-25-04) conducted by MSP. Aware of the need to educate more young drivers on the dangers of unsafe driving behaviors, MSP held presentations at numerous high schools across the state.

The Young Drivers program utilized an experiential team building and awareness program developed by ThinkFast Interactive. It engaged 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 FY25, MSP brought this interactive program to their presentations at 40 different high schools across seven different counties in Massachusetts. Below is a sampling of the high schools involved by county:

- ⇒ Bristol County
 - Bishop Feehan High School
 - Attleboro High School
- ⇒ Essex County
 - Lynn Classical High School
 - Central Catholic High School
- ⇒ Hampden County
 - Chicopee High School
 - West Springfield High School
- ⇒ Middlesex County
 - Billerica Memorial High School
 - Framingham High School
- ⇒ Norfolk County
 - Fontbonne Academy
 - King Phillip Regional High School
- ⇒ Plymouth County
 - South Shore Regional Vocational Technical High School
 - East Bridgewater High School
- ⇒ Worcester County
 - Worcester Tech High School
 - Uxbridge High School

The impact of these presentations by MSP has been so positive that there has been an increased demand for MSP to host this program at more schools in FY26, especially during peak prom season, which is typically in April/May.

FY25 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 efforts will be discussed. The FY24-26 Triennial HSP that was submitted by Massachusetts 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

Previous engagement efforts in Bristol and Suffolk County raised actionable feedback that was used to directly inform program design and funding decisions that were implemented throughout FY25. Key insights and themes raised by residents highlighted the need for additional public awareness campaigns, youth education programs, and heightened enforcement efforts.

Feedback Implemented into FY25 Campaigns:

- Share the Road: A popular concern shared by residents in both Suffolk and Bristol County was excessive speed and drivers not yielding to pedestrians. Residents also mentioned concerns with distracted driving, specifically people on their phone while behind wheel.
 - Pedestrian and Bicyclist Safety Media (PS-25-01): The "Scan the Street for Wheels and Feet" safety campaign was launched in partnership with MassDOT that included expanded messaging to promote safer interactions between drivers and Vulnerable Road Users (VRUs). Out-of-home ads were placed strategically across Suffolk County and the Greater Boston area, with placements in high-risk areas as well as MBTA locations based on feedback that was received during engagement efforts. Locations were determined based on levels of crosswalk violation citations issued across the Greater Boston area from 2023-2025, Boston (Downtown, Jamaica Plain, South End, and South Boston), Arlington, Cambridge, and Somerville had among the highest citations counts. In total, more than 23 million impressions were delivered with many ads still in place in FY26.
- Motorcycle Safety Awareness: Youth and young adults in Bristol County mentioned they would like to see more messaging, as this area, which includes both Fall River and New Bedford, is a very popular area for motorcycle riding.
 - Motorcycle Safety Media (MC-25-01): A motorcycle awareness campaign, "Look Before You Left" was developed and implemented to drive awareness and motivate people to look twice for motorcycles before taking a left-hand turn. Efforts focused on encouraging those drivers to share the road safely and watch out for motorcyclists on the road, especially when initiating a left turn — a maneuver that is challenging and dangerous for everyone, from drivers to motorcyclists to pedestrians. Campaign messaging appeared heavily in counties of Middlesex, Worcester, and Bristol – which had the highest number of motorcycles involved in a crash with a motor vehicle from January 2023 to December 2025. In total, this campaign delivered more than 17.5 million impressions across July, August, and September 2025.
 - Community Traffic Safety Grant Program (NP-25-04): Additional efforts are underway to incorporate Motorcycle Safety education into the Drive Smart South Coast program which

delivers traffic safety programming among youth under the age of 21 in Fall River and New Bedford, as well as the surrounding cities. Participants receive educational prevention classes, serve community service, and write accountability and reflection papers.

- Additionally, there were general concerns raised that focused on seatbelt usage, bicyclists in the roadway, as well as e-bikes and scooters not adhering to traffic laws.
- Occupant Protection Media (OP-25-01): A new Occupant Protection campaign OGR was developed and implemented to target men aged 18-34 aimed to raise the overall rate of seatbelt use in MA, but especially among this less-compliant demographic. Digital and static ads were strategically placed statewide with a focus on Bristol, Hampden, and Plymouth County as citation data from CY 2024 shows over 30% of all seat belt violation (90.13A) to occupants under 35 in Massachusetts occurred in across these three counties.

Overall, this campaign delivered more than 18 million impressions across May and June 2025. In total, this campaign delivered more than 18 million impressions across May and June 2025. These efforts likely contributed to Massachusetts' ongoing success in efforts to educate motor vehicle occupants of the importance of wearing seat belts when riding, which is further supported by the 2025 seat belt observation survey reporting a seat belt usage rate of 85.53 percent.

During FY25, OGR continued to advance public participation and engagement efforts including attending community meetings and targeted outreach programs. These efforts aligned with the strategy to engage with residents about their perceptions, concerns, and recommendations regarding existing and emerging highway safety topics and incorporate community-lived experiences into OGR's highway safety planning. An emphasis was placed on Hampden County as previous engagement efforts were conducted primarily in Bristol and Suffolk County, respectively.

As part of these efforts, targeted engagement activities were conducted in Hampden County, with a specific focus on connecting with residents within the City of Springfield. After consulting with Springfield's Deputy Chief and Community Police Liaison, community meetings in sectors B, E, and F were identified as areas experiencing elevated levels of crashes through crash analysis. These sectors also include 'environmental justice' populations, have residents that have lower socioeconomic status, speak English as a second language more frequently, and are considered part of a minority population.

These efforts culminated with OGR hosting one meeting within Sector E held on Thursday, November 6th at 6:00 p.m., located at 510 Main St., Springfield with 15 residents in attendance and was well-attended by local partners and community leaders. This public meeting was supported by digital outreach requesting residents to participate and express current concerns and opinions. The meeting was structured as a roundtable discussion to encourage open dialogue among residents and attendees. HSD staff facilitated conversation topics by highlighting current traffic safety initiatives supported through NHTSA funding, existing challenges that the community is facing, and distributing a newly created survey tool to further guide the discussion and remain focused on behavioral traffic safety issues. This structure was very found to be effective in inviting residents to raise additional issues beyond the pre-set discussion questions.

Overall, the feedback that was collected through the roundtables and surveys included neighborhood-specific safety challenges as well as identified gaps that may not be fully reflected in crash and citation data. Participants shared that while they support current strategies, there were some community-

specific concerns that were identified that they would like to see emphasized through practicable programming.

Key Insights from FY25 Engagement:

- Develop and implement an educational campaign for residents that show the dangers of distracted driving, specifically the use of phones while driving.
- Increase partnerships with local bars, restaurants, and convenience stores to promote the responsible consumption of alcohol and ensure proper compliance checks are done by establishments to verify the age of patrons.
- Increase the presence of municipal and state police to strengthen the enforcement of traffic laws related to speeding and aggressive driving (especially excessive speeding on side streets and aggressive driving on the highway)

In addition to engagement conducted in Hampden County, HSD initiated planning and outreach efforts with partners in the other identified counties as part of FY25 public participation and engagement activities. These efforts involved Bristol Community College, which has an expansive network of residents under the age of 35 within Bristol County with campuses in Fall River, Attleboro, New Bedford, and Taunton. While initial outreach and planning discussions occurred, efforts did not fully develop into a formal engagement event in FY25 due to time constraints related to the academic calendar and scheduling limitations. As a result, in-person activities with this potential partner were deferred to a future date with potential for FY26.

Overall, FY25's efforts reflect both progress and continued learning as HSD continues to refine strategies for community-centered traffic safety engagement. Lessons learned during FY25 include the importance of initiating coordination with educational and community-based partners earlier in the planning cycle, aligning engagement timelines with partner availability, and building in more flexibility to accommodate nontraditional scheduling. These lessons will inform our future planning and build off of the successes of having a structured yet adaptable approach such as roundtable discussions and survey-based facilitation to ensure meaningful community input is incorporated into HSD's highway safety programming across the Commonwealth.

FY25 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 FY25, 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 FY25

Before examining the activities of impaired driving programs in FY25, a look at how effective these programs have been on impaired driving crashes is critical to understanding how funding impacts traffic safety.

In the FY24-26 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 FY24 and onwards.

Since submitting the FY24-26 Triennial HSP in July 2023, Massachusetts has seen impaired driving-involved crash fatalities decline 24.2 percent from 153 in 2021 to 116 in 2023. Preliminary number for 2024 is 89 fatalities in which a driver is suspected of being under the influence of alcohol. If this number remains unchanged once the 2024 data is finalized in late 2025, it will represent a 23.3 percent drop from 2023.

In 2023, impaired driving-related fatalities accounted for 33.8 percent of all traffic fatalities. For preliminary 2024, it is 24.5 percent. If the preliminary number holds, it would represent the lowest percentage reported in Massachusetts since data has been tracked for impaired driving fatalities.

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, 2022, to September 30, 2023 (FY23), the number of alcohol-suspected crashes was 3,733. Then for FY24, the number was 3,655. For FY25, though preliminary, it is 3,528. From FY23 to FY25, crashes involving a driver 'suspected of using alcohol' dropped 5.5 percent.

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 787 crashes with 'Drugs Suspected' in FY23; 794 crashes in FY24; and 800 crashes in FY25. The change from FY23 to FY25 was a very slight 1.7 percent increase.

Taken all together, OGR's alcohol impairment programs are making a positive impact on road safety across Massachusetts. As for drug usage involvement, the ability to determine if a driver is under

influence of a drug has been hampered by lack of accurate technology. Despite this handicap, OGR has worked with partners to increase the number of certified drug recognition experts (DRE) available at crash sites in recent years. This could account for rise in drug suspected crashes as there are more DREs to assess a driver's condition compared to prior years. For FY26, OGR expects to keep building upon the success of recent years and continue reducing the incidence of impaired driving.

Project Code: AL-25-01

Project Title: Impaired Driving Media

Synopsis of FY25 AGA Planned Activity:

Develop and implement a statewide media campaign to support impaired driving efforts during the Drive Sober or Get Pulled Over mobilizations (December 2024 and August-September 2025). Messaging will focus on alcohol, marijuana, and other drugs. Based on state data, OGR will target communication efforts to drivers under 34 years of age, with an added focus on the following counties: Bristol, Hampden, Middlesex, and Worcester.

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

Summary of FY25 Activity:

During FY25, OGR did not conduct any paid media efforts related to impaired driving. Despite the lack of spending, OGR was active on social media throughout FY25, including during the national mobilizations and impaired driving-focused efforts of the Municipal Road Safety (MRS) program.

For FY26, OGR has already procured a media vendor to develop and implement media campaigns for impaired driving, occupant protection, and distracted driving campaigns.

Allotted Funding: \$300,000.00

Expenditures: \$0.00

Fund Source(s): 405d

Project Code: AL-25-02

Project Title: MSP Sobriety Checkpoints & Saturation Patrols

Synopsis of FY25 AGA 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 plans to conduct upwards to 80 sobriety checkpoints and 100 high-visibility saturation patrols across Massachusetts during FY 2025. Weekends, holidays, and beach areas (during summer months) will be the primary focus for overtime enforcement activities.

MSP plans to purchase a new BAT mobile to replace one of the existing two units purchased in FY 2015 due to major maintenance requirements and capacity issues.

MSP will subcontract with local police departments, if necessary, to ensure sufficient staffing levels during enforcement activities.

Summary of FY25 Activity:

Funding was provided for MSP to conduct overtime enforcement efforts supporting sobriety checkpoints and saturation patrols. During FY25, 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.

FY25 MSP Sobriety Checkpoints & Saturation Patrols		
	Count	Pct Change from FY24
Sobriety Checkpoints	34	30.8%
Saturation Patrols	44	10.0%
HVE Hours	8,357	16.3%
OUI Alcohol Arrests	186	-7.0%
OUI Drug Arrests	21	-25.0%
Speeding Citations	1,296	-6.0%
Speeding Warnings	1,177	6.2%
Safety Belt Violations	466	1.7%
Hands Free Violations	190	-4.5%
Move Over Violations	394	12.6%

In FY25, MSP conducted over 87,000 hours of overtime enforcement through the course of 34 sobriety checkpoints and 44 saturation patrols. Over 14 percent more troopers are participating in overtime activities compared to FY24. 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 2019-2023, over 66 percent of fatal crashes involving drivers with BAC of .08 or higher took place between 6pm – 2:59am and nearly 60 percent over Friday, Saturday, and Sunday.

Funding was also used to buy new parts for current BAT mobiles as well as ten PBTs. This is a testament to the efficiency and dedication of MSP officers to making the roadways safer for everyone.

Allotted Funding: \$ 2,633,407.00

Expenditures: \$ 951,178.85

Fund Source(s): 405d

Project Code: AL-25-03

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

Synopsis of FY25 AGA Planned Activity:

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

Other purchases will include OUI toxicology kits, gas cylinders, printed materials and other training supplies, and upgrades to the BTO online course. Additionally, funds will be used for travel expenses for OAT to send their forensic scientists and laboratory counsel to educational opportunities related to breath alcohol analysis, including the International Association for Chemical Testing Annual Conference and the Borkenstein Alcohol Course at Indiana University. MSP plans to send one or two individuals to attend.

Funding also to be used to purchase six new 9510 breathalyzers to replace outdated units and OUI Toxicology Kits for distribution to local and State police units.

Summary of FY25 Activity:

During FY25, OAT conducted 35 in-person BTO training classes involving 562 participants while also training nearly 2,000 law enforcement personnel through its online modules. Over 841 Blood Toxicology Kits and 12 Urine Toxicology Kits were distributed to local police departments across the state.

Funding was also used to purchase three new Drager Alcotest 9510 breath test instruments to help increase the number of effective operating BTO units available to State police officers and 300 dry gas cylinders. Additionally, selected personnel were sent to Indiana University's Alcohol & Highway Safety Course held in December 2024 and May 2025 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: \$160,945.52

Expenditures: \$134,484.38

Fund Source(s): 405d

Project Code: AL-25-04

Project Title: MSP Drug Recognition Expert (DRE) Training

Synopsis of FY25 AGA Planned Activity:

Funding provided to MSP to cover candidate overtime to attend DRE training, DRE evaluation overtime, instructors, travel for students and instructors to field training as well as sending four officers to the International Association of Chiefs of Police Impaired Driving Conference. Class supplies, collection testing devices, and equipment for the 10 newly certified DREs including - tablets, DRE kits, and Drager PBTs.

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

Summary of FY25 Activity:

During FY25, MSP utilized funding to ensure its current cadre of troopers were recertified while recruiting new DRE candidates to expand its DRE program. Fifty current DREs were able to conduct the necessary reporting hours to be recertified during FY25. Funding also allowed MSP to purchase 10 Draeger Preliminary Breath Tests (PBTs) and necessary units of dry gas, which is needed to operate the PBTs.

MSP was able to send a total of six certified DREs to two national IACP conferences: four DREs attended conference in Indianapolis, IN from May 5-7, 2025; and two in Chicago from August 4-6, 2025. The DRE program coordinator, Peter Pollard, was able to attend the NASID conference from November 18-20, 2024 in Virginia with grant funding.

Allotted Funding: \$198,129.93

Expenditures: \$ 91,685.29

Fund Source(s): 405d

Project Code: AL-25-05

Project Title: MPTC – Alcohol Impaired Driving Enforcement Training

Synopsis of FY25 AGA 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 and to conduct classes aimed at maintaining MPTC's current cadre of SFST instructors, increasing the number of SFST instructors, and providing SFST classes to supervisors and field training officers. Funds will cover an SFST statewide training coordinator, instructor fees, and travel expenses for the statewide coordinator to attend an alcohol training course at Indiana University.

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

Summary of FY25 Activity:

With funding provided by OGR, MPTC was able to conduct 54 classes related to SFST during FY25. The classes offered included: SFST (3-day course), SFST Instructor Development, SFST Instructor

Refresher, SFST Refresher for Supervisors, SFST Refresher for Patrol Officers, BTO Training for Academy Recruit Officers, and SFST Specialized for Veteran Officers. MPTC estimates that over 1,300 officers and academy recruits attended training, well over the FY25 target of 500.

During FY25, MPTC was able to increase the number of certified instructors by 11 percent from 84 to 94. The increase is a positive development yet falls short of the target of 100 for the fiscal year.

Funding also helped support a part-time Statewide SFST Coordinator, Steve Mullaney (Ret. Mass State Police), who has been in the position since August 2023.

Allotted Funding: \$173,723.60

Expenditures: \$148,186.06

Fund Source(s): 405d

Project Code: AL-25-06

Project Title: MPTC – DRE Training

Synopsis of FY25 AGA 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 nine-day 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.

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

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

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

Summary of FY25 Activity:

With funding provided by OGR, MPTC was able to conduct eight sessions of a two-day class on ARIDE and one eight-hour ARIDE Refresher class during FY25. Through these classes, an estimated 143 officers were trained and certified in ARIDE.

The ARIDE classes were held at various police departments and training academies across Massachusetts, including Boylston Academy, Holyoke Academy, Ipswich PD, and Lynnfield Academy.

