MASSACHUSETTS FFY 2026 ANNUAL GRANT APPLICATION







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Introduction

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

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

Mission Statement: OGR's mission for traffic safety is to secure and disseminate grant funding and facilitate the development and implementation of policies, programs, and partnership designed to reduce fatalities, injuries, and economic losses resulting from motor vehicle crashes on the roadways of the Commonwealth of Massachusetts.

For FFY 2026, Massachusetts has planned activities aimed at reducing fatalities, injuries, and crashes along the roadways. This document provides details on each planned activity taking place during FFY 2026, which runs from October 1, 2025, to September 30, 2026.

If a grant recipient is currently unknown, the Massachusetts Office of Grants and Research (OGR) will provide information to NHTSA once the final decisions have been made regarding which entity or entities will receive funding for FFY 2026.

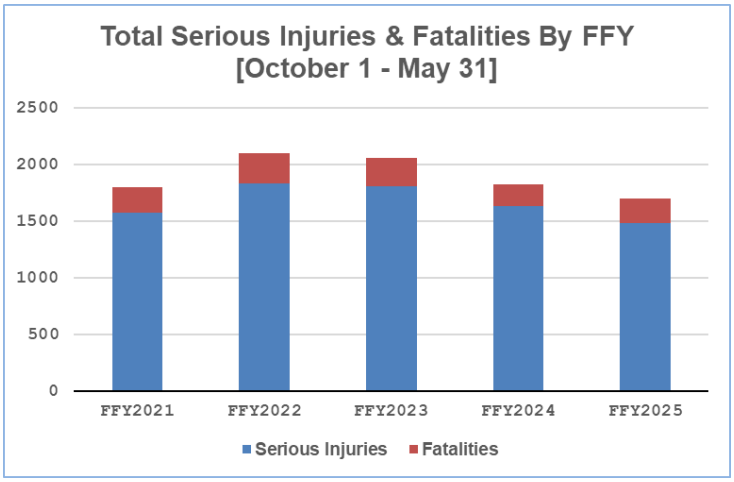
For any projects requesting software or equipment-related purchases ($10,000 or greater) OGR will submit a preapproval letter for any purchases to comply with current NHTSA rules and regulations.

Planned activities outlined in this document consider feedback received from prior and ongoing public participation and engagement efforts with plans to further these outreach efforts in FFY 2026.

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

TRAFFIC SAFETY OVERVIEW AND UPDATES TO HSP

For FFY 2026, OGR plans to continue the success of its traffic safety programs currently in action in FFY 2025. From the beginning of FFY 2025 (October 1, 2024) through the end of May 2025, combined fatalities and serious injuries reported across Massachusetts were 7% lower than during the same eight-month period in FFY 2024, 17% lower than in FFY 2023, and down 19% from FFY 2022.



Source: IMPACT

This downward trend is a tremendous development, as it shows the positive impact of all the programming implemented by OGR on roadway user behaviors and traffic safety awareness across Massachusetts during FFY 2024 as well as in previous federal fiscal years.

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

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

- **Death/Serious Injury is Unacceptable:** While no crashes are desirable, the Safe System Approach prioritizes crashes that result in death and serious injuries, since no one should experience either when using the transportation system.

- **Humans Make Mistakes:** People will inevitably make mistakes that can lead to crashes, but the transportation system can be designed and operated to accommodate human mistakes and injury tolerances and avoid death and serious injuries.

- **Humans are Vulnerable:** People have limits for tolerating crash forces before death and serious injury occurs; therefore, it is critical to design and operate a transportation system that is human-centric and accommodates human vulnerabilities.

- **Responsibility is Shared:** All stakeholders (transportation system users and managers, vehicle manufacturers, etc.) must ensure that crashes don't lead to deaths or serious injuries.

- **Safety is Proactive:** Proactive tools should be used to identify and mitigate latent risks in the transportation system, rather than waiting for crashes to occur and reacting afterwards.

- **Redundancy is Crucial:** Reducing risks requires that all parts of the transportation system are strengthened, so that if one fails, the other parts still protect people.

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

For the FFY 2026 AGA, OGR will build on the success of FFY 2025's programming with the following:

- Increasing the number of MRS participants to 213 in FFY 2026 from 189 in FFY 2025. OGR has made a concerted effort during the first half of 2025 to reach out to 100+ towns across Massachusetts that have yet to apply for Municipal Road Safety (MRS) funding. Through online information sessions and email/phone communications, the outreach efforts secured 213 local police departments slated to participate in MRS for the FFY 2026.