Funding also supported a part-time Statewide Coordinator, Peter Buck, current Chief of Police for Petersham Police Department. Travel to the IPTM Symposium was denied by OGR on account of poor past performance on the grant in FY24 as well as uncertainty surrounding state and federal funding levels.

MPTC was unable to conduct a DRE school in FY25 due to having no field certification site available for use. MPTC hopes to have everything in place to conduct a DRE school in FY26.

Allotted Funding: \$273,105.66

Expenditures: \$90,019.46

Fund Source(s): FAST Act 405d

Project Code: AL-25-07

Project Title: ABCC – Underage Drinking Compliance Checks Program

Synopsis of FY25 AGA Planned Activity:

Funding provided to ABCC for overtime pay to conduct enhanced liquor enforcement compliance checks in approximately 200 communities between March and August 2025 to reduce underage drinking and impaired driving. 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 FY25 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 3,910 establishments (up from 3,387 in FY24) across 233 communities in FY25. The resulting failure rate was 1.82 percent (71 failures), which is slightly higher than the 1.68 percent reported in FY24.

FY25 COMMUNITIES WHERE ABCC CONDUCTED COMPLIANCE CHECKS							
Acton	Brockton	Essex	Hudson	Merrimac	Pembroke	Somerset	Ware
Acushnet	Brookfield	Fairhaven	Hull	Middleborough	Pepperell	Southampton	Wareham
Alford	Brookline	Fall River	Huntington	Middleton	Petersham	Southborough	Warren
Amesbury	Burlington	Falmouth	Kingston	Milford	Phillipston	Southbridge	Wayland
Arlington	Canton	Foxborough	Lakeville	Millbury	Plainville	Southwick	Webster
Ashburnham	Carlisle	Franklin	Lancaster	Millville	Plymouth	Spencer	Wellesley
Ashby	Carver	Freetown	Lee	Milton	Plympton	Springfield	Wellfleet
Attleboro	Charlton	Gardner	Leicester	Monson	Princeton	Sterling	Wenham
Auburn	Chatham	Georgetown	Lenox	Needham	Provincetown	Stockbridge	West Boylston
Avon	Chester	Grafton	Leominster	New Marlborough	Quincy	Stoughton	West Bridgewater
Ayer	Chicopee	Granville	Lexington	New Salem	Randolph	Stow	West Brookfield
Barnstable	Clinton	Great Barrington	Littleton	Newbury	Raynham	Sturbridge	West Newbury
Barre	Cohasset	Groton	Longmeadow	Norfolk	Rehoboth	Sudbury	West Springfield
Becket	Concord	Groveland	Lunenburg	North Attleborough	Rochester	Sutton	West Stockbridge
Bellingham	Dennis	Halifax	Lynn	North Brookfield	Rockland	Swampscott	Westborough
Belmont	Dighton	Hanover	Lynnfield	Northampton	Rowley	Swansea	Westfield
Berkley	Douglas	Hanson	Malden	Northborough	Russell	Taunton	Westhampton
Berlin	Dover	Hardwick	Manchester	Northbridge	Rutland	Templeton	Westminster
Blackstone	Dudley	Harvard	Mansfield	Norton	Salem	Tewksbury	Weston
Blandford	Dunstable	Harwich	Marblehead	Norwell	Salisbury	Tolland	Westport
Bolton	Duxbury	Hingham	Marion	Norwood	Sandfield	Topsfield	Westwood
Bourne	East Bridgewater	Holbrook	Marlborough	Oak Bluffs	Sandwich	Townsend	Weymouth
Boxborough	East Brookfield	Holden	Marshfield	Oakham	Scituate	Truro	Wilbraham
Boxford	East Longmeadow	Holland	Mashpee	Orleans	Seekonk	Tyngsborough	Winchendon
Boylston	Eastham	Holliston	Mattapoisett	Otis	Sharon	Tyringham	Winchester
Braintree	Easthampton	Holyoke	Medfield	Oxford	Sheffield	Upton	Woburn
Brewster	Easton	Hopedale	Medway	Palmer	Sherborn	Uxbridge	Worcester
Bridgewater	Edgartown	Hopkinton	Melrose	Paxton	Shirley	Wales	Wrentham
Brimfield	Egremont	Hubbardston	Mendon	Peabody	Shrewsbury	Walpole	Yarmouth

Additionally, ABCC conducted enforcement of minors transporting/possessing alcohol and adults furnishing alcohol at several concerts that took place in June, July, and August at the Xfinity Center in Mansfield and Gillette Stadium in Foxborough. This led to the seizure of 18 fraudulent identifications, 21 bottles of alcohol, and 130 cases of beer. During the enforcements, 130 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: \$226,616.15
Expenditures: \$123,047.18
Fund Source(s): 405d

Project Code: AL-25-08

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

Synopsis of FY25 AGA 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. Data analysis will be used to determine municipalities with the highest concentration of establishments that have been identified as the source of last drink for a convicted drunk driver. The ABCC will also perform outreach to local police departments to ask if they can identify specific establishments that should be monitored.

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

The program's goal is to reduce instances of impaired driving by enforcing overserving laws and providing punishment and education to offender establishments.

Summary of FY25 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 20 SIP operations resulting in the investigation of 1,522 bars, 13 charges of sale to an intoxicated person, and 71 warnings. An additional 980 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 over three periods: November 24 – December 31, 2024; March 1 – March 31, 2025; and August 1 – September 30, 2025. ABCC will conduct follow-up operations at bars that were charged or warned to maintain enforcement presence and ensure establishments change their serving practices.

ABCC was able to conduct SIP operations in 193 different communities across all 14 counties in Massachusetts with the most occurring in Worcester and Middlesex Counties.

County	Number of Communities SIP Operations took place
Barnstable	9
Berkshire	10
Bristol	11
Dukes & Nantucket	3
Essex	22
Franklin	8
Hampden	9
Hampshire	8
Middlesex	32
Norfolk	22
Plymouth	19
Suffolk	4
Worcester	36
Total FY25 SIP Communities	193

Allotted Funding: \$210,770.44

Expenditures: \$199,859.82

Fund Source(s): 405d

Project Code: AL-25-09

Project Title: MA Trial Court – Judicial Training and Awareness

Synopsis of FY25 AGA 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 from November 20-22, 2024 as well as the National Judicial College course on "The Traffic Case: A Course for Non-Lawyer Judges" training in Reno, Nevada from November 4-7, 2024.

Summary of FY25 Activity:

During FY25, Trial Court was able to send three judges from Boston Municipal Court to attend two different course offerings by the National Judicial College. From November 4 – 7, 2024, one judge attended the course, "The Traffic Case: A Course for Nonlawyer Judges" held in Reno, Nevada. The course focused on the role judges play in handling impaired driving cases; ways to identify, analyze, and rule on constitutional issues; and the role of forensic toxicology in impaired driving cases.

Then from March 17 – 19, 2025, two judges attended "Drugged Driving Case Essentials" held in Indianapolis, Indiana. This course focused on aspects of drug impaired driving cases such as pretrial release, search and seizure, toxicology essentials, and evidence-based sentencing practices designed to reduce recidivism.

Allotted Funding: \$15,212.50
Expenditures: \$ 5,486.50
Fund Source(s): 405d

Project Code: AL-25-10

Project Title: Program Management – Impaired Driving Program

Synopsis of FY25 AGA 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 FY25 Activity:

In FY25, 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: \$ 86,134.78
Fund Source(s): 402

Project Code: AL-25-11

Project Title: MSP – Contract Employee

Synopsis of FY25 AGA Planned Activity:

Provide sufficient funding to help MSP maintain a part-time Administrative Assistant on a yearly contractual basis. This employee will work directly with the MSP Traffic Programs Section to manage all grant accounts with priority on MSP's Impaired Driving efforts as it is the more labor and fiscal intensive program for the agency. The contracted employee will be responsible for reviewing, reconciling, documenting, and filing all activity and reimbursement reports submitted by nearly 3,000 officers participating in MSP's enforcement and safety outreach efforts

Summary of FY25 Activity:

In FY25, 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: \$58,528.94
Expenditures: \$44,407.73
Fund Source(s): Flexed 405d

Expenditures for FY25 by project:

Project Code	Project Title	Expenses Reported
AL-25-01	Impaired Driving Media	\$ 0.00
AL-25-02	MSP Sobriety Checkpoint & Saturation Patrols	\$ 951,178.85
AL-25-03	MSP – OAT BTO Testing	\$ 134,484.38
AL-25-04	MSP – DRE Training	\$ 91,698.29
AL-25-05	MPTC – SFST Training	\$ 148,186.06
AL-25-06	MPTC – DRE Training	\$ 90,019.46
AL-25-07	ABCC – Underage Drinking Compliance Checks	\$ 123,047.18
AL-25-08	ABCC – Enforcement Prevent SIP	\$ 199,859.82
AL-25-09	MA Trial Court Judicial Education Program	\$ 5,486.50
AL-25-10	Program Management – Impaired Driving	\$ 86,134.78
AL-25-11	MSP – Contract Employee	\$ 44,407.33

Total expenditures for Impaired Driving projects in FY25: **\$1,874,502.65**

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 FY25

Before examining the activities of occupant protection programs in FY25, 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.

Since submitting the FY24-26 Triennial HSP in July 2023, Massachusetts has seen the three-year average (2021-2023) for unrestrained fatalities drop slightly to 115, nearly 2% lower than the 117 average for the previous three-year period (2020-2022). For CY 2024, though preliminary at this time, the Crash Data Portal has 108 unrestrained fatalities reported, which would result in the 2022-2024 three-year average falling slightly to 114.

In the FY24-26 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. In an effort to reduce the number of unrestrained fatalities in Massachusetts, OGR used a combination of enforcement, training, and communication outreach to lower unrestrained fatalities in FY25.

For FY25, males accounted for nearly 70 percent of unrestrained fatalities, which is lower than the 79 percent reported in FY24. Motor vehicle occupants under age 35 as a percentage of all unrestrained fatalities was 41 percent of fatalities, down from 43 percent in FY24. Unrestrained motor vehicle occupant fatalities continued to occur most often during the weekend (Friday – Sunday) with over half of deaths reported for FY25 happening then. For FY26, OGR will work with law enforcement to step up occupant protection enforcement efforts over the weekend period.

As proof of Massachusetts' successful efforts in educating motor vehicle occupants of the importance of wearing seat belts when riding, the 2025 seat belt observation survey reported a seat belt usage rate of 85.53 percent. This is 1.17 percentage points higher than the 84.36 percent reported in the 2024 survey and 5.09 percentage points higher than 80.44 percent reported in 2023.

Project Code: OP-25-01

Project Title: Occupant Protection Media

Synopsis of FY25 AGA Planned Activity:

Oversee the development and implementation of a statewide media campaign to support occupant protection efforts during the May 2025 Click it or Ticket (CIOT) mobilization and into early summer. The target audiences for the campaign will be based on state unrestrained crash data and the lowest use

populations identified in the 2024 seat belt observation study: adult males under 34 years of age, commercial and pickup truck drivers, and Hispanic individuals. The paid media buy will skew towards the Boston and Springfield markets, which represent the cities with the highest unrestrained fatalities.

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

Summary of FY25 Activity:

During FY25, OGR conducted paid media in collaboration with selected vendor, ThinkArgus (Argus), to encourage seatbelt use. This campaign coincided with a national mobilization effort organized by NHTSA but carried out its own strategy and creative approach to target men aged 18-34 with a secondary support system including family, employers, and community leaders. Utilizing an integrated marketing approach, OGR and Argus aimed to raise the overall rate of seatbelt use in MA, but especially among less-compliant demographics. Messaging was presented to reach audiences and increase awareness through a combination of broadcast and digital audio, out-of-home and place-based-materials, connected TV, Snapchat, and YouTube and added value RDS in-car display, as well as podcast audio spots.



The occupant protection campaign involved the following media elements:

- Digital direct billboards (through partnership with MassDOT) along key highways, intersections, and choke points statewide.
- Broadcast Audio across MA with :15-second and :30-second spots on popular stations—including Country, Spanish-Language, Classic Rock, Rhythmic CHR, Sports, Urban—which index highly among the target audience. Between May 14, 2025 to June 15, 2025, Boston, Springfield and Cape Cod-area stations ran a total of 2,367 :30-second spots.
- Streaming Audio with :15-second and :30-second through iHeartRadio's extensive network of Live, Custom & Artist Stations on Desktop & Mobile App + Auto, Smart Speakers & Other Connected Devices. This method of delivery led to 1.35 million impressions.
- Social Media, through placement of video ads on YouTube and Snapchat among the target audience, resulted in over five million impressions and more than 1.1 million engagements (likes, shares, comments, clicks, saves).
- Digital and static ads in 60 restaurants, bars, convenience stores, and liquor stores across Bristol, Hampden, and Plymouth County. These ads led to 1.4 million impressions.

Overall, the media campaign led to over 18 million impressions, which is when the message was heard or seen, raising awareness of seat belt safety across Massachusetts.

Heatstroke Prevention Awareness: OGR conducted paid media messaging in support of National Heatstroke Prevention Day throughout May 2025 via social media channels (Facebook, Instagram, Vimeo, and LinkedIn) with an expense total of \$79.83 and roughly 5,800 impressions across all platforms. The efforts utilized some of the NHTSA campaign materials through Traffic Safety Marketing including “Summer months mean warmer weather and potentially dangerous temperatures. In just 10 minutes the temps inside a car can increase 20° and be deadly to a child. Prevent vehicular heatstroke & always check the back seat before leaving your car.” and “One in four child hot car deaths happen when a child gets trapped in a locked vehicle. Even on a cool day, a car’s temperature can become deadly in minutes. Lock your vehicle doors and keep keys out of reach.”

For FY26, OGR has already procured a media vendor to develop and implement media campaigns for impaired driving, occupant protection, and distracted driving campaigns.

Allotted Funding: \$1,400,000.00

Expenditures: \$ 327,595.83

Fund Source(s): 402, 405b

Project Code: OP-25-02

Project Title: MSP Occupant Restraint Enforcement Program

Synopsis of FY25 AGA Planned Activity:

Funding to be provided to MSP for overtime occupant protection focused enforcement during the 2024 holiday season and during the May 2025 CIOT campaign. MSP will prioritize weekend enforcement, as over half of unrestrained fatalities in Massachusetts take place between Friday and Sunday. MSP will also prioritize, when feasible, enforcement efforts within Bristol, Hampden, Middlesex, Norfolk, Plymouth, and Worcester counties, where over 75% of all unrestrained fatalities took place from 2018 to 2022.

OGR will partner with MSP to provide media support during the CIOT mobilization period.

Summary of FY25 Activity:

MSP conducted 2,438 hours of occupant restraint enforcement over three months – December, January, and May. The outreach efforts resulted in 5,796 citations and 4,065 written warnings being issued to drivers. MSP exceeded its FY24 activity totals for hours, citations issued, and written warning issued. 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.

FY25 MSP Occupant Restraint Enforcement Program		Change from FY24
HVE Hours	2438	3.7%
Citations Issued	5796	5.4%
Written Warnings Issued	4065	17.3%
Seat Belt Violations	1030	-5.1%
Speeding Violations	843	-19.8%
Speeding Warnings	1280	2.8%
Hands Free Violations	760	23.6%
Move Over Violations	211	-25.7%

Allotted Funding: \$ 272,205.00

Expenditures: \$ 261,484.15

Fund Source(s): 405b

Project Code: OP-25-03

Project Title: Car Seat Distribution Program

Synopsis of FY25 AGA 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.

Any seat check involving the issuance of a grant-funded seat will be entered into the National Digital Car Seat Check Form as recommended in the 2020 Occupant Protection Assessment.

Summary of FY25 Activity:

In FY25, this program provided 3,440 car seats to 83 public safety and nonprofit organizations for distribution to low-income families and residents in need. Compared to FY24, the number of seats purchased declined by 19 percent and the number of grantees were down three percent. The breakdown in grantees for FY25 was:

- 58 percent were Police Departments
- 14 percent were Fire Departments
- 10 percent were Nonprofit Organizations
- 10 percent were Hospitals
- 8 percent were Local & State Government Agencies

OGR worked to ensure geographic diversity in distribution. Of the 14 counties in Massachusetts, 11 counties had at least one grantee. In FY25, there were no recipients from Dukes, Nantucket or Franklin

counties. Worcester County accounted for nearly 22 percent of all grantees, followed by Middlesex, Bristol, and Essex. Grantees from these four counties represented 59 percent of all grantees in FY25.

County Grantee Based	Number of Grantees	Percent of All Grantees
Worcester	18	21.7%
Middlesex	11	13.3%
Bristol	10	12.0%
Essex	10	12.0%
Barnstable	7	8.4%
Hampshire	7	8.4%
Norfolk	6	7.2%
Suffolk	6	7.2%
Plymouth	4	4.8%
Berkshire	3	3.6%
Bristol	1	1.2%

Based on FY24 data provided by MassDOT's IMPACT database, these four counties accounted for approximately 58 percent of all unrestrained children (age 8 or younger) involved in a motor vehicle crash from October 1, 2023, to September 30, 2024. OGR is hopeful the impact of the grantees' outreach and car seat distribution throughout these four 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.

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, 2020, and September 30, 2024, there have been no fatalities of a child age 8 or under in a motor vehicle.