- Increasing the number of media campaigns from four in FFY 2025 (Ped/Bike, Impaired [2], and Distracted Driving) to five or six during FFY 2026. Having more campaigns in support of the traffic enforcement efforts by State and local police will ultimately lead to increased awareness among roadway users which, in turn, will result in fewer deaths and injuries on the Massachusetts roads.

- Underserved Community Traffic Safety Grant Program issued its first grants in FFY 2025 after two years of inactivity due to unforeseen factors. Out of 11 applications received, four received funding. The average amount of funding awarded for traffic safety-focused initiatives was $70,600. OGR hopes to strengthen this program in FFY 2026.

- In an effort to reduce roadside deaths, in FFY 2026, OGR will provide funding to Massachusetts State Police (MSP) to purchase a subscription for 478 of its cruisers to Safety Cloud, a service that alerts traveling vehicles with certain on-board systems these cruisers are within a certain distance and traveling in the same direction in an effort to prevent Move Over Law violations and increase the safety of emergency personnel and motorists dealing with disabled vehicles. In FFY25, over 150 systems were installed.

- As for funding by countermeasure strategy, OGR does not anticipate a need to modify funding levels based on recent performance and availability of carryover funds. Core strategies and activity such as high-visibility enforcement, alcohol vendor compliance checks, and child restraint system inspection stations – continue to align with NHTSA's evidence-based traffic safety countermeasures and appear to be extremely effective in making the roadways of Massachusetts safer in recent years.

With these additions, OGR, along with its partners and grant subrecipients, will endeavor to make the roadways of Massachusetts even safer in FFY 2026.

IMPAIRED DRIVING PLANNED ACTIVITIES

Impaired Driving Media

ID: AL-26-01

Funding Source: 405d

Description of Planned Activity:

Develop and implement a statewide media campaign to support impaired driving efforts during the Drive Sober or Get Pulled Over mobilization(s) (December 2025 and August-September 2026). Messaging will focus on alcohol, marijuana, and other drugs. Based on state data, OGR will target communication efforts to drivers under 34 years of age, with an added focus on the following counties: Bristol, Hampden, Middlesex, and Worcester. OGR will also consider national media buy recommendations when planning paid media, including targeting Limited English Proficiency (LEP) Groups.

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

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

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

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

Type of Organization: Media Vendor

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

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

Are cost P&A related? No.

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

Countermeasure Associated with Planned Activity: Communication & Outreach

MSP Sobriety Checkpoint & Saturation Patrols

ID: AL-26-02

Funding Source: 405d and flexed 405d

Description of Planned Activity:

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

MSP plans to conduct upwards to 80 sobriety checkpoints and 100 high-visibility saturation patrols across Massachusetts during FFY 2026. Weekends, holidays, and beach areas (during summer months) will be the primary focus for overtime enforcement activities.

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

OGR successfully requested and received approval from NHTSA during FFY25 for MSP to purchase a new BAT mobile unit, as the projected cost of the unit is roughly $1.5 million. Collaboration with MSP to procure a new BAT began during FFY 2024 and is expected to be completed by Fall 2026 – OGR will request supplemental approval for this project in FFY26.

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

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

Planned or Potential Subrecipients: Massachusetts State Police

Type of Organization: State Law Enforcement Agency

Estimated Federal Funding: $2,439,685.13 – GTS Code: FDLHVE

Eligible Use of Funds: High-visibility enforcement efforts

Are cost P&A related? No.

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

Countermeasure Associated with Planned Activity: High-visibility Saturation Patrols

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

ID: AL-26-03

Funding Source: 405d

Description of Planned Activity:

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

Funds will be used to purchase related program equipment, including breath test simulators, 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 four to eight of their forensic scientists and laboratory counsel to educational opportunities relating 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 four to eight individuals to attend. The amount awarded for this program is subject to change, pending the availability of funds at the time of award. Planned activities described in this program come from the agency's application for funding and does not reflect the final approved activities to be funded. OGR shall submit an amendment request to NHTSA should a potential funding reduction affect the scope of this program.

Planned or Potential Subrecipients: Massachusetts State Police

Type of Organization: State Law Enforcement Agency

Estimated Federal Funding: $202,359.58 – GTS Code: B6BAC

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

Are cost P&A related? No.