Allotted Funding: \$500,000.00

Expenditures: \$321,956.10

Fund Source(s): 402

Project Code: OP-25-04

Project Title: Child Passenger Safety Training Program

Synopsis of FY25 AGA Planned Activity:

OGR will retain its current CPS training vendor, Baystate Medical Center, to recruit, train, and maintain the network of certified CPS technicians and instructors in Massachusetts. Baystate will plan and conduct technician, renewal, update, special needs, school bus, and ambulance classes across the

state as well as continue providing monthly awareness courses to social workers at the Department of Children and Families.

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

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

Baystate expects to develop and offer at least 35 training classes during FY25 with an estimated 300 attendees achieving CPS certification or recertifying CPS designation.

Summary of FY25 Activity:

Funding was provided to OGR's selected vendor, Baystate Medical Center, to administer the statewide CPS program. For FY25, Baystate coordinated 36 CPS training classes across Massachusetts that were attended by over 600 people that led to the certification of new CPS technicians as well as the recertification of current technicians. The recertification rate for Massachusetts during FY25 was 52.73 percent. Presently, there are 1,000 CPS technicians, 28 instructors, and 23 technician proxies in Massachusetts.

Of the 36 classes organized by Baystate, 13 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 also organized or participated in 32 car seat checkpoints across the state during FY25. Through these events, 131 certified car seat technicians were involved, conducting over 300 seat inspections and distribution 17 new seats to families/caregivers in need.

Allotted Funding: \$315,000.00

Expenditures: \$278,201.81

Fund Source(s): 405b

Project Code: OP-25-05

Project Title: Statewide Seat Belt Observation Survey

Synopsis of FY25 AGA Planned Activity:

Provide funding for a competitively selected vendor to conduct the statewide seat belt observation survey utilizing NHTSA methodology. This survey is required by NHTSA and will take place following the May 2025 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 FY26.

Summary of FY25 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 3 – 25, 2025, UMassSAFE observed 24,662 drivers and front seat passengers in 23,298 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 2025 survey, the statistically weighted percentage of front seat occupants properly using seat belts during the observation period was 85.53 percent. This reflects a 1.4 percent increase from 84.36 percent in 2024. This is also the third consecutive year in which the seat belt usage rate rose. Massachusetts has seen its seat belt usage rate rise over 11 percent since 2022, when the rate was 77 percent.

Some key findings from the survey:

- Females continue to have a much higher belt usage rate than men. For 2025, females had a usage rate of 90.12 percent vs 81.94 percent for males. Compared to 2024, males did see an increase of 2.84%, while females declined 0.57%.
- Based on apparent race, seatbelt usage among Hispanic drivers and front seat passengers rose dramatically from 70.92 percent in 2024 to 77.09 in 2025. Black occupants recorded a 1.87% increase, up from 79.56 percent in 2024 to 81.43 in 2025; while white occupant belt usage rose slightly to 86.10 percent in 2025 from 85.10 in 2024.
- Having a passenger present had a positive impact on drivers. Drivers with passengers had a usage rate of 89.55 percent, which was nearly five percentage points higher than the 85.13 percent usage rate for drivers alone.
- Seat belt usage during the weekend period had the biggest increase among the four time periods, rising from 81.05 percent in 2024 to 84.88 percent in 2025. This was a welcome development as weekend belt usage declined 2.6% from 2023 to 2024. Unrestrained fatalities have been found to be higher in Massachusetts over Saturday and Sunday than any other days of the week.

The 2025 survey report and certification form were delivered to NHTSA in September 2025 and in November 2025, OGR received approval from NHTSA on the survey results.

Allotted Funding: \$149,995.00

Expenditures: \$144,021.78

Fund Source(s): 405b

Project Code: OP-25-06

Project Title: MSP Child Passenger Safety (CPS) Program

Synopsis of FY25 AGA Planned Activity:

OGR provided 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 in conjunction with local police, fire, hospital and community-based non-profit agencies. MSP will continue to partner with the Department of Children and Families, YMCA, and Boys and Girls Clubs to ensure low-income families are aware of CPS events.

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

Funds will be used to cover overtime expenses for troopers to staff these events, to purchase car seats for distribution, 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 FY25 Activity:

Funding provided to MSP allowed the agency to host or participate in 30 car seat check events across Massachusetts during FY25. During these events, MSP's CPS technicians conducted 247 seat checks and issued 29 seats to families and caregivers in need.

Funding was also used to recertification fees for CPS technicians, send three CPS technicians to the Kidz in Motion Conference held in Madison, Wisconsin from August 13 – 15, 2025, send four CPS technicians to the Lifesavers Conference that took place in Long Beach, California from March 9 – 11, 2025, and procure 55 new certified child passenger seats for distribution.

Allotted Funding: \$96,466.13

Expenditures: \$72,872.76

Fund Source(s): 405b

Project Code: OP-25-07

Project Title: Program Management – Occupant Protection

Synopsis of FY25 AGA 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 FY25 Activity:

In FY25, 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: \$139,751.92
Fund Source(s): 402

Expenditures for FY25 by project:

Project Code	Project Title	Expenses Reported
OP-25-01	Occupant Protection Media	\$ 327,595.83
OP-25-02	MSP Occupant Protection Enforcement	\$ 261,484.15
OP-25-03	Car Seat Distribution Program	\$ 321,956.10
OP-25-04	Child Passenger Safety Training Program	\$ 278,201.81
OP-25-05	Statewide Seat Belt Observation Survey	\$ 144,021.78
OP-25-06	MSP Child Passenger Safety Program	\$ 72,872.76
OP-25-07	Program Management – Occupant Protection	\$ 139,751.92

Total expenditures for Occupant Protection projects in FY25: **\$ 1,545,884.35**

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 FY25

Before examining the activities of speed-related and distracted driving programs in FY25, 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 FY24-26 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 FY24, OGR funded programs to enforce speeding laws and relay speed-related safety messaging.

Since submitting the FY24-26 Triennial HSP in July 2023, speeding-related fatalities declined four percent from 113 in 2023 to 108 in 2024. The three-year average for speeding-related fatalities fell nearly seven percent from 123 (2021-2023) to 114 (2022-2024). According to IMPACT, crashes involved speeding (driving too fast for conditions; exceeded speed limit) rose from 2,963 in 2023 to 6,439 in 2024; but in 2025, preliminary data indicates the number of speeding-related crashes dropped substantially to 5,400 – a 16.1% decline.

The three-year total for fatal and serious injuries in a speed-related crash remained steady in 2024 with total fatalities and serious injuries reported at 1,238 – down 0.6 percent from 1,246 reported for 2021-2023. Injuries among those under age 35 accounted for 55 percent of all injured in 2024, a decrease from 64 percent reported for 2021-2023. Drivers continue to be disproportionately represented with over 70 percent of all fatal and serious injuries reported with males accounting for over three-quarter of all driver injuries from 2022-2024.

As for distracted driving crashes, the FY24-26 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 FY24-26 Triennial HSP, distracted driving fatal crashes have been creeping higher each year with 37 in 2021, 40 in 2022, and 42 in 2023. The three-year average was 40 for 2021-2023, up from 37 in 2021 when the HSP was submitted. Of the 189 distracted driving fatalities reported from 2019 to 2023, drivers accounted for 56 percent of deaths; pedestrians, 21 percent; passengers, 20 percent; and bicyclist at three percent. Pedestrians age 55 or older accounted for 65 percent of all pedestrian deaths involving a distracted driving. More than half of distracted driving fatalities took place during daytime from 2019 to 2023, continuing the same trend reported in the HSP.

Data for 2024 and 2025 related to distracted driving is highly incomplete at present time but IMPACT database shows a drop in total distracted driving crashes involving either a fatality or non-fatal injury from 2023 to 2025. In 2023, there were 2,812 crashes reported. In 2024, it was 2,576. For 2025, the preliminary number of crashes is 2,140, which is 24 percent lower than in 2023 and 18% less than in 2024. OGR is optimistic that the final numbers for both 2024 and 2025 regarding distracted driving crashes will be lower than in 2023.

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.

Project Code: SC-25-01

Project Title: Speed and Aggressive Driving Media

Synopsis of FY25 AGA Planned Activity:

Develop and implement a statewide media campaign to support the summer 2025 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 FY25 Activity:

During FY25, program activity was not implemented alongside other concurrent media activity because of finite performance windows and ensuring effective coordination with planned enforcement activity. While the proposed activity remains a priority, implementation efforts were deferred due to scheduling and coordination challenges within the performance period.

Allotted Funding: \$1,500,000.00

Expenditures: \$ 0.00

Fund Source(s): 402

Project Code: SC-25-02

Project Title: MSP Speed Enforcement

Synopsis of FY25 AGA 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 emphasis on period from Memorial Day to Labor Day 2025. These activities will complement enforcement efforts conducted by departments funded

through the MRS program during June and July. MSP will conduct a focused speed enforcement campaign from July 1 through September 5, 2025, known as the 100 Deadliest Days of Summer, which targets young drivers age 16 to 21.

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

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

Summary of FY25 Activity:

During FY25, MSP conducted enforcement activities focused on speeding and aggressive driving in December 2024 and May through September 2025. The enforcement efforts resulted in 3,352 hours of overtime patrols leading to 7,548 citations and 4,867 written warnings being issued to drivers across Massachusetts – of which 40 percent were related to speeding.

FY25 MSP Speed Enforcement	
Enforcement Hours	3,352
Total Citations Issued	7,548
Total Written Warnings Issued	4,867
Speeding Citations	2,291
Speeding Written Warnings	2,724
Seat Belt Violations	354
Hands Free Violations	501
Move Over Violations	502

Funding was also used to purchase 80 new radars and 55 new Lidar detectors to help officers detect speeding drivers while on patrol.

Allotted Funding: \$723,132.43

Expenditures: \$683,447.78

Fund Source(s): 402

Project Code: SC-25-03

Project Title: Program Management – Speed Management

Synopsis of FY25 AGA 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 FY25 Activity:

In FY25, 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: \$34,938.02

Fund Source(s): 402

Project Code: DD-25-01

Project Title: Distracted Driving Media

Synopsis of FY25 AGA Planned Activity:

Oversee the development and implementation of a statewide paid and earned media campaign to support attentive driving efforts during the April 2025 Distracted Driving mobilization. OGR will collaborate with the RMV and MassDOT to promote awareness of the Commonwealth's "Hands-Free Law" while also messaging about the dangers of distracted driving and the importance of alert driving.

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

Summary of FY25 Activity:

During FY25, program activity was not implemented alongside other concurrent media activity because of finite performance windows and ensuring effective coordination with planned enforcement activity. While the proposed activity remains a priority, implementation efforts were deferred due to scheduling and coordination challenges within the performance period.

Allotted Funding: \$250,000.00

Expenditures: \$ 0.00

Fund Source(s): 405e

Project Code: DD-25-02

Project Title: MSP Distracted Driving Enforcement

Synopsis of FY25 AGA Planned Activity:

Funding to be provided to MSP to conduct distracted driving law enforcement during April 2025, which is the national Distracted Driving Awareness month, and during other high-risk periods throughout the year. Enforcement will focus on violation of the state's hand-held electronic device law and on visible, cognitive, and audible distractions observed from the driver. MSP will use internal data to determine the appropriate days, times, and locations. The April campaign will coincide with the distracted driving

mobilization period conducted by local police departments participating in the MRS grant program and will be supported by OGR's media efforts.

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

Summary of FY25 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 FY25, MSP did high-visibility distracted driving enforcement over two months – April and May 2025. Over the course of 2,107 hours of enforcement patrols, MSP issued 4,971 citations and 2,027 written warnings. Hands-free driving violations accounted for 58 percent of all citations issued handed out by MSP.

FY25 MSP Distracted Driving Enforcement	
Enforcement Hours	2,107
Total Citations Issued	4,971
Total Written Warnings Issued	2,027
Speeding Citations	340
Speeding Written Warnings	379
Seat Belt Violations	286
Hands Free Violations	2,826
Move Over Violations	144

Allotted Funding: \$247,647.38

Expenditures: \$210,841.90

Fund Source(s): 405e

Project Code: DD-25-03

Project Title: Program Management – Distracted Driving

Synopsis of FY25 AGA 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 FY25 Activity:

In FY25, 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: \$17,872.39
Fund Source(s): 402

Expenditures for FY25 by project:

Project Code	Project Title	Expenses Reported
SC-25-01	Speed and Aggressive Driving Media	\$ 0.00
SC-25-02	MSP Speed Enforcement	\$ 683,447.78
SC-25-03	Program Management – Speeding	\$ 34,938.02
DD-25-01	Distracted Driving Media	\$ 0.00
DD-25-02	MSP Distracted Driving Enforcement	\$ 210,841.90
DD-25-03	Program Management – Distracted Driving	\$ 17,872.39

Total expenditures for Speeding projects: **\$ 718,385.80**

Total expenditures for Distracted Driving projects: **\$ 228,714.29**

Total for Speed & Distracted Driving: **\$ 947,100.09**

Program Area: Higher-Risk Transportation System Users

In Massachusetts, motorcyclists, pedestrians, and bicyclists are considered higher-risk transportation system users. During FY25, 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 FY25

Before examining the activities of motorcyclist and pedestrian/bicyclist safety programs in FY25, 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 FY24-26 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. Secondly, a majority of motorcyclist fatalities took 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 FY25, OGR funded programs to promote motorcyclist safety messaging.

Since submitting the FY24-26 Triennial HSP, motorcyclist fatalities for the three-year period 2021-2023 were slightly higher than for 2020-2022 with 192 deaths compared to 187. The three-year average inched up from 62 to 64. Preliminary number for 2024 is 70, which would result in the three-year average dropping to 62.

From 2021-2023, males accounted for 92 percent of all motorcyclist fatalities and 96 percent of all motorcycle operator fatalities. Motorcyclist fatalities are still most frequent between May and September with 70 percent of the 192 fatalities reported. The number of fatalities reported over the weekend (Saturday/Sunday) was 73 or 38 percent, which is much lower than the 45 percent for 2020-2022.

Going forward into FY26, 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 FY24-26 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, OGR funds programs to promote pedestrian safety enforcement and pedestrian safety messaging through traditional and non-traditional media outlets.

Since submitting the FY24-26 HSP, pedestrian fatalities have fluctuated wildly rising to 95 in 2022, down to 67 in 2023, then back up to 78 in 2024. The five-year average for 2019-2023 was 73, up from 70 for 2017-2021. If the 78 deaths reported in 2024 holds, the five-year average for 2020-2024 would

remain at 73. The percentage of 55+ pedestrian fatalities declined slightly to 57 percent of the 365 deaths reported from 2019-2023. Colder months continue to report more than half of all pedestrian fatalities with 55 percent.

For bicyclists, the FY24-26 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 FY24 MRS Pedestrian & Bicyclist Enforcement efforts to focus energies on this time frame.

The five-year average for bicyclist fatalities remained steady at seven for 2019-2023 and the preliminary number of deaths in 2024 is 10, which would be one more than reported in 2022 and 2023. Males continued to dominate bicyclist deaths with 32 of the 38 fatalities from 2019-2023 and those age 55 or older saw a slight drop with 58 percent of fatalities compared to 66 percent reported for 2017-2021. Another positive note for 2019-2023 was the reduction in bicyclist deaths from 2pm – 5:59pm, which was 29 percent – much lower than the nearly 40 percent for the previous five-year period.

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.

Project Code: MC-25-01

Project Title: Motorcycle Safety Media

Synopsis of FY25 AGA Planned Activity:

Oversee development and implementation of a media campaign in conjunction with the Massachusetts Registry of Motor Vehicle (RMV) Motorcycle Rider Education Program (MREP) to educate drivers about sharing the road with motorcyclists. The campaign will be implemented from May to September 2025 when over 70% of all motorcyclist fatalities occurred from 2018 to 2022. Paid advertising during this period will be skewed to Berkshire, Middlesex, and Worcester counties.

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

Summary of FY25 Activity:

During FY25, OGR conducted paid media in collaboration with selected vendor, ThinkArgus (Argus), designed to drive awareness and motivate people to stop and look twice for motorcycles before taking a left-hand turn. This campaign focused on encouraging those drivers to share the road safely and watch out for motorcyclists on the road, especially when initiating a left turn — a maneuver that is challenging and dangerous for everyone, from drivers to motorcyclists to pedestrians. These efforts focused on reaching relatively new drivers, ages 16-24, in Massachusetts and established drivers who teach and chaperone new drivers (e.g., parents and instructors).

Utilizing an integrated marketing approach, messaging was presented to reach audiences and increase awareness through a combination of broadcast and digital audio, out-of-home and place-based materials, Snapchat and YouTube, and added value RDS in-car display, as well as podcast audio spots.



The motorcycle safety campaign involved the following media elements:

- Digital direct billboards (through partnership with MassDOT) along key highways, intersections, and choke points statewide.
- Broadcast Audio across MA with :15-second spots on popular stations—including Country, Spanish-Language, Classic Rock, Rhythmic CHR, Sports, Urban—which index highly among the target audience. More than 5.5 million impressions were reported.
- Out-of-Home ads in place-based locations with focus on environments like gas station TVs with :15-second spots. Using this method, 778k impressions were reported.
- Social Media, through placement of spot ads with Meta (Facebook, Instagram), Snapchat, and TikTok among the target audience. Over 8.5 million impressions took place using social media.