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

Countermeasure Associated with Planned Activity: Breath Test Devices

MSP – Drug Recognition Expert (DRE) Training

ID: AL-26-04

Funding Source: 405d

Description of Planned Activity:

Funding will be provided to the MSP to continue expanding their DRE program. The MSP will host a DRE school to train 10 additional law enforcement personnel to assist troopers on the roadways. MSP will also cover overtime costs associated with DREs finalizing their reports, a process that requires additional time commitment following implementation of body-worn cameras. The overtime costs also support all DRE reports being entered into ITSMR within 24 hours and receiving supervisory review and approval within 45 days.

Overall, funds will cover DRE evaluation overtime, contracted instructor hourly costs, travel for students and instructors to field training, field training site rental, as well as sending eight DREs to the International Association of Chiefs of Police Impaired Driving Conference and/or the IPTM Symposium on Traffic Safety. Class supplies, collection testing devices, and equipment for the 10 newly certified DREs including – tablets, DRE kits, and PBTs – will also be covered by this funding.

MSP-OAT intends to purchase 10 Oral Fluid Roadside Drug Screening mobile test systems and 250 one-use cartridges for approximately $62,000. These devices will be assigned to active Troopers who have completed the NHTSA Advanced Roadside Impaired Driving Enforcement (ARIDE) course and completed the proper training to administer the instrument, taught by the Traffic Program Section. This will assist them in determining probable cause for arrest, and of what substance a person may be impaired by, which is required by statute for charging someone with OUI Drugs.

The amount awarded for this program is subject to change, pending the availability of funds at the time of award. Planned activities described in this program comes from the agency's application for funding and does not reflect the final approved activities to be funded. OGR shall submit an amendment request to NHTSA should a potential funding reduction affect the scope of this program.

Planned or Potential Subrecipients: Massachusetts State Police

Type of Organization: State Law Enforcement Agency

Estimated Federal Funding: $232,296.30 – GTS Code: B6CS

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

Are cost P&A related? No.

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

Countermeasure Associated with Planned Activity: Enforcement of Drug-Impaired Driving

MPTC – Alcohol Impaired Driving Training

ID: AL-26-05

Funding Source: 405d

Description of Planned Activity:

OGR will provide funds to the MPTC to provide Breath Test Operator and Standardized Field Sobriety Testing (SFST) training to students in 7 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 training supplies.

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

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

Planned or Potential Subrecipients: Massachusetts Police Training Committee

Type of Organization: Public State Agency

Estimated Federal Funding: $209,398.55 – GTS Code: B6CS

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

Are cost P&A related? No.

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

Countermeasure Associated with Planned Activity: Standardized Field Sobriety Test Training (SFST)

MPTC – Drug Evaluation and Classification (DEC) Program

ID: AL-26-06

Funding Source: 405d

Description of Planned Activity:

OGR will provide funds to the MPTC to strengthen their DRE corps, ARIDE program, and drugged driving awareness program for educational professionals. For the DRE program, MPTC will work with the MSP to initiate a DRE evaluation call-out program, whereby MPTC will pay DREs a contracted hourly rate to respond to municipal and state police requests for DRE evaluations, conduct the

evaluation, complete the report, and enter it into the ITSMR system. MPTC will then cover the cost for contracted regional reviewers to review and approve the evaluation reports, and potential follow-up costs should the DRE have to provide court testimony. MPTC will also host a nine-day DRE school to train up to 10 municipal law enforcement personnel and cover travel costs for students and instructors to attend field certification training. MPTC will contract with two current law enforcement personnel to serve as part-time statewide DRE coordinators.

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

Funding will be used to cover travel costs for the statewide coordinators to attend the Eastern Region Statewide Coordinator Meeting at the annual IPTM Symposium on Traffic Safety in Orlando, FL, from May 18-21, 2026. This event will help increase DRE/ARIDE knowledge and expertise as well as provide CEUs for the statewide coordinators.

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

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

Planned or Potential Subrecipients: Municipal Police Training Committee

Type of Organization: Public State Agency

Estimated Federal Funding: $289,719.96 – GTS Code: B6CS

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

Are cost P&A related? No.

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

Countermeasure Associated with Planned Activity: Enforcement of Drug-Impaired Driving

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

ID: AL-26-07

Funding Source: 405d

Description of Planned Activity:

This program will provide funds to the Alcoholic Beverages Control Commission (ABCC) for overtime pay to conduct enhanced liquor enforcement compliance checks in approximately 200 communities between March and August 2026 to reduce underage drinking and impaired driving. A compliance

check consists of an underage individual, under the supervision of ABCC investigators, entering a licensed establishment and attempting to purchase alcoholic beverages. If an alcoholic beverage is sold, the ABCC files charges against the licensee who attends a hearing. The ABCC will also complete concert and special event enforcement operations consisting of enforcement at liquor stores surrounding large venues (Xfinity Center, Gillette Stadium, Blue Hills Pavilion, and Fenway Park) and venue parking lots before the event. Three to four ABCC investigators will be assigned to each concert and special event compliance check.

ABCC considers several factors when identifying target communities, including requests to conduct compliance checks from local community groups and local police departments, communities with a history of underage compliance issues, municipalities that have large college populations, as well as communities with a high concentration of licensed establishments. ABCC makes a conscious effort to obtain optimal geographical coverage in all counties within Massachusetts. The following list includes this year's towns and communities covered. While many of FFY 2026's communities may be like those identified in FFY 2025, some will be different pending the outcome of the current year's compliance checks.

Towns Targeted for Compliance Checks in FFY 2026

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

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

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

Planned or Potential Subrecipients: Alcohol Beverages Control Commission

Type of Organization: Public State Agency

Estimated Federal Funding: $286,765.76 – GTS Code: M6OT

Eligible Use of Funds: High-visibility enforcement efforts

Are cost P&A related? No.

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

Countermeasure Associated with Planned Activity: Alcohol Vendor Compliance Checks

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

ID: AL-26-08

Funding Source: 405d

Description of Planned Activity:

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

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

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

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

Planned or Potential Subrecipients: Alcohol Beverages Control Commission

Type of Organization: Public State Agency

Estimated Federal Funding: $267,103.08 – GTS Code: M6OT

Eligible Use of Funds: High-visibility enforcement efforts

Are cost P&A related? No.

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

Countermeasure Associated with Planned Activity: Alcohol Vendor Compliance Checks

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Trial Court – Judicial Highway Safety Education Strategies

ID: AL-26-09

Funding Source: 405d

Description of Planned Activity:

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

In recent years, drug-impaired driving has been a growing concern in Massachusetts, as police departments have reported increasing arrests for drug-impaired driving. With the legalization of marijuana in 2016, there is a heightened awareness that Trial Court judges who preside over drug and alcohol-impaired operation cases need the most up-to-date information on drugged driving. Through prioritizing the education of judges on best practices in impaired driving cases, they will be better informed and more likely to issue findings of fact that could lead to clearer, more concise appellate law on the matter of determining impairment.

It is anticipated that this funding will allow four Trial Court judges to attend the New England Association of Recovery Court Professionals (NEARCP) annual conference in Danvers, MA during November 19-21, 2025. Funding will also allow these judges to attend the Lifesavers annual conference in Baltimore, MD during April, 19-21, 2026. Judges are anticipated to attend additional courses, such as the National Judicial College: Impaired Driving (available in early 2026) which delves into impaired driving cases as they relate to issues with due process, the 6th Amendment, and the right to a fair trial. This educational opportunity and corresponding course material will assist TRC judges to properly address select problem areas as detailed in Countermeasures That Work (11th edition) dealing with Alcohol- and Drug-Impaired Driving.

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

Planned or Potential Subrecipients: Massachusetts Trial Court

Type of Organization: Public State Agency

Estimated Federal Funding: $19,463.50 – GTS Code: B6CS

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

Are cost P&A related? No.

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

Countermeasure Associated with Planned Activity: Enforcement of Drug-Impaired Driving

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Program Management – Impaired Driving

ID: AL-26-10

Funding Source: 402

Description of Planned Activity:

Provide sufficient staff to manage programming described in this plan and cover travel, professional development expenses, conference fees, postage, and office supplies. All funding intended for supporting staff will not be subawarded. PP&E costs associated with the Impaired Driving program will be included as determined in NHTSA Guidance Memo issued on June 24, 2025.

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

Type of Organization: Public State Agency

Estimated Federal Funding: $305,000 – GTS Code: 402AL

Eligible Use of Funds: Funding to support management of impaired driving programming in FFY 2026.

Are cost P&A related? No

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

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

MSP – OUI Contract Employee

ID: AL-26-11

Funding Source: flexed 405d

Description of Planned Activity:

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

reconciling, documenting, and filing all activity and reimbursement reports submitted by nearly 3,000 officers participating in MSP's enforcement and safety outreach efforts.
The final approval and amount for this program is subject to change, pending the availability of funds at the time of award. OGR shall submit an amendment request to NHTSA should a potential funding reduction affect the scope of this program.