Overall, the FY25 motorcycle safety campaign that took place between July 1, 2025 and September 1, 2025 resulted in 17.5 million impressions across Massachusetts.

For FY26, 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: \$309,266.29

Expenditures: \$299,082.07

Fund Source(s): 405f

Project Code: MC-25-02

Project Title: Program Management – Motorcycle Safety

Synopsis of FY25 AGA 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 FY25 Activity:

In FY25, 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: \$ 8,532.80
Fund Source(s): 402

Project Code: PS-25-01

Project Title: Pedestrian and Bicyclist Safety Media

Synopsis of FY25 AGA Planned Activity:

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

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

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.

Summary of FY25 Activity:

During FY25, OGR conducted paid media in collaboration with the selected vendor, ThinkArgus (Argus), to relaunch the "Scan the Street for Wheels and Feet" safety campaign in partnership with MassDOT with a refreshed look and an expanded message to promote safer interactions between drivers and Vulnerable Road Users (VRUs). The updated campaign, "Look Always, Look All Ways"



builds on the success of the original 2017 version, which focused primarily on pedestrian and bicyclist safety.

This statewide effort now highlights the need to protect all VRUs, including people using wheelchairs, strollers, scooters, mobility devices, and other non-motorized modes of travel. Timed to align with peak walking and biking season and the return of students and commuters in the fall, this campaign aims to promote safer, more respectful streets for everyone.

The pedestrian and bicyclist protection campaign involved the following media elements:

- Out-of-home ad placements at various street-level locations with 61 strategically placed solar recycling kiosks throughout Boston.
- Digital direct billboards (through partnership with MassDOT) along key highways, intersections, and choke points statewide.
- Bus Tails (through partnership with MassDOT) – where ads were placed on back of public transit buses in Greater Boston area that were visible to pedestrians, bicyclists, and drivers.

Overall, the FY25 Pedestrian and Bicycle Safety campaign resulted in over 23 million impressions, raising awareness among drivers, pedestrians, and bicyclist in safely sharing the roadways.

For FY26, OGR has already begun the process of procuring a new media vendor to conduct media campaigns, prioritizing distracted driving, occupant safety, and impaired driving.

Allotted Funding: \$300,000.00

Expenditures: \$74,949.99

Fund Source(s): 405h

Project Code: PS-25-02

Project Title: MSP – Pedestrian and Bicyclist Safety

Synopsis of FY25 AGA Planned Activity:

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

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

MSP will also seek to educate, inform, and enforce the new Safe Roads Law (aka Vulnerable Road User law) that was made effective in April 2023. This new legislation requires the operator of a motor

vehicle to pass a bicyclist or pedestrian at a safe distance of not less than four feet and at a reasonable and proper speed

Summary of FY25 Activity:

Funding was awarded to MSP to conduct overtime enforcement patrols focused on pedestrian and bicyclist safety. For FY25, MSP performed 96 enforcement hours over the months of May, August and September. The overtime efforts resulted in 158 citations and 99 written warnings being issued to violators (driver, pedestrian, or bicyclist).

While conducting enforcement, 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: \$53,257.50
Expenditures: \$11,443.18
Fund Source(s): 405h (carry forward funds)

Project Code: PS-25-03

Project Title: Program Management – Pedestrian and Bicyclist Safety

Synopsis of FY25 AGA 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 FY25 Activity:

In FY25, 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: \$17,469.02
Fund Source(s): 402

Expenditures for FY25 by project:

Project Code	Project Title	Expenses Reported
MC-25-01	Motorcycle Safety Media	\$ 299,082.07
MC-25-02	Program Management – Motorcycle Safety	\$ 8,532.80
PS-25-01	Pedestrian & Bicyclist Safety Media	\$ 74,949.99
PS-25-02	MSP – Pedestrian and Bicyclist Safety	\$ 11,443.18
PS-25-03	Program Management – Ped/Bike Safety	\$ 17,469.02

Total expenditures for Motorcycle Safety projects: **\$ 307,614.87**

Total expenditures for Pedestrian & Bicyclist Safety projects: **\$ 103,862.19**

Total for Motorcycle Safety & Ped/Bike Safety: **\$ 411,477.06**

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 FY25 Targets

In the FY24-26 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. The grant program associated with this target closed in September 2024 and target performance is no longer reported.

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. The grant program associated with this target closed in September 2024 and target performance is no longer reported.

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. The grant program associated with this target closed in September 2024 and target performance is no longer reported.

After submission of the FY24-26 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 – The MRB officially launched their public-facing Citation Data Portal in April 2025. Since, the portal has had almost 23,000 views from more than 15,000 active users, including 6,729 returning users. Feedback from all initial stakeholders surveyed has been positive. Here's a quote from MassDOT State Safety Engineer, Bonnie Polin, "Kudos to the MRB Team! This is being widely used! I hope you are realizing the resource savings on your side. I personally can tell you how it has helped me and saved me from bothering you for statistics. Thank you."

Performance Target #5: Between May 2024 and September 30, 2024, DCJIS 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 – From May-September 2024, DCJIS installed 68 printers and provided associated training to seven departments new to the MACCS project. In total, DCJIS has provided 3,109 grant funded printers to 315 police agencies. Presently, there are 326 law enforcement agencies in Massachusetts participating in MACCS.

Project Code: TR-25-01

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

Synopsis of FY25 AGA Planned Activity:

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

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

Summary of FY25 Activity:

UMassSafe worked closely with the Massachusetts RMV on this project, which encountered issues to a delayed deployment of the automated Crash Data System (CDS) extraction process. This caused an extension of the project period into FY26 with a revised end date of December 31st. Recently wrapping up, UMassSafe enhanced the E-Manual by publishing: 1) Updates to the 22 VU data dictionary pages including definitions, data field attributes, representative example imagery added into the field descriptions; 2) Interactive overlays of the updated data dictionary in crash report forms on the various Record Management Systems used by MA law enforcement agencies; and 3) An updated Crash Report Quality Scorecard which includes the new VU fields. UMassSafe also created and distributed promotional materials to stakeholders announcing the completed updates.

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: \$383,435.00

Expenditures: \$343,350.96

Fund Source(s): 405c

Project Code: TR-25-02

Project Title: Lawrence Police Department – MACCS Mobile Upgrade

Synopsis of FY25 AGA Planned Activity:

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

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

Summary of FY25 Activity:

The LPD purchased 32 Getac Tablets and 32 Brother PocketJet thermal printers which were installed into department vehicles in March 2025 with officers receiving training on proper usage. The benchmark for this project was that LPD submitted 2,892 citations to CDS from January-June 2024 with 40.7% of the citations being electronically reported via MACCS and the balance through paper submissions. After this project allowed 90% of LPD's vehicle fleet to be outfitted with the technological equipment

necessary for officers to e-report to CDS, from April-September 2025, the LPD submitted 2,483 citations to CDS with 61.7% being electronically reported via MACCS.

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

Allotted Funding: \$273,603.00

Expenditures: \$273,514.48

Fund Source(s): 405c

Project Code: TR-25-03

Project Title: Abington Police Department – MACCS Mobile Upgrade

Synopsis of FY25 AGA Planned Activity:

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

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

Summary of FY25 Activity:

This project was delayed until June 2025 due to staff turnover and APD having difficulty locking down their 20% match commitment. Once the town agreed to commit the match, the APD was able to purchase 7 Getac Tablets and Brother PocketJet thermal printers which gave 100% of their vehicle fleet electronic citation reporting capability. While existing officers began e-reporting citations in August, seven new officers graduated from the academy in October and began working in Abington shortly thereafter.

Due to project delays, the benchmark and performance period were revised. For the benchmark period of January-May 2025, the APD submitted 576 citations to the CDS with 37.5% submitted electronically via MACCS. The goal is for 85% of citations to be submitted electronically from January-May 2026. Thus far in 2026, APD has issued 112 citations with 92% being submitted electronically.

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: \$40,000.00
Expenditures: \$39,952.99
Fund Source(s): FAST Act 405c

Project Code: TR-25-04

Project Title: Traffic Records Projects

Synopsis of FY25 AGA 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 FY25 Activity:

OGR issued an AGF in April 2025 which resulted in five projects that will receive funding for FY26.

These funded projects will enhance the accuracy, accessibility, completeness, integration, and uniformity of the crash, driver, and injury surveillance/EMS data systems of Massachusetts. These projects will also help to address the data quality control program recommendation for the crash data system from the 2023 Massachusetts Traffic Records Self-Assessment.

Allotted Funding: \$1,700,000.00
Expenditures: \$ 0.00
Fund Source(s): 405c

Project Code: TR-25-05

Project Title: Program Management – Traffic Records

Synopsis of FY25 AGA 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 FY25 Activity:

In FY25, funding set aside for program management was not utilized. Instead, program management funding was provided under PA-25-01 attributed to the Director of Highway Safety Division.

Allotted Funding: \$135,000.00
Expenditures: \$ 0.00
Fund Source(s): 402

Project Code: TR-25-06

Project Title: Massachusetts State Police – Improving Data Accuracy

Synopsis of FY25 AGA Planned Activity:

This project will enable the Massachusetts State Police's (MSP) Collision Analysis & Reconstruction Section (CARS) to better retrieve event data from selected vehicles involved in fatal or serious injury crashes. The data collection and data quality improvements will come through the acquisition of event data recorders (EDRs) and associated software as well as related training for CARS staff. The collected data will be better shared with the crash and roadway core data systems in Massachusetts, and ultimately FARS. EDRs kits to be acquired will be the Bosch CDR900, Hyundai, Kia, and Tesla kits. Associated one-year software subscriptions will be purchased that will run through fall 2025. These subscriptions and the kits will be bought as supplies.

All kits and software acquired will be used only for crash reconstruction purposes and will assist local police departments when CARS staff conduct crash reconstruction investigations for those departments. On average, 60% of CARS responses are crash scenes where a local police department has primary jurisdiction. The kits and software will be distributed across the state depending on the needs of CARS regional teams. An EDR Analysis Level 2 training course for advanced reconstruction techniques for interpreting acquired data will be held.

This project will enhance the accuracy and completeness of the crash and roadway data systems in Massachusetts.

Summary of FY25 Activity:

MSP acquired the Bosch and Tesla kits in December 2024 and conducted EDR Analysis Level 2 training for CARS team members. Hyundai/Kia kits and software were received in June 2025. The benchmark for this project was: From October-December 2022, CARS responded to 30 crashes involving a vulnerable road user with 16% imaged on scene from data collected from EDRs. After training was completed and all equipment was received, CARS responded to 25 crashes involving a vulnerable road user from June-September 2025, with 78% imaged on scene from data collected from EDRs.

This project enhanced the accessibility of the crash and roadway data systems in Massachusetts. The project helped meet the unmet recommendations for the data quality control programs for the Massachusetts crash and roadway data systems from the 2023 Massachusetts Traffic Records Self-Assessment.

Allotted Funding: \$136,293.34
Expenditures: \$136,244.42
Fund Source(s): 405c

Project Code: TR-25-07

Project Title: Massachusetts State Police – Enhancing Efficiency

Synopsis of FY25 AGA Planned Activity:

This project will enable the Massachusetts State Police's (MSP) Collision Analysis & Reconstruction Section (CARS) to better forensically map fatal or serious injury crash scenes. The data collection and data quality improvements will come through the acquisition of Unmanned Aerial Systems (UAS) and associated software as well as related training for CARS staff. The collected data will be better shared with the crash and roadway core data systems in Massachusetts, and ultimately FARS. In addition to UASs and associated battery kits, high-performance laptops capable of handling the related data files and render ortho mosaics will all be purchased as supplies. A Pix4Dmatic software license to process UAS data will be acquired. This perpetual license will be purchased as equipment and given the price involved OGR will request approval in advance from NHTSA Region I.

MSP has committed that all equipment/software and supplies acquired will be used only for crash reconstruction purposes, and Troopers using these 405c-funded items will be instructed that non-crash-related mapping requests should be referred to troopers using items acquired with other funding sources. This project will assist local police departments when CARS staff conduct crash reconstruction investigations for those departments. On average, 60% of CARS responses are crash scenes where a local police department has primary jurisdiction. The equipment/software and supplies to be acquired will be distributed across the state depending on the equipment needs of CARS regional teams. Training for CARS' UAS pilots on the capabilities and implementation of the associated software will be conducted.

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

Summary of FY25 Activity:

MSP acquired laptops and software in January 2025 but ran into vendor supply chain issues related to the purchase of the drones. As a result, the drones were not received until August 2025 and were issued to licensed operators shortly thereafter. The benchmark for this project was: MSP-CARS responded to 368 crashes in 2023 with 50% of the crash scenes forensically mapped by a UAS. During September 2025, the first month for which the new drones were available, CARS responded to 32 crashes, of which 72% were forensically mapped by a UAS.

This project enhanced the accuracy and completeness of the crash and roadway data systems in Massachusetts.

Allotted Funding: \$80,140.28

Expenditures: \$79,865.73

Fund Source(s): 405c

Project Code: TR-25-08

Project Title: Ipswich Police Department – Vulnerable Road Users Crash Safety Data Exchange

Synopsis of FY25 AGA Planned Activity:

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

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

Summary of FY25 Activity:

IPD completed all purchases in January 2025 with their Crash Reconstructionist attending training related to the usage of the equipment and software. Thus far, these purchases have enabled IPD to map 100% of the crash scenes warranting a reconstruction investigation and to pursue efforts to form a regional crash reconstruction team.

This project enhanced the accuracy and completeness of the crash and roadway data systems in Massachusetts.

Allotted Funding: \$12,287.00

Expenditures: \$12,287.00

Fund Source(s): FAST Act 405c

Expenditures for FY25 by project:

Project Code	Project Title	Expenses Reported
TR-25-01	UMassSAFE	\$ 343,350.96
TR-25-02	Lawrence Police Department	\$ 273,514.48
TR-25-03	Abington Police Department	\$ 39,952.99
TR-25-04	Traffic Records Project (TBD)	\$ 0.00
TR-25-05	Program Management – Traffic Records	\$ 0.00
TR-25-06	MSP – Data Accuracy	\$ 136,244.42
TR-25-07	MSP – Enhancing Efficiency	\$ 79,865.73
TR-25-08	Ipswich Police Department	\$ 12,287.00

Total expenditures for Traffic Records projects in FY25:

\$ 885,215.58

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 projects described 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 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.

Project Code: PT-25-01

Project Title: MPTC – Municipal Police Specialized Training

Synopsis of FY25 AGA Planned Activity:

OGR will provide funding to the MPTC to conduct various levels of motor vehicle crash investigation and speed measurement training for municipal police officers. Motor vehicle crash investigation training is intended to facilitate accurate and complete crash investigations and advance traffic safety.

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

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

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

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

Summary of FY25 Activity:

MPTC held numerous training classes in speed measurement and LiDAR during FY25. MPTC offered 10 Speed Measurement Device Operator classes; one Speed Measurement Instructor Development class; and four LiDAR Operator Training classes. Over these 15 classes, MPTC estimates nearly 600 officers attended.

MPTC also conducted 20 classes focused on crash reconstruction in FY25. Over 580 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: \$479,840.82

Expenditures: \$255,301.35

Fund Source(s): 402

Project Code: PT-25-02

Project Title: MDAA Traffic Safety Resource Prosecutor (TSRP)

Synopsis of FY25 AGA 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 FY25 Activity:

Funding was provided to MDAA to support a full-time TSRP, Jessica Stone, now in her third year at this position. During FY25, the TSRP has done the following:

- Responded to more than 150 direct requests for technical assistance from prosecutors, law enforcement partners, and government agencies related to vehicular crimes. Many of the requests concern materials for expert witnesses being called at trial by the defense.
- Created an "e-publication" for all prosecutors to utilize called the "Pocket Prosecutor," which contained all the decisions summarized by the TSRP in 2025, 2024 and prior years.
- Updated and published the 2025 OUI Manual.
- 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 2024), *Sobriety Checkpoint Officer-in-Charge Training* (March 2025), *Rule 14 Revisions: A Panel Discussion* (April 2025), *Advanced Roadside Impaired Driving Enforcement* (June and July 2025), and *Preparing for Trial in District Court* (August and September 2025). Over 300 prosecutors, state police troopers, law students, judges, and local police officers attended these trainings.
- Hosted or took part in several webinars, including *Pretrial Discovery: Revisions to Rule 14* (February 2025), and *Substitute Testimony: An Overview of Testing at the Massachusetts State Police Crime Lab and Review of Smith v. Arizona* (July 2025). Over 300 people attended though the exact amount cannot be determined due to online nature of the training.
- 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.

Allotted Funding: \$203,035.89
Expenditures: \$192,269.87
Fund Source(s): FAST Act 405d

Project Code: PT-25-03

Project Title: MSP Law Enforcement Liaison (LEL)

Synopsis of FY25 AGA Planned Activity:

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

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

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

Summary of FY25 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 attended two key conferences in FY25:

- IACP IDTS (DRE) Conference – August 4 – 6, 2025 in Chicago, IL
- IPTM Conference – May 18 – May 22, 2025 in Orlando, FL

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: \$ 8,835.02
Fund Source(s): 402

Project Code: PT-25-04

Project Title: MSP Young Drivers Education

Synopsis of FY25 AGA Planned Activity:

Funds will be provided to the MSP to educate young drivers and the public on the importance of wearing a seatbelt and the dangers of impaired driving. MSP will participate in 20 community or high school events interactively demonstrating the effects of impaired and distracted driving using simulated impaired driving experience (SIDNE) carts, a Drive Square virtual reality driving simulator, and highlighting the ejection risks to unrestrained operators and passengers using the vehicle rollover simulator. MSP will also contract with ThinkFast Interactive to conduct presentations at 40 high schools.