Planned or Potential Subrecipients: Massachusetts State Police

Type of Organization: State Law Enforcement Agency

Estimated Federal Funding: $60,942.71 – GTS Code: FDL*AL

Eligible Use of Funds: Funding to support management of impaired driving programming in FFY 2026.

Are cost P&A related? No

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

Countermeasure Associated with Planned Activity: High-visibility enforcement efforts

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MSP – Breath Alcohol Database Program (BrAD)

ID: AL-26-12

Funding Source: 405d

Description of Planned Activity:

The Office of Alcohol Testing Unit (OAT) in the Massachusetts State Police Crime Laboratory seeks to improve the existing Breath Test program by purchasing a software platform which will provide an efficient and reliable means of capturing and managing breath test instrument certification data, subject breath testing data, and records pertaining to Breath Test Operator (BTO) certification. This software platform would replace an outdated database system which is no longer supported. Successful deployment would allow efficient and reliable electronic means of managing the breath test instrument certification program, including all data and records, and provide accurate and timely electronic records to meet any Commonwealth discovery requests.

The Breath Alcohol Database (BrAD) Management System will automate the management of the existing breath alcohol program. Current issues with data flow and data management would be resolved as all data would be stored in a cloud-hosted system which would eliminate the need for smart card readers on physical servers and permit seamless data transmission. Previous IT issues, such as replication issues, would be resolved with a cloud-hosted platform. Further, the management of the Breath Test Operator training and Certification records using this program will enable real-time updates as to an officer's training and current certification status.

BrAD will interface with a self-service web portal which could be accessible to the public for records; providing access to attorneys to assist with inquiries or investigations related to impaired driving cases. Faster access to records can expediate the judicial process in impaired driving cases.

Costs for this task are broken down as follows: License/hosting/support for the instrument integration (Draeger Alcotest 9510) and self-service portal: $70,000; Program License: Publish Utility on–premise

license – year 1: $20,625 Services: Publish utility configuration to the 9510, software installation, system integration, project management, training, documentation: $270,413 Program Maintenance Year 1: $4,538

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

Planned or Potential Subrecipients: Massachusetts State Police

Type of Organization: State Law Enforcement Agency

Estimated Federal Funding: $356,576.00 – GTS Code: FDLIS

Eligible Use of Funds: Developing impaired driving information systems

Are cost P&A related? No

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

Countermeasure Associated with Planned Activity: Breath test devices

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OCCUPANT PROTECTION PLANNED ACTIVITIES

Occupant Protection Media

ID: OP-26-01

Funding Source: 402 and 405b

Description of Planned Activity:

OGR will oversee the development and implementation of a statewide media campaign to support occupant protection efforts during the May 2026 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 2025 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 Fall River/New Bedford, Worcester and Springfield markets, which represent the cities with the highest unrestrained fatalities.

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

OGR will also run a social media campaign around Heatstroke Prevention and Awareness Day (May 1, 2026), sharing information and digital graphics, including materials from Traffic Safety Marketing. Collaborating with the Child Passenger Safety CPS technician community, OGR will develop and incorporate heatstroke information to be used in printed CPS materials for distribution to families with young children.

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

Type of Organization: Media Vendor

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

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

Are cost P&A related? No.

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

Countermeasure Associated with Planned Activity: Communication & Outreach

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MSP Occupant Restraint Enforcement Program

ID: OP-26-02

Funding Source: 405b

Description of Planned Activity:

OGR will provide funds to the MSP for overtime occupant protection enforcement during the 2025 holiday season and the May 2026 CIOT campaign. MSP will prioritize weekend enforcement, as over half of unrestrained fatalities in Massachusetts take place between Friday and Sunday. They will also focus enforcement efforts within Bristol, Hampden, Middlesex, Norfolk, Plymouth, and Worcester counties, where 77% of all unrestrained fatalities took place from 2019 to 2023. OGR will partner with MSP to provide media support during the CIOT mobilization period.

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

Planned or Potential Subrecipients: Massachusetts State Police

Type of Organization: State Law Enforcement Agency

Estimated Federal Funding: $272,375.78 – GTS Code: M2HVE

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

Are cost P&A related? No.

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

Countermeasure Associated with Planned Activity: Short-term, High-visibility Seat Belt Law Enforcement

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Child Passenger Safety Education and Assistance Program

ID: OP-26-03

Funding Source: 402

Description of Planned Activity:

OGR will provide car seats to municipal departments, state agencies, not-for-profit hospitals and nonprofit organizations serving families and children via competitive solicitation. The primary goal of this program will be to provide seats and CPS education to low-income families. Providing these seats will also enhance fitting stations and seat check events, where technicians may encounter expired, misused, or damaged seats.

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

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

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

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

Are cost P&A related? No.

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

Countermeasure Associated with Planned Activity: Child Restraint System Inspection Stations

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Child Passenger Safety (CPS) Training Program

ID: OP-26-04

Funding Source: 405b

Description of Planned Activity:

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

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

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

OGR expects Baystate to develop and offer at least 35 training classes during FFY 2026 with an estimated 300 attendees achieving CPS certification or recertifying CPS designation.

Planned or Potential Subrecipients: Baystate Medical Center

Type of Organization: Nonprofit Healthcare Agency

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

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

Are cost P&A related? No.

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

Countermeasure Associated with Planned Activity: Child Restraint System Inspection Stations

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Statewide Seat Belt Observation Survey

ID: OP-26-05

Funding Source: 405b

Description of Planned Activity:

Provide funding for a competitively selected vendor to conduct the statewide seat belt observation survey utilizing NHTSA methodology. This survey is required of all states by NHTSA and will take place following the May 2026 CIOT Mobilization. This survey will capture demographic data to assist in measuring performance and targeting future occupant protection programs. A final report will be submitted to OGR for review and dissemination.

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

Type of Organization: Public State University

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

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

Are cost P&A related? No.

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

Countermeasure Associated with Planned Activity: Data Collection

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MSP Child Passenger Safety (CPS) Program

ID: OP-26-06

Funding Source: 405b

Description of Planned Activity:

OGR will provide funds to the MSP to run Car Seat Inspection Stations every month in conjunction with local police, fire, hospital and community-based non-profit agencies across the Commonwealth. These events will be publicized broadly on social media and via direct contact with community organizations. MSP will continue to partner with the Department of Children and Families, YMCA, and Boys and Girls Clubs to ensure low-income families are aware of these events.

MSP also offers seat checks by appointment via their Car Seat Hotline; technicians are available at each of the 39 State Police barracks. MSP plans to conduct at least one CPS inspection station during National Child Passenger Safety Week in September 2026, if not more depending on remaining grant funding at that time.

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

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

Planned or Potential Subrecipients: Massachusetts State Police

Type of Organization: State Law Enforcement Agency

Estimated Federal Funding: $96,517.88 – GTS Code: M2CPS, B2CPS_US

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

Are cost P&A related? No.

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

Countermeasure Associated with Planned Activity: Child Restraint System Inspection Stations

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Occupant Protection Program Assessment

ID: OP-26-07

Funding Source: 402

Description of Planned Activity:

OGR will call on NHTSA to conduct a review of the Occupant Protection Program in Massachusetts to identify gaps, needs, and strengths for improving strategies and programming. NHTSA recommends each State, in cooperation with its political subdivisions and tribal governments, and other parties as appropriate should develop and implement a comprehensive highway safety program, reflective of state demographics, to achieve a significant reduction in traffic crashes, fatalities, and injuries on public roads.

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

Type of Organization: Public State Agency

Estimated Federal Funding: $50,000 – GTS Code: 402OP, M2PE

Eligible Use of Funds: This planned activity assists Massachusetts in meeting the criteria that can be used to qualify for Section 405b funding. This assessment is generally conducted every 5 years to assess the quality and effectiveness of Massachusetts' Occupant Protection program. After the assessment, Massachusetts will utilize the feedback provided to improve programs seeking to lower unrestrained fatalities on the roadways. Massachusetts had its last OP assessment in 2021.

Are cost P&A related? No.

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

Countermeasure Associated with Planned Activity: Occupant Protection Assessment *(NHTSA Facilitated)*

Program Management – Occupant Protection

ID: OP-26-08

Funding Source: 402

Description of Planned Activity:

Provide sufficient staff to manage programming described in this plan as well as cover travel, professional development expenses, conference fees, postage, and office supplies. All funding intended for supporting staff will not be subawarded. PP&E costs associated with the Occupant Protection program will be included as determined in NHTSA Guidance Memo issued on June 24, 2025.

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

Type of Organization: Public State Agency

Estimated Federal Funding: $205,000 – GTS Code: 402OP

Eligible Use of Funds: Funding to support management of occupant protection programming in FFY 2026.

Are cost P&A related? No

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

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

Additional 405b Application Materials:

Click It Or Ticket

Participation in the national CIOT mobilization planned from May 11, 2026, to May 31, 2026, will include both Massachusetts State Police and local police departments.