A portion of the funds will allow overtime for personnel to observe 12 State Courts Against Road Rage (SCARR) sessions and formulate recommended changes to the National Safety Council. Costs include MSP overtime, contracting with ThinkFast, upgrades and replacement batteries for the SIDNE carts, and educational supplies.

Summary of FY25 Activity:

During FY25, 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. Forty presentations were done at high schools across Massachusetts including Weymouth HS, Chicopee HS, Fontbonne Academy, South Shore Regional Vo-Tech, Hudson HS, Essex North Shore Agricultural Tech, and Worcester Technical HS. The number of presentations increased 43 percent from 28 in FY24.

MSP also made presentations at local safety events, such as North Attleboro Kids Day, Stoneham Night Out, and Natick Night Out. MSP also provided rollover simulations at events held in Pepperell, Bedford, and Princeton.

Allotted Funding: \$213,151.75

Expenditures: \$173,623.62

Fund Source(s): 405d

Project Code: PT-25-05

Project Title: Municipal Road Safety (MRS)

Synopsis of FY25 AGA 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 FY25 were three percent higher than for FY24, 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 FY25 Activity:

The FY25 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 FY25, funding was awarded to 192 local police departments – up three percent from 186 in FY24. 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. It can also include officer training, education, and other non-enforcement activities.

The first element, Traffic Enforcement, provided funding to conduct six HVE campaigns during FY24: Winter Impaired Driving (December 1 – 31, 2024), Distracted Driving (April 1 – 30, 2025), Click It or Ticket (May 1 – 31, 2025), June Speed (June 1 – 30, 2025), July Speed (July 1 – 31, 2025), and Summer Impaired Driving (August 1 – September 15, 2025).

Total enforcement hours reported for FY25 were eight percent higher than the 35,084 reported in FY24. Stops were 6.3 percent higher and total citations and written warnings issued were 8.2 percent more than during FY24.

While the total citations and written warnings were up from FY24, the proportion between the two continued to drift further apart. In FY23, the percent of citations was 18 and written warnings, 82. For FY24, it was 16 percent citations, 84 percent written warnings. FY25 had citations counting for 15.7 of total citations and written warnings, and written warnings were 84.3 percent. Police continue to be more willing to hand out written warnings, which emphasizes the risks of poor driving behavior without having the driver suffer the financial consequences of a fine and a possible 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 total of crashes reported by the 192 MRS towns in FY24 was 109,315; for FY25, the total was 104,597 – over four percent lower than the previous FY. Fatal crashes reported by the 192 MRS towns in FY25 was 240 compared to 244 for the same towns in FY24. This is a 1.6 percent drop in fatal crashes from FY24 to FY25.

FY25 MRS Traffic Enforcement Outcomes		Percent Change from FY24
Total Enforcement Hours	37,887	8.0%
Total Traffic Stops	91,775	6.3%
Total Citations Issued	11,035	6.2%
Total Written Warnings Issued	59,080	8.6%
Speeding Citations	3,031	-9.1%
Speeding Written Warnings	24,799	-0.8%
OUI Arrests	57	-35.2%
Hands Free Citations	2,281	16.7%
Hands Free Written Warnings	11,966	17.3%
Safety Belt Citations	687	0.1%
Safety Belt Written Warnings	1,054	17.2%
Child Safety Citations	62	24.0%

Of the 192 grantees, 119 departments were awarded funding to purchase equipment to help enhance their traffic enforcement efforts. During FY25, 106 departments did make a traffic equipment purchase among four pre-approved 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 \$525,674.30 for FY25.

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, 2024; January 1 – 31, 2025; February 1 – 28, 2025; March 1 – 31, 2025; May 1 – 31, 2025; and August 1 – September 15, 2025. Participants in this element conducted 5,781 hours of enforcement resulting in 14,247 stops and 10,823 total citations and written warnings issued.

The number of enforcement hours reported in FY25 were 1.5 percent lower than in FY24; total stops were 56.4 percent higher. Total citations and written warnings were 30 percent lower than in FY24. Despite the rise in stops, it appears police were more willing to issue verbal warnings or simply engage with the motorist, pedestrian or bicyclist than issuing a citation or written warning.

FY25 MRS Pedestrian & Bicyclist Enforcement Outcomes		Percent Change from FY24
Total Enforcement Hours	5,781	-1.5%
Total Stops	14,247	56.4%
Total Citations Issued	1,973	-56.0%
Total Written Warnings Issued	8,850	-20.1%
Motor Vehicle Stops	13,684	60.7%
Speeding Citations	206	3.0%
Speeding Written Warnings	913	47.0%
Failure to Yield at Crosswalk Citations	657	-47.7%
Failure to Stop at Red Light or Stop Sign Citations	280	10.2%
Failure to Yield at Crosswalk Written Warnings	3,537	85.9%
Failure to Stop at Red Light/Stop Sign Written Warnings	1,944	88.0%
Pedestrian Stops	184	-50.5%
Pedestrian Citations	13	-72.3%
Pedestrian Written Warnings	59	-65.7%
Bicyclist Stops	379	70.7%
Bicyclist Citations	20	100.0%
Bicyclist Written Warnings	216	75.6%

As with traffic enforcement, the impact of pedestrian and bicyclist enforcement activities helped improve traffic safety for non-motorists. In FY25, there were 412 fatal and serious injuries to pedestrians and bicyclists in motor vehicle crashes across the 192 MRS communities, which is four percent lower than the 429 fatalities and serious injuries reported across the same communities in FY24.

Of 51 grantees awarded pedestrian/bike equipment funding, 43 towns spent funding. Total spent was \$86,322.55. 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 5,000 helmets for distribution in their respective communities.

The third and final element is Non-Enforcement Activities, which 63 of 81 awarded grantees opted to utilize in FY25. Total spent was \$289,219.12. 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 FY26, OGR has received 210 applications for MRS funding – a 9.4 percent increase from FY25.

Allotted Funding: \$5,640,635.19
Expenditures: \$3,968,491.39
Fund Source(s): 402

Project Code: PT-25-06
Project Title: MSP Sustained Traffic Enforcement Program (STEP)

Synopsis of FY25 AGA 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 FY25 Activity:

For FY25, 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 from January 2025 through September 2025. During these months, MSP conducted 607 hours of enforcement, of which 70 percent took place between March and May.

FY25 MSP STEP Outcomes	
Enforcement Hours	607
Total Citations Issued	1204
Total Written Warnings Issued	827
Speeding Citations	148
Speeding Written Warnings	321
Seat Belt Violations	78
Hands Free Violations	231
Move Over Violations	23
Arrests Made	16

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: \$147,416.76
Expenditures: \$ 67,486.63
Fund Source(s): 405d

Project Code: PT-25-07

Project Title: Program Management – Police Traffic Services

Synopsis of FY25 AGA 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 FY25 Activity:

In FY25, 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: \$450,000.00
Expenditures: \$361,212.98
Fund Source(s): 402

Project Code: PT-25-08

Project Title: MSP – Preventing Roadside Deaths

Synopsis of FY25 AGA Planned Activity:

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

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

Summary of FY25 Activity:

In FY25, MSP purchased HAAS alert subscriptions and had the system installed in 233 police cruisers across the state.

Allotted Funding: \$231,228.17

Expenditures: \$224,518.00

Fund Source(s): 405h

Project Code: PT-25-09

Project Title: RMV – Driver Education Assessment

Synopsis of FY25 AGA Planned Activity:

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

Summary of FY25 Activity:

A Driver Education Program State Assessment was conducted to provide an overview of the program's status, identify strengths and opportunities, and provide recommendations for improvement. MassDOT and the Driver's Education Program accepted the recommendations from the Final Report and have helped the RMV inform future planning - including developing a three-year plan focusing on stabilizing, enhancing, and transforming the driver's education program.

Allotted Funding: \$20,000.00

Expenditures: \$15,600.00

Fund Source(s): FAST Act 402

Project Code: PT-25-10

Project Title: Hampden County Sheriff's Office

Synopsis of FY25 HSP Planned Activity:

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

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

Summary of FY25 Activity:

During FY25, Hampden County Sheriff conducted 188 hours of overtime enforcement patrols resulting in 485 traffic stops leading to 53 citations and 434 written warnings issued related to, but not limited to, aggressive driving, distracted driving, and failure to wear a seat belt. Nearly 40 percent of written warnings were for speeding. Hampden County Sheriff will continue its overtime enforcement efforts in FY26 with expectations to conduct more overtime patrols than in FY25.

Allotted Funding: \$59,355.00

Expenditures: \$15,853.77

Fund Source(s): FAST Act 405d

Project Code: NP-25-01

Project Title: WalkMassachusetts – City of Brockton Pedestrian Safety

Synopsis of FY25 AGA Planned Activity:

WalkMassachusetts will identify and raise pedestrian safety concerns through the empowerment of community advocacy, and partner with municipalities to implement equitable safety solutions. Activities will focus on implementing programs within the City of Brockton to raise awareness of pedestrian safety and walkability issues through community walk audits and advocacy training, practices that increase safety for children and older adults, as well as promote safe walking connections to transit statewide. Audits will seek to engage residents, leaders, and advocates in identifying barriers and recommending improvements to make walking safer, more accessible, and enjoyable.

Summary of FY25 Activity:

During FY25, WalkMassachusetts utilized funding to conduct numerous “walk audits” across Brockton to assess where high pedestrian-involved crashes occur and what environmental or infrastructural issues contribute to these high-incidence crash locations. Engaged with local residents and city stakeholders and provided report on findings at conclusion of audits.

Allotted Funding: \$59,846.00
Expenditures: \$50,644.73
Fund Source(s): 402, CF 405h

Project Code: NP-25-02

Project Title: In Control Family Foundation – Safe Driving Outreach to Elementary & HS

Synopsis of FY25 AGA Planned Activity:

In Control Family Foundation seeks to improve community traffic safety through educational programs targeting high school students and children in grades 2-5. Activity will focus on raising awareness of safe driving practices and educating participants on the importance of seat belts, the dangers of distracted driving, and the impacts of driving impairment through simulated hands-on experiences to reinforce safe driving principles.

Partnering with Safe Roads Alliance (SRA), programming will be provided to high school students through a series of driver education courses to emphasize safe driving practices. A Crash Prevention 101 course will also be provided for students identified as needing further instruction. Additionally, Kids Speaking Up for Road Safety (KSU), an SRA program, will be provided to students in grades 2-5 to teach about distractions, multitasking, and how to speak up when they notice unsafe driving behaviors. The program includes observational studies where students assess real-world distracted driving and applies a Social Emotional Learning approach to help children understand their responsibility in minimizing distractions.

Summary of FY25 Activity:

In partnership with Safe Roads Alliance (SRA), In Control Family Foundation was able to raise road safety awareness among elementary-age students as well as high school students in key lower income communities including Brockton, Holyoke, Lawrence, Springfield and Worcester. Over 2,000 students attended presentations, ride-along demonstrations, and even participated in In Control’s well-regarded Crash Prevention 101 program.

Allotted Funding: \$75,000.00
Expenditures: \$48,941.46
Fund Source(s): 402

Project Code: NP-25-03

Project Title: MADD – Staff Addition: Program Specialist

Synopsis of FY25 AGA Planned Activity:

Funding to staff a Program Specialist with MADD Massachusetts who will be responsible for collaborating with local community and state coalitions, community-based youth service departments, schools, and parent support groups, PTA and sports groups, guidance departments and school resource officers, driver education schools and law enforcement officials to present the MADD programming including Power of You(th) presentations and workshops for teens, Power of Me! designed for youth in 4th and 5th grade, Power of Parents which is designed for parents of teens, and lastly "Promposal", which is a program for high school students aged juniors and seniors.

Summary of FY25 Activity:

With a Program Specialist position funding, MADD was able to bring its Power of the Parents workshop to parents/guardians of middle and high school-aged students across Massachusetts during FY25. Workshops took place at various venues including driving academies in Worcester, schools and police departments in Boston, Fitchburg, Lawrence, and Methuen. MADD brought its Power of ME! and Promposal Program to elementary and high school students in an effort to raise awareness on the dangers of drinking and driving, getting into a vehicle with an impaired driver as well as pledging to a substance-free prom. Over 1,000 students attended presentations and received information/pamphlets about impaired driving safety.

MADD's Program Specialist also provided information kiosks at local safety-themed events including National Night Out in Sturbridge, Family Fun Night in Salem, and Salvation Army's Backpack event at the TD Garden that was attended by over 3,000 local students K-12.

Allotted Funding: \$74,999.46

Expenditures: \$46,022.91

Fund Source(s): 402

Project Code: NP-25-04

Project Title: PAACA – "Drive Smart South Coast" Program

Synopsis of FY25 AGA Planned Activity:

Positive Action Against Chemical Addiction, Inc. (PAACA) seeks to building upon existing efforts of their "Drive Smart South Coast" programming and reduce unsafe driving among young drivers, especially distracted driving. Funding will support activities including driver education classes on safe driving practices, community service, and involvement in "peer jury duty" to promote accountability with student-led hearings where youth will take responsibility for their actions, receive sanctions, and complete educational tasks through an 8-week program by incorporating education, enforcement, and behavior correction through collaboration with local police and schools.

Summary of FY25 Activity:

During FY25, PAACA was able to conduct over 30 Drive Smart Panel hearings (aka 'peer jury') across Bristol County, which helped JOL drivers avoid a fine for unsafe driving habits, by having them engage in community service and education classes focused on learning responsibility for one's action and understanding the dangers of distracted driving, speeding, and impaired driving. PAACA also provided informational tables at local safety events such as National Night Out and FamilyFest, which attracted over 2,000 people, as well as at Westport HS, New Bedford HS, Fairhaven HS, and Somerset-Berkley HS. It is estimated over 4,000 students had the opportunity to engage with PAACA staff about their "Drive Smart South Coast" program and other offerings aimed at driving safety.

Allotted Funding: \$72,533.46
Expenditures: \$71,669.59
Fund Source(s): 402, CF 405h

Project Code: NP-25-05

Project Title: Program Management – Traffic Safety Program for Underserved Communities

Synopsis of FY25 AGA 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 FY25 Activity:

In FY25, funding set aside for program management was not utilized. Instead, program management funding was provided under PA-25-01 attributed to the Director of Highway Safety Division.

Allotted Funding: \$45,000.00
Expenditures: \$0.00
Fund Source(s): 402

Project Code: PA-25-01

Project Title: Administration of Statewide Traffic Safety Program

Synopsis of FY25 AGA Planned Activity:

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

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

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

Summary of FY25 Activity:

Funding was used to allow support staff to implement, monitor, and evaluate programs and projects detailed in the FY25 AGA. Funding was also used for staff to produce the FY24 Annual Report and the FY26 AGA as well as provide an updated Triennial HSP, among other tasks.

Allotted Funding: \$2,500,000.00

Expenditures: \$ 366,670.19

Fund Source(s): 402

Expenditures for FY25 by project:

Project Code	Project Title	Expenses Reported
PT-25-01	MPTC Police Specialized Training	\$ 255,301.35
PT-25-02	MDAA TSRP	\$ 192,269.87
PT-25-03	MSP LEL	\$ 8,835.02
PT-25-04	MSP Young Drivers Education	\$ 173,623.62
PT-25-05	Municipal Road Safety (MRS)	\$ 3,968,491.39
PT-25-06	MSP Sustained Enforcement (STEP)	\$ 67,486.63
PT-25-07	Program Management – Police Traffic Services	\$ 361,212.98
PT-25-08	MSP – Preventing Roadside Deaths	\$ 224,518.00
PT-25-09	RMV – Driver’s Education Assessment	\$15,600.00
PT-25-10	Hampden County Sheriff’s Office	\$15,853.77
NP-25-01	WalkMassachusetts	\$ 50,644.73
NP-25-02	In Control Family Foundation	\$ 48,941.46
NP-25-03	MADD	\$46,022.91
NP-25-04	PAACA	\$71,669.59
NP-25-05	Program Management – Community Safety Grant	\$0.00
PA-25-01	Administration of Traffic Safety Programs	\$ 366,670.19

Total expenditures for Police Traffic Service projects:	\$ 5,283,192.63
Total expenditures for Community Traffic Safety projects:	\$ 217,278.69
Total expenditures for Planning & Administration projects:	\$ 366,670.19
Total expenditures for all PTS, CTS, and P&A projects:	\$ 5,867,141.51

PERFORMANCE REPORT (TARGETS SET IN FY24-26 TRIENNIAL HSP)

A requirement of the Annual Report is to examine the progress made so far on the performance targets set in the FY24-26 Triennial HSP. In the chart below, the five-year average and three-year average, depending on the performance target, is provided. Since the measures set in the FY24-26 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 FY25 (October 1, 2024 – December 31, 2024) will have a positive impact on achieving benchmark targets.

Code	Performance Measure	Target Period	Target Years	Benchmark Value for 2025 as listed in 3HSP	Preliminary 2025 Value as of 9/30/25	Data Source	On Track to Meet 2025 Benchmark
C-1	Traffic Fatalities	Five-Year Average	2022-2026	343	253	IMPACT	In Progress
C-2	Serious Injuries	Five-Year Average	2022-2026	2,365	1,946	IMPACT	In Progress
C-3	Fatalities Per 100M VMT	Five-Year Average	2022-2026	0.50	0.52	IMPACT	In Progress
C-4	Unrestrained MV Occupant Fatalities	Three-Year Average	2024-2026	98	69	IMPACT	In Progress
C-5	Alcohol-Impaired Driving Fatalities (B	Three-Year Average	2024-2026	110	79	IMPACT	In Progress
C-6	Speed-Related Fatalities	Three-Year Average	2024-2026	98	46	IMPACT	In Progress
C-7	Motorcyclist Fatalities	Three-Year Average	2024-2026	50	55	IMPACT	In Progress
C-8	Unhelmeted Motorcycle Fatalities	Three-Year Average	2024-2026	1	8	IMPACT	In Progress
C-9	Drivers (Age 20 or under) involved in	Three-Year Average	2024-2026	38	33	IMPACT	In Progress
C-10	Pedestrian Fatalities	Three-Year Average	2024-2026	73	46	IMPACT	In Progress
C-11	Bicyclist Fatalities	Three-Year Average	2024-2026	4	11	IMPACT	In Progress
B-1	Observed Seat Belt Usage Rate	Three-Year Average	2024-2026	80	86	Annual Survey	In Progress
NC-1	Distraction-Affected Fatal Crashes	Three-Year Average	2024-2026	28	6	IMPACT	In Progress
NC-2	Reduce Move Over Violations Issued	Three-Year Average	2024-2026	3,900	2,638	MRB Citations	In Progress

This section covers each performance measure target and discusses how adjustments will be made in FY26 to meet current and future performance targets. Each performance measures graph will have a solid line representing the change in five- or three-year average over the last five years.

Fatality data for 2019 through 2023 is provided by NHTSA’s Fatality Analysis Reporting System (FARS), and all preliminary 2024 and 2025 (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 2024. The preliminary VMT reported for 2024 was 63,875 million, up 1.4 percent from the 62,981 million tallied in 2023. 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.

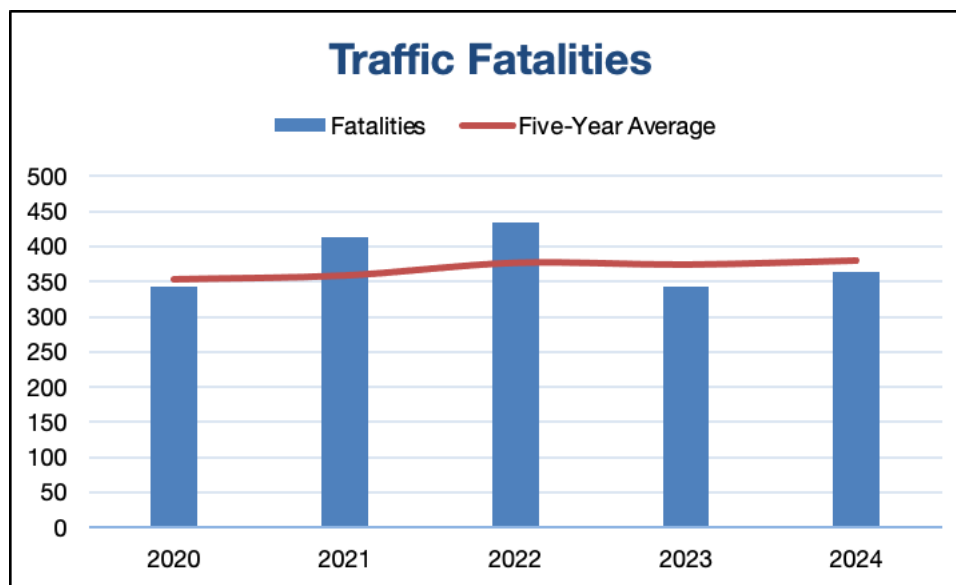
With regards to the RTO mandates proliferating in recent years, national data suggests that Tuesday through Thursday are becoming the top days for workers to make the commute into the office. If this trend plays out, there could be a shift in fatalities and serious injuries among vulnerable road users 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, 2024:

Based on preliminary data, the five-year average for traffic fatalities in 2024 was 380, which is 4.9 percent higher than the desired target of 362.



Source: FARS, IMPACT

Analysis:

In CY 2024, traffic fatalities rose 6.1 percent to 364 from 343 in 2023. From January 1, 2025 through September 30, 2025, there have been 253 traffic fatalities reported. During the same time frame in 2024, there had been 265 fatalities recorded. Projected fatalities for CY 2025 are expected to fall within the 335-345 range. With this drop in fatalities for 2025, Massachusetts will be moving towards the desired five-year target of 262 by December 31, 2026.

In FY25, the MRS program had more towns involved than FY24 (192 vs 186) and had far more departments, on average, involved in pedestrian/bicyclist enforcement than in FY25 as well. For FY26, OGR will continue pushing to have more police departments involved in the MRS program. Whether doing overtime enforcement, ped/bike enforcement, equipment, or non-enforcement activity, any outreach and visibility on the roadways by local law enforcement will help improve traffic safety across Massachusetts.

The Community Traffic Safety grant, which got underway in FY25, provided funding to four nonprofit organizations (WalkMassachusetts, In Control, MADD, and Positive Action Against Chemical Addiction) to promote traffic safety within their respective communities. OGR is optimistic these grantees will help raise awareness and educate residents on issues such as impaired driving and vulnerable road user safety. One of the projects, WalkMassachusetts' walking audit of Brockton to determine areas of poor pedestrian and bicyclist safety, will have a huge impact on a town that has seen over a third of its traffic fatalities involving vulnerable road users.

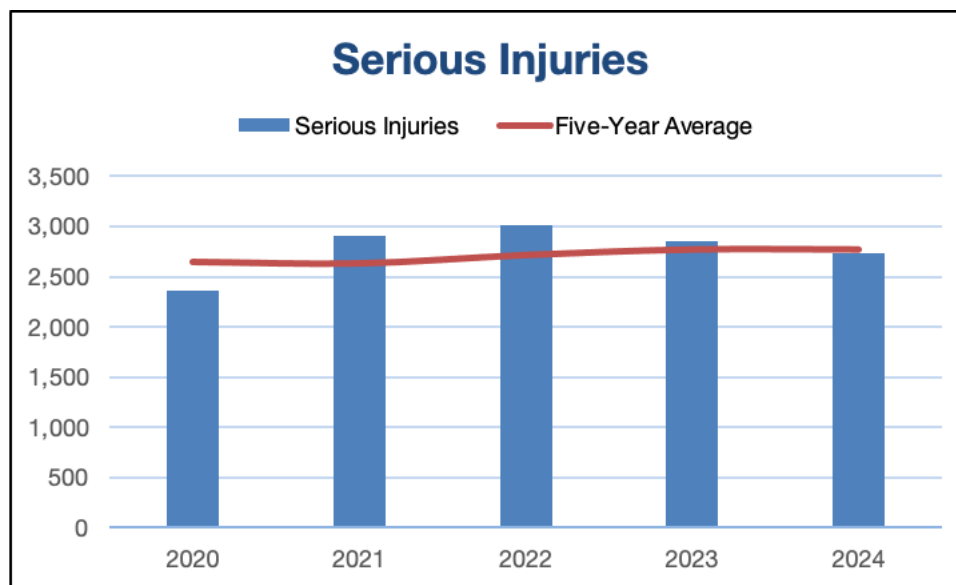
With the selection of a media vendor in FY26, OGR will be expanding traffic safety messaging to support not only impaired driving and pedestrian/bicyclist safety enforcement but also occupant protection, distracted driving, and speed mobilizations. Motorcycle safety will also be part of the traffic safety messaging outreach in FY26 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, 2024:

Based on preliminary data, the five-year average for serious injuries in 2024 was 2,776, which is 6.6 percent higher than the desired target of 2,603.



Source: IMPACT

Analysis:

In CY 2024, serious injuries decreased 4.3 percent to 2,735 from 2,858 in 2023, marking a second straight year of a decline. As of September 30, 2025, there have been 1,946 serious injuries reported in crashes across the Commonwealth, which is 2.9 percent lower than the 1,981 serious injuries recorded by the same point in 2024. Projected serious injuries for CY 2025 are expected to fall within the 2,550 – 2,650 range. With this projected drop in serious injuries for 2025, Massachusetts will be making progress towards the desired five-year target of 2,603 by December 31, 2026.

With seat belt usage rising for the third straight year in 2025 – up to 86% from 84% in 2024 and 80% in 2023 – Massachusettsians are becoming more diligent about wearing their belts when riding in a motor vehicle. 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, along with an expansive media messaging campaign related to occupant protection throughout FY25 and into FY26, OGR believes serious injuries will continue falling in FY26.

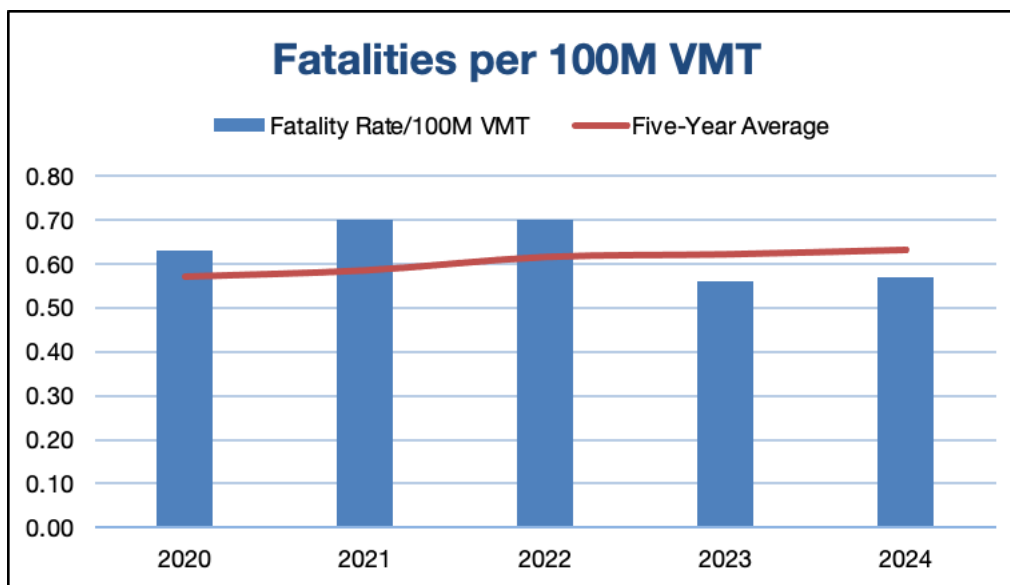
With its media vendor, Argus, OGR expanded its safety messaging in FY25 to include occupant protection, distracted driving, motorcycle safety and impaired driving. For FY26, OGR hopes to add speed and ped/bike safety messaging. By pairing media messaging with each statewide enforcement mobilization during FY26 will continue increasing 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, 2024:

Based on preliminary data, the five-year average for fatality/VMT rate in 2024 was 0.63, which is 17 percent higher than the desired target of 0.54.



Source: FARS, IMPACT, DOT

Analysis:

In 2024, the fatality/VMT rate was 0.57, up slightly from 0.56 in 2023. For 2025, MassDOT estimated VMT for Massachusetts is 64,970 million – a 1.7 percent increase from 2024. With fatalities for 2025 projected to be in the 335-345 range, the fatality/VMT rate for the year is estimated to fall between 0.52 – 0.53.

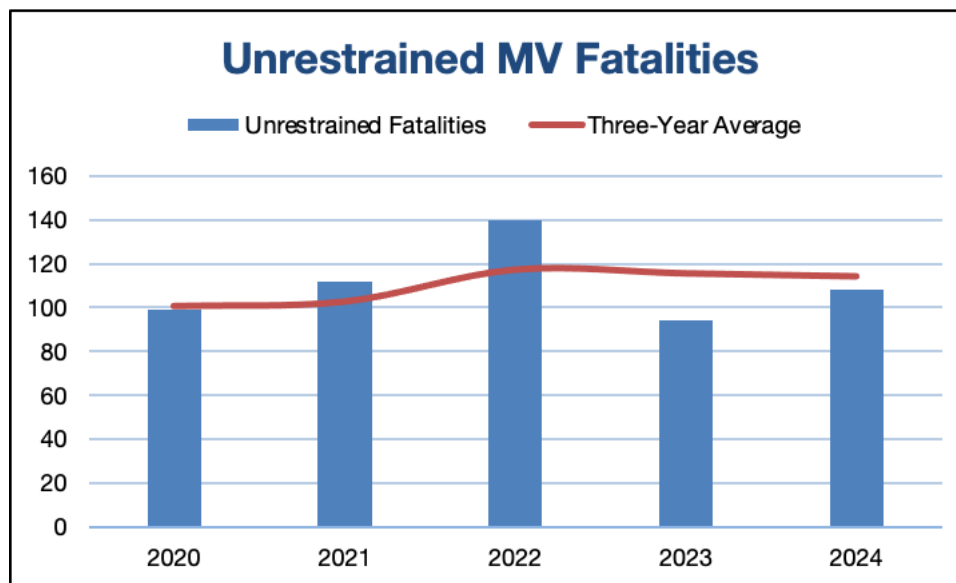
According to MassDOT, the state's total VMT is expected to rise approximately between one and two percent each year going forward. For 2026, the projected VMT is 65,883, and for 2027 it will be 66,978. If fatalities remain below 360 during those years, the five-year average for fatalities per 100 million VMT will fall below 0.60 by 2026.

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, 2024:

Based on preliminary data, the three-year average for unrestrained occupant fatalities in 2024 was 114, which is 15.15 percent higher than the desired target of 99.



Source: FARS, IMPACT

Analysis:

In CY 2024, the number of unrestrained motor vehicle fatalities rose 15% from 99 to 108. As of September 30, 2025, there have been 69 unrestrained fatalities, which is eight percent lower than the 78 reported by the same date in 2024. Projected unrestrained motor vehicle deaths for 2025 is 96, which – if it is the final number – would be an 11% decline from 2024.

With the statewide seat belt rate over 80 percent for the last three 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 FY26, OGR expects the State and local police to build upon their successful enforcement efforts in FY25 regarding seat belt safety by conducting more enforcement hours during times when the majority of unrestrained deaths occur. Their combined efforts in FY25 no doubt helped Massachusetts to achieve its highest belt usage rate to date of 86%.

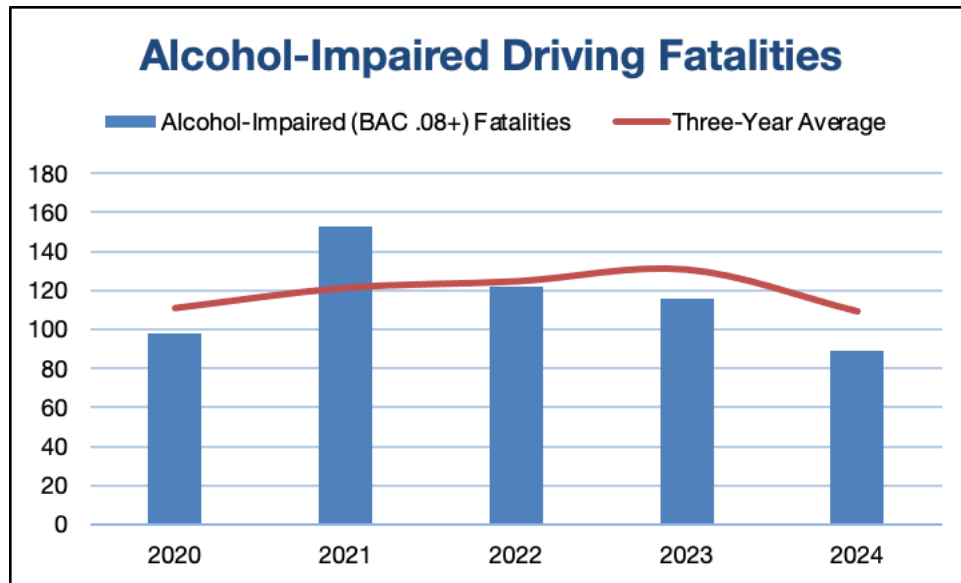
Each Massachusetts legislature over the last four years: 2020-2021 (192nd), 2021-2022 (193rd), 2023-2024 (194th), and the most current one, 2024-2025 (195th) has introduced a primary seat belt bill. Each time there is a hearing for the bill and then a study order issued for the Public Safety and Homeland Security Committee to conduct an investigation into the feasibility of having a primary belt bill. Then nothing else happens after that – no debate on it, no House or Senate vote. Opponents argue that the bill infringes on personal freedom as well as opens minorities to selective enforcement by law enforcement. Proponents point to the number of lives saved and Massachusetts' historically low belt usage rate as reason to pass the bill.