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

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

All local and state police departments will be eligible to apply for competitive grant awards. The MRS program (PT-26-05) allows for flexibility in conducting enforcement patrols for all subrecipients. While enforcement by all grantees is planned during the national CIOT mobilization, the MRS grant also allows each local law enforcement department to conduct additional CIOT enforcement patrols based on data-driven analysis within their communities prior to the national mobilization period. This practice will allow for continued occupant protection safety enforcement throughout the year.

On the following page is a list of local police departments anticipated to be involved in the May 2026 CIOT mobilization:

List of Police Departments Expected to be involved in 2026 CIOT Mobilization

Abington Police Department	Hadley Police Department	Pittsfield Police Department
Acton Police Department	Halifax Police Department	Plympton Police Department
Agawam Police Department	Hamilton Police Department	Princeton Police Department
Amesbury Police Department	Hanson Police Department	Provincetown Police Department
Amherst Police Department	Harvard Police Department	Quincy Police Department
Andover Police Department	Harwich Police Department	Randolph Police Department
Arlington Police Department	Haverhill Police Department	Raynham Police Department
Ashburnham Police Department	Hingham Police Department	Reading Police Department
Ashby Police Department	Holden Police Department	Rehoboth Police Department
Athol Police Department	Holyoke Police Department	Revere Police Department
Auburn Police Department	Hopedale Police Department	Rochester Police Department
Ayer Police Department	Hopkinton Police Department	Rockland Police Department
Barnstable Police Department	Hubbardston Police Department	Rowley Police Department
Barre Police Department	Hudson Police Department	Russell Police Department
Bedford Police Department	Hull Police Department	Rutland Police Department
Belchertown Police Department	Ipswich Police Department	Salem Police Department
Bellingham Police Department	Kingston Police Department	Salisbury Police Department
Belmont Police Department	Lakeville Police Department	Sandwich Police Department
Berkley Police Department	Lancaster Police Department	Scituate Police Department
Bernardston Police Department	Lawrence Police Department	Seekonk Police Department
Beverly Police Department	Leicester Police Department	Sharon Police Department
Billerica Police Department	Leverett Police Department	Sherborn Police Department
Boston Police Department	Littleton Police Department	Shirley Police Department
Bourne Police Department	Lowell Police Department	Shrewsbury Police Department
Boxborough Police Department	Ludlow Police Department	Somerset Police Department
Boylston Police Department	Lunenburg Police Department	Somerville Police Department
Braintree Police Department	Lynn Police Department	South Hadley Police Department
Bridgewater Police Department	Malden Police Department	Southborough Police Department
Brockton Police Department	Mansfield Police Department	Southbridge Police Department
Brookline Police Department	Marblehead Police Department	Springfield Police Department
Burlington Police Department	Marlborough Police Department	Sterling Police Department
Cambridge Police Department	Mattapoisett Police Department	Stoneham Police Department
Canton Police Department	Maynard Police Department	Stoughton Police Department
Carlisle Police Department	Medfield Police Department	Sturbridge Police Department
Charlton Police Department	Medford Police Department	Sudbury Police Department
Chelmsford Police Department	Medway Police Department	Sunderland Police Department
Chelsea Police Department	Melrose Police Department	Swansea Police Department
Chicopee Police Department	Mendon Police Department	Taunton Police Department
Cohasset Police Department	Merrimac Police Department	Tewksbury Police Department
Concord Police Department	Methuen Police Department	Topsfield Police Department
Dalton Police Department	Milford Police Department	Tyngsborough Police Department
Danvers Police Department	Millbury Police Department	Upton Police Department
Dartmouth Police Department	Millis Police Department	Uxbridge Police Department
Dedham Police Department	Milton Police Department	Wakefield Police Department
Dighton Police Department	Montgomery Police Department	Walpole Police Department
Dover Police Department	Nahant Police Department	Waltham Police Department
Dudley Police Department	Natick Police Department	Ware Police Department
Duxbury Police Department	New Bedford Police Department	Warren Police Department
East Bridgewater Police Department	New Marlborough Police Department	Washington Police Department
East Brookfield Police Department	New Salem Police Department	Watertown Police Department
Eastham Police Department	Newbury Police Department	Wayland Police Department
Easthampton Police Department	Newburyport Police Department	Webster Police Department
Easton Police Department	Newton Police Department	Wellesley Police Department
Everett Police Department	Norfolk Police Department	Wellfleet Police Department
Fairhaven Police Department	North Adams Police Department	West Brookfield Police Department
Fall River Police Department	North Brookfield Police Department	West Springfield Police Department
Falmouth Police Department	Northampton Police Department	West Stockbridge Police Department
Fitchburg Police Department	Northborough Police Department	West Tisbury Police Department
Foxborough Police Department	Northbridge Police Department	Westborough Police Department
Framingham Police Department	Northfield Police Department	Westfield Police Department
Freetown Police Department	Norton Police Department	Westford Police Department
Gardner Police Department	Norwood Police Department	Westminster Police Department
Georgetown Police Department	Oak Bluffs Police Department	Westport Police Department
Gill Police Department	Oakham Police Department	Westwood Police Department
Gloucester Police Department	Orleans Police Department	Weymouth Police Department
Granby Police Department	Oxford Police Department	Wilbraham Police Department
Granville Police Department	Paxton Police Department	Wilmington Police Department
Great Barrington Police Department	Peabody Police Department	Winthrope Police Department
Greenfield Police Department	Pembroke Police Department	Worcester Police Department
Groton Police Department	Pepperell Police Department	Yarmouth Police Department
Groveland Police Department	Petersham Police Department	