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, 2024:

Based on preliminary data, the three-year average for alcohol-impaired driving fatalities in 2024 was 109, which is 0.91 percent lower than target of 110.



Source: FARS, IMPACT

Analysis:

In CY 2024, the number of alcohol-impaired driving fatalities dropped to 89 from 116 reported in 2023. Despite the decline in fatalities, the final value will most likely be higher. For the 2024 Annual Report, the preliminary number of alcohol-impaired fatalities as of early December 2023 was 62, and the final value ending up being 116. The process involved in determining alcohol-involvement by BAC levels takes time, leading to delays – up to two years or more – before the most accurate numbers become available.

For FY25, 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. OGR plans to expand the DSOGPO messaging to support the Winter Impaired mobilization in December 2025 for FY26.

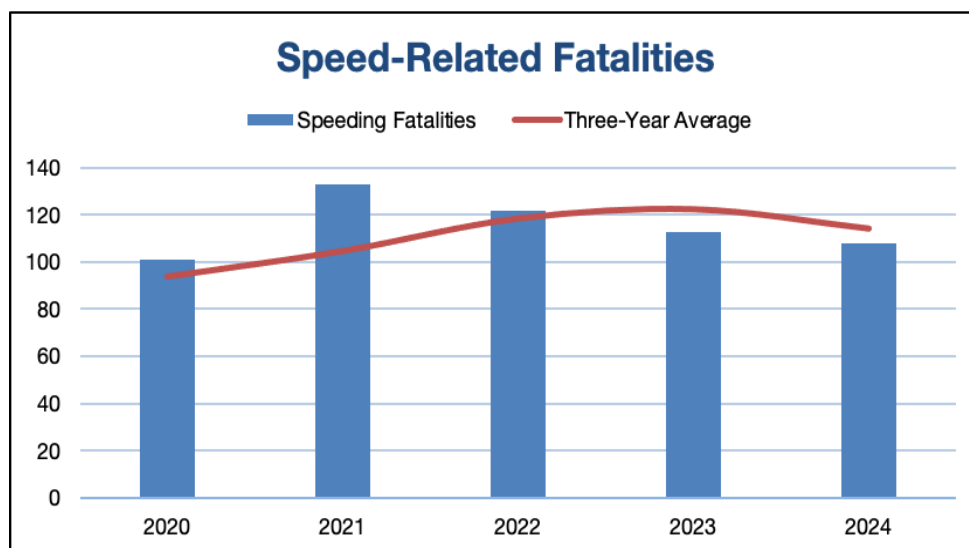
In FY25, OGR was able to increase the number of police departments participating in both the Winter Impaired Driving and Summer Impaired Driving mobilizations to 155 (Winter) and 156 (Summer) compared to 134 (Winter) and 144 (Summer) in FY24. For FY26, OGR is optimistic to further expand participation by local police for both impaired driving enforcement activities.

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, 2024:

Based on preliminary data, the three-year average for speed-related fatalities in 2024 was 114, which is 16.6 percent higher than the desired target of 98.



Source: FARS, IMPACT

Analysis:

In CY 2024, the number of speed-related fatalities dropped to 108 from 113 reported in 2023. Despite the welcome decline in fatalities, the final value will likely be higher. At the end of 2023, the preliminary number of speed-related fatalities on IMPACT was 60, and the final value ended up at 113. In 2022, the preliminary value of 70 ended up being 116 when finalized.

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. As a result, unfortunately, there are dramatic shifts in value from preliminary to final each year. While 2024's final number remains unknown at this time, Massachusetts has seen speed-related fatalities drop for two consecutive years (2022, 2023). OGR is optimistic this portends a continued downward trajectory going forward.

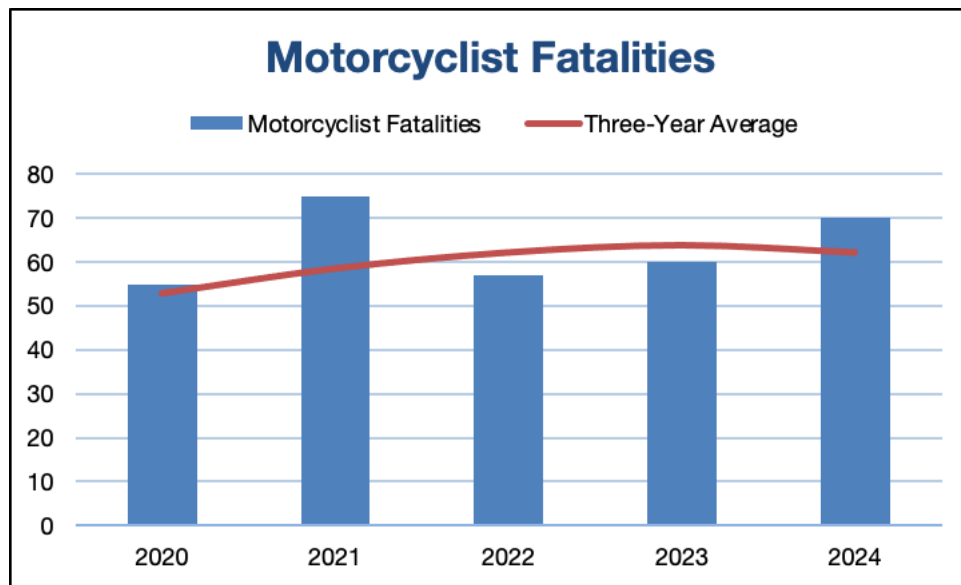
With the inclusion of speed messaging for the June and July 2025 speed enforcement mobilizations, as well as having more MRS grantees to participate in the speed mobilizations, increasing the number of departments involved in FY25 to 164 in June and 176 for July (compared to 148 and 146, respectively in FY24). 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, 2024:

Based on preliminary data, the three-year average for motorcyclist fatalities in 2023 was 62, which is 24.67 percent higher than the desired target of 50.



Source: FARS, IMPACT

Analysis:

In CY 2024, the number of motorcyclist fatalities rose to 70 from 60 reported in 2023 – a 16.7 percent increase. Fortunately, this upwards trend may reverse direction in 2025. As of September 30, 2025, the number of motorcyclist fatalities reported is 55, which is 13 percent lower than the 60 reported at the same point in 2024. Over the last four years (2021-2024), the average number of motorcyclists death during the last quarter of the year (October-December) was 11. If this average holds for 2025, the final tally for motorcyclist fatalities will be 63, which would be a significant decline from 70 in 2024.

With the addition of a media vendor in FY25, OGR was able to pursue motorcycle safety messaging for the first time in several years. After a significant surge in motorcycle deaths over August and September 2024 (31 fatalities), the implementation of a messaging program in FY25 contributed to a promising decline in fatalities with 62 deaths reported from October 2024 to September 2025 – a 14 percent drop from 72 deaths for October 2023 to September 2024.

For FY26, OGR will continue its collaboration 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.

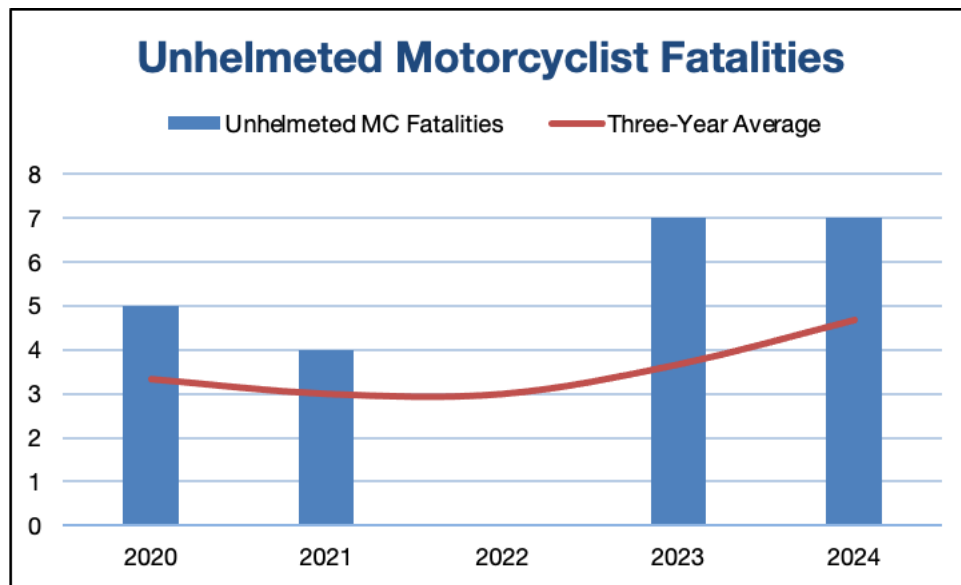
OGR, with its media vendor, will keep up its effective motorcycle safety and awareness campaign in FY26. Using compiled fatality data, OGR will focus messaging in regions of Massachusetts that have had a high rate of motorcycle deaths and crashes involving a motorcycle.

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, 2024:

Based on preliminary data, the three-year average for unhelmeted motorcyclist fatalities in 2024 was five, which is higher than the desired target of one.



Source: FARS, IMPACT

Analysis:

In CY 2024, the number of unhelmeted motorcyclist fatalities was seven, same as in 2023. As of September 30, 2025, the number of unhelmeted motorcyclist fatalities reported is eight, up from six reported at same point in 2024. With three months of data left (October – December), it remains to be seen if the unhelmeted fatalities will hold at seven or rise higher.

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 consistently report the lowest unhelmeted fatalities in the country year after year. With 16 total unhelmeted fatalities in the last five years (2019-2023), Massachusetts is bested by only Alaska (11), District of Columbia (11), Nebraska (11), and Vermont (6). For comparison, New Hampshire has no helmet law and reported 102 unhelmeted deaths during the same five years.

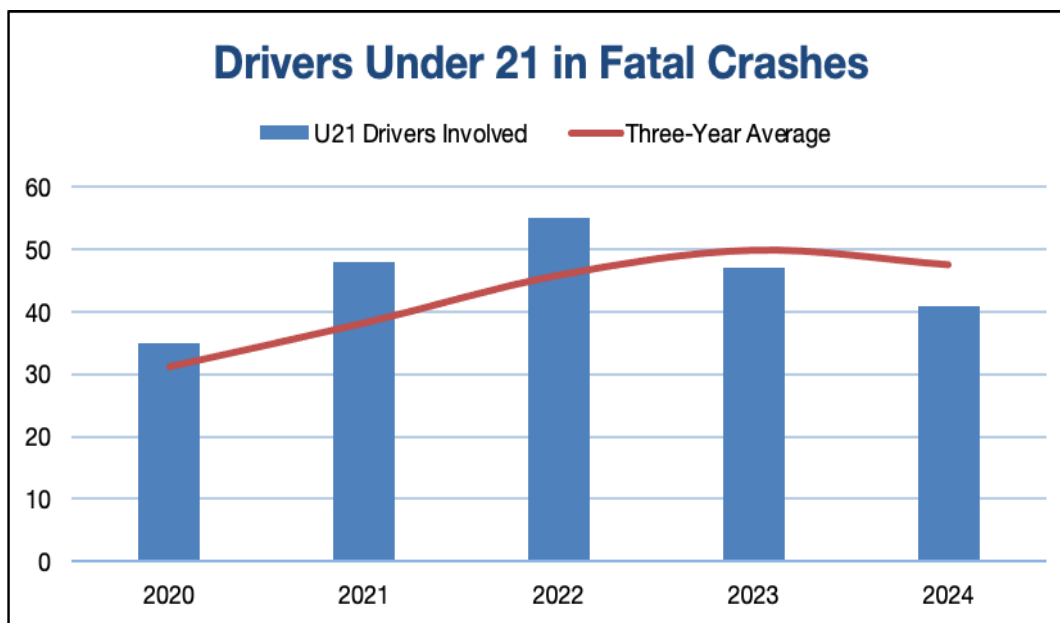
To further impress upon motorcycle riders the importance of wearing a helmet in FY26, OGR will continue the collaboration it started with RMV in FY25 to promote motorcycle helmet safety and rider training classes via social media and website postings. OGR will also develop and distribute a motorcycle safety messaging campaign with its 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, 2024:

Based on preliminary data, the three-year average for young drivers involved in fatal crashes in 2023 was 48, which is 22 percent higher than the desired target of 39.



Source: FARS, IMPACT

Analysis:

In CY 2024, the number of young drivers involved in a fatal crash dropped to 41 from 47 reported in 2023 – a second straight year of decline. As of September 30, 2025, the number of young drivers involved in a fatal crash was 33, no change from what was reported at the same time in 2023. OGR is cautiously optimistic that the downward trend in young driver involvement will continue going forward.

During FY25, MSP conducted 40 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 FY25 increased from the 30 given in FY24. MSP expects the same number of presentations (40) in FY26, with emphasis on Bristol and Hampden County.

MSP also plans to participate in at least 12 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.

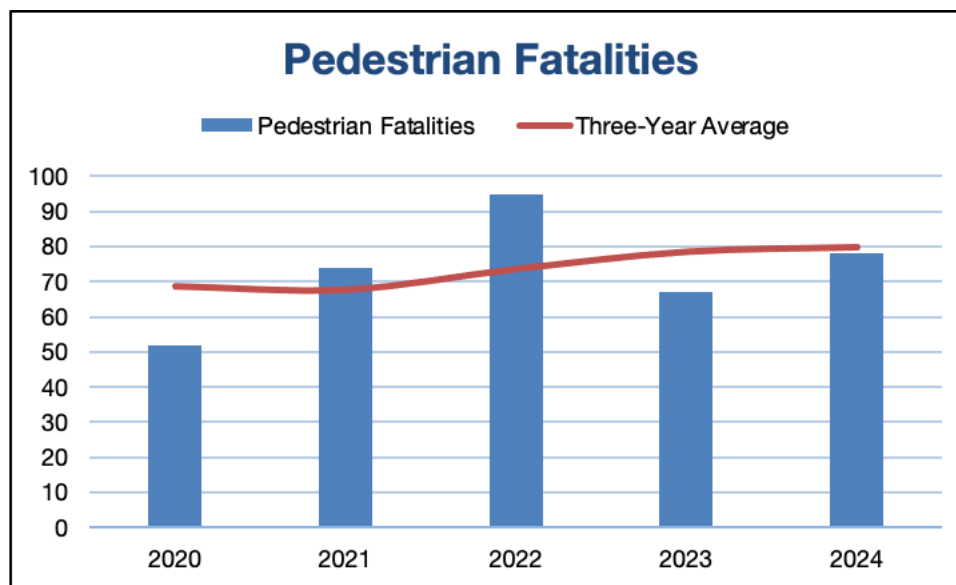
OGR is confident that with the popularity of MSP's presentations in FY26, coupled with the continued success of ABCC's Compliance Checks program, the number of young drivers involved in a fatal crash will keep declining in the coming years.

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, 2024:

Based on preliminary data, the three-year average for pedestrian fatalities in 2023 was 80, which is 9.6 percent higher than the desired target of 73.



Source: FARS, IMPACT

Analysis:

In CY 2024, the number of pedestrian fatalities rose to 78 from 67 reported in 2023 – a 16.4 percent increase. As of September 30, 2025, there have been 46 pedestrian fatalities reported in Massachusetts, which is 11.5 percent higher than the 52 fatalities reported at the same point in 2024. With pedestrian enforcements planned in November and December of 2025 through the MRS grant, OGR is confident the final number of pedestrian deaths will be at or below 2024.

During FY25, OGR had success in raising the number of MRS grantees participating in pedestrian and bicyclist enforcement periods from an average of 48 departments in FY24 to 32. This increase resulted in total ped/bike enforcement activity of nearly 5,800 hours and over 10,000 stops. The rise in enforcement helped reduce total vulnerable road user fatalities in FY25 to 70, a drop of 13.6 percent from 81 reported during FY24.

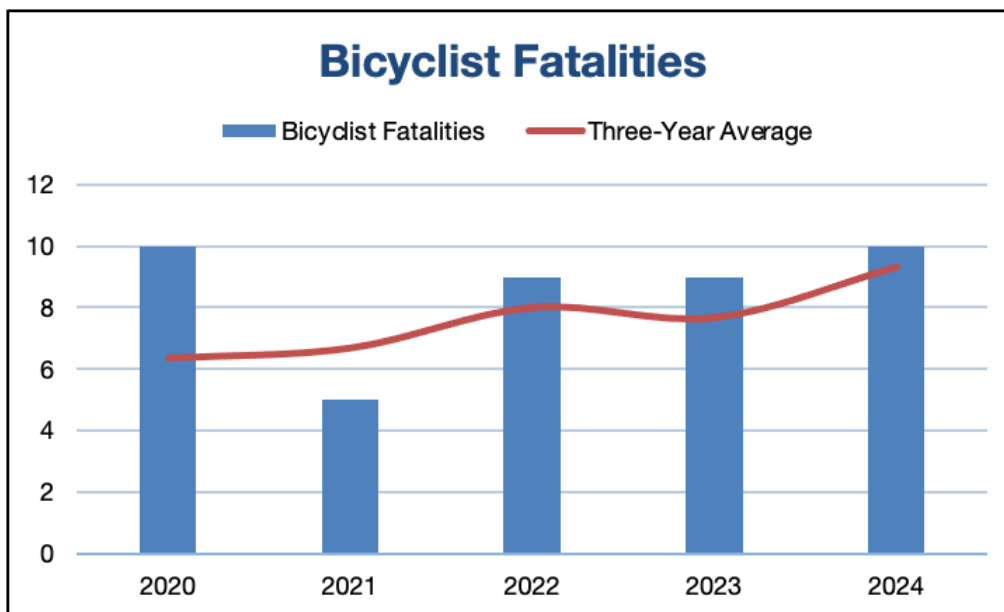
For FY26, OGR is excited about continuing with the positive impact of its pedestrian and bicyclist safety messaging campaign that began back in FY24. Over the last two FYs, the ped/bike campaign resulted in over 60 million impressions made through various media channels, including electronic billboards, bus tails signage, Spotify, and traditional AM/FM radio stations. In FY26, OGR will be again working with its 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, 2024:

Based on preliminary data, the three-year average for bicyclist fatalities in 2024 was nine, which is higher than the desired target of four.



Source: FARS, IMPACT

Analysis:

In CY 2024, the number of bicyclist fatalities rose slightly from nine in 2023 to 10. As of September 30, 2025, there have been 11 bicyclist fatalities reported, which is higher than the seven reported at the same time in 2024. With bicyclist enforcements planned throughout November and December of 2025 by MRS grantees, OGR is hopeful the final number of bicyclist deaths will hold at 10 for the remainder of the year.

During FY25, OGR had success in raising the number of MRS grantees participating in pedestrian and bicyclist enforcement periods from an average of 48 departments in FY24 to 32. This increase resulted in total ped/bike enforcement activity of nearly 5,800 hours and over 10,000 stops. The rise in enforcement helped reduce total vulnerable road user fatalities in FY25 to 70, a drop of 13.6 percent from 81 reported during FY24.

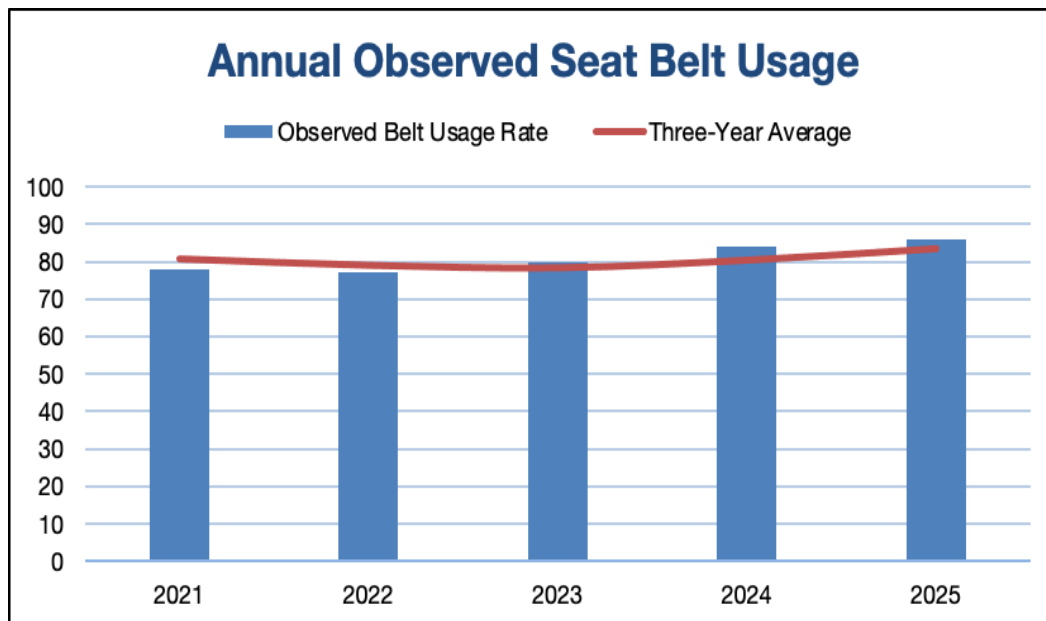
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B-1 Observed Seat Belt Usage Rate

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, 2025:

Based on the most recent survey, the three-year average for the observed seat belt usage rate in 2025 was 83 percent, which surpasses the desired target of 80.



Source: Annual Statewide Seat Belt Observation Survey

Analysis:

In 2025, the observed seat belt usage rate was 85.53, more than a percentage point higher than the 84.36 usage rate reported in 2024. This is the third consecutive increase in the seat belt usage rate and is a testament to the hard work and effort by OGR, its partners, State and local police departments to raise awareness about the importance of being belted when riding in a motor vehicle.

In FY25, State and local police conducted over 7,000 hours of enforcement patrols during May's CIOT mobilization, issuing more than 700 seat belt violations, which certainly had a positive impact on the seat belt usage rate results from the statewide seat belt observation survey that took place in June.

For FY26, OGR expects law enforcement to build upon their success in FY25 by conducting even more enforcement hours in support of the Click It or Ticket mobilization taking place in May 2026. With nearly 200 local police departments participating in the FY26 MRS, OGR is confident more police will be involved than the 187 departments in May 2025's CIOT enforcement.

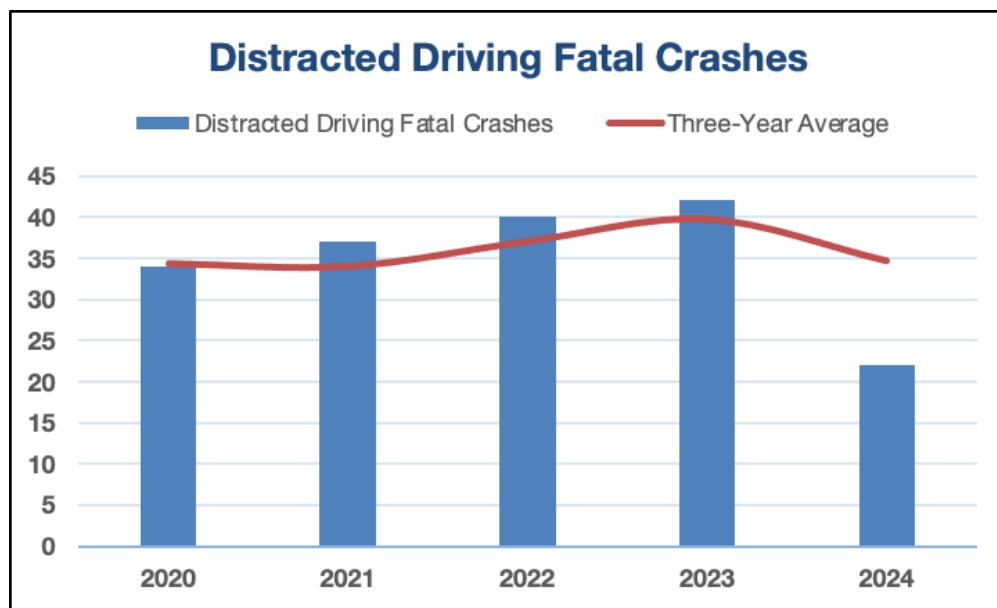
If the current Massachusetts legislature passes a primary seat belt enforcement law, it would allow police to pull over drivers for the sole reason of not wearing their seat belt. NHTSA has found that states with primary seat belt laws have a much higher seat belt usage rate than states without such 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, 2024:

Based preliminary 2024 data, the three-year average for distraction-affected fatal crashes in 2024 was 35, which is 25 percent higher than the desired target of 28.



Source: FARS, IMPACT

Analysis:

In CY 2024, the preliminary number of distraction-affected fatal crashes declined by 29 percent to 22 from 42 in 2023. As of September 30, 2025, there have been 6 distraction-affected fatal crashes reported in Massachusetts. 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. Historically, distraction-affected fatal crashes have accounted for approximately 10 percent of all fatal crashes reported in Massachusetts year-by-year. If this historical trend continues through 2024 and 2025, the estimated number of distracted driving fatal crashes will be between 32-38 for those years.

During FY25, State and local police issued 72,136 violations for driving while looking at or using a mobile phone. The breakdown in violation distribution was 68 percent local police, 32 percent State police. In FY24, 61,391 such violations were issued. This was an 18 percent increase in distracted driving violations and OGR is hopeful the increase in enforcement by State and local police, coupled with effective traffic safety messaging, will result in lower distracted driving fatal crashes for 2025 and onwards.

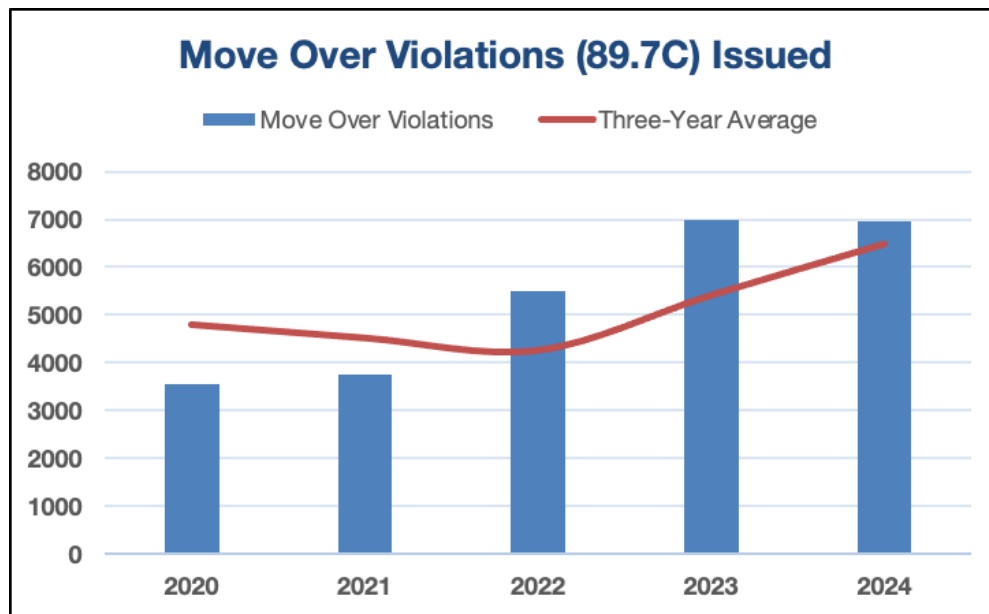
OGR will work to increase the number of local police involved in the 2026 April Distracted Driving mobilization from the 185 that participated in 2025, as well as encourage law enforcement to continue to be vigilant about stopping drivers using a hand-held device behind the wheel.

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, 2024:

Based on the most recent MRB Citations report, the three-year average for Move Over Violations in 2024 was 6,474, which is 60 percent higher than the desired target of 3,967.



Source: Citation Portal

Analysis:

During CY 2024, the number of Move Over Violations issued by local and State Police was 6,950 – a slight decline from 6,974 issued in CY 2023. This minute reduction in violations could indicate drivers were finally starting to take care to slow down and/or move over when coming upon a work zone or emergency situation and less injuries were occurring. In CY 2024, there were 53 serious and fatal injuries in crashes within a Work Zone and 38 involving an Emergency Vehicle. For CY 2023, the numbers were 42 and 40, respectively.

Going forward, OGR is optimistic the implementation of the HAAS Alert system by MSP in 200+ police cruisers will help reduce the number of serious injuries and fatalities in a crash within Work Zones or involving an Emergency Vehicle.

For the upcoming Triennial HSP (2027-2029) due in July 2026, OGR will replace this performance measure with one that better measures improvement in roadside safety. OGR will ensure the new 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.

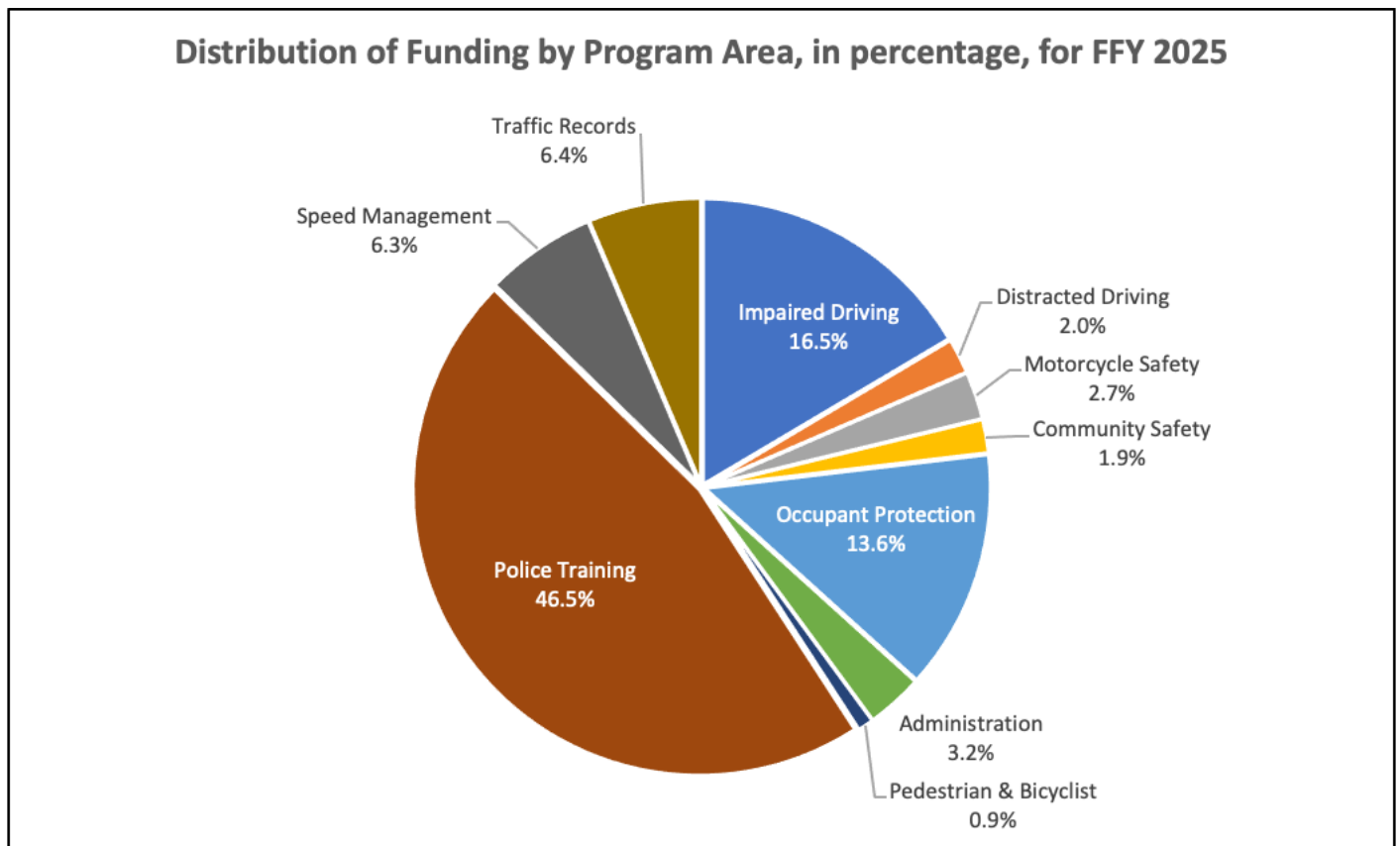
Grant Funded Activity	FY21	FY22	FY23	FY24	FY25
Safety Belt Violations Issued	2,549	3,622	2,787	2,961	2,909
Impaired Driving Arrests	69	266	502	321	249
Speeding Violations Issued	3,819	9,615	8,755	8,675	8,078

FINANCIAL SUMMARY – DISTRIBUTION OF FY25 FUNDING

Summary of FY25 Financial Activity as of December 31, 2025

Code	Program Area	402	405b	405c	405d	405e	405f	405g	405h	Total	Pct Total
AL	Impaired Driving	\$ 86,134.78			\$ 1,788,367.86					\$ 1,874,502.64	16.3%
DD	Distracted Driving	\$ 17,872.39				\$ 210,841.90				\$ 228,714.29	2.0%
MC	Motorcycle Safety	\$ 8,532.80					\$ 299,082.07			\$ 307,614.87	2.7%
NP	Community Safety	\$ 212,078.69							\$ 5,200.00	\$ 217,278.69	1.9%
OP	Occupant Protection	\$ 562,143.01	\$ 983,741.34							\$ 1,545,884.35	13.4%
P&A	Administration	\$ 366,670.19								\$ 366,670.19	3.2%
PS	Pedestrian & Bicyclist	\$ 17,469.02						\$ 55,617.64	\$ 30,775.53	\$ 103,862.19	0.9%
PT	Police Training	\$ 4,625,294.51			\$ 433,380.12				\$ 224,518.00	\$ 5,283,192.63	45.8%
SC	Speed Management	\$ 718,385.80								\$ 718,385.80	6.2%
TR	Traffic Records			\$ 885,215.58						\$ 885,215.58	7.7%
Total		\$ 6,614,581.19	\$ 983,741.34	\$ 885,215.58	\$ 2,221,747.98	\$ 210,841.90	\$ 299,082.07	\$ 55,617.64	\$ 260,493.53	\$ 11,531,321.23	

Summary of FY25 Funding Distribution by Program Area as of December 31, 2025



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 (FY)
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)