Child Restraint Inspection Stations

During FFY 2026, Massachusetts has three planned activities that will provide an active network of child passenger safety inspection stations and/or inspection events free of charge:

- OP-26-03: Child Passenger Safety Education and Assistance Program
- OP-26-04: Child Passenger Safety Training Program
- OP-26-06: MSP Child Passenger Safety Program

For FFY 2026, it is estimated the total number of planned inspection stations and/or events across the state will be **250**. The breakdown by population categories as required for the 405b application:

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

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

Seat Belt Enforcement

In FFY 2026, there are six planned activities that are dedicated to enforcing and promoting seat belt usage across Massachusetts. Both State and local police will be involved in enforcing state seat belt and child restraint laws.

- OP-26-02: MSP Occupant Restraint Enforcement Program
- OP-26-04: Child Passenger Safety Training Program
- PT-26-04: MSP Young Drivers Program
- PT-26-05: Municipal Road Safety (MRS) Program
- PT-26-06: MSP Sustained Traffic Enforcement Program (STEP)
- PT-26-09: Hampden County Sheriff's Department – Traffic Enforcement & Safety Initiative

For FFY 2026, OGR anticipates at least 189 local police departments, and all State Police barracks will be involved in overtime enforcement patrols related to traffic safety, including safety belt usage. With nearly 80% of all unrestrained fatalities from 2019 to 2023 occurring across six counties – Bristol, Hampden, Middlesex, Norfolk, Plymouth, and Worcester – OGR will work with MSP to ensure they prioritize collaboration with local police on CIOT enforcement within these counties. OGR will also relay to local police within these counties the importance of conducting overtime enforcement during the Friday to Sunday period with focus on the hours from 9 pm to 3 am, which are considered the worst times for unrestrained fatalities.

High-Risk Population Countermeasure Program

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

With 93% of motor vehicle fatalities from 2019 to 2023 occurring on urban roadways across Massachusetts, OGR has determined that rural roadway use is a less impactful focus area currently.

However, unrestrained nighttime drivers and teenage drivers are high-risk populations where OGR's programming can have a high impact reducing fatalities in FFY26.

From 2019 to 2023, there were 2,050 drivers of passenger cars and light trucks/SUVs involved in fatal crashes along Massachusetts roadways. Of these 2,050 drivers, unrestrained drivers accounted for 28% of all drivers involved, while restrained drivers were half of all drivers involved.

DRIVERS INVOLVED IN FATAL CRASHES (2019 - 2023)				
By Restraint Status (Passenger Cars/Light Trucks/SUVs)				
	Restrained	**Unrestrained**	**Unknown**	**Total**
Daytime	547	242	218	1007
Nighttime	462	336	236	1034
Unknown	5	2	2	9
Totals	**1014**	**580**	**456**	**2050**
Pct of All Drivers	*49.5%*	*28.3%*	*22.2%*	

Source: FARS

While unrestrained drivers were less than a third of all drivers involved in a fatal crash, it is notable that unrestrained nighttime drivers accounted for nearly 60% of all unrestrained drivers (336 of 580). Of the 2,050 drivers involved in these crashes, 44% of drivers died with half attributed to being unrestrained (454 of 908).

DRIVERS KILLED IN FATAL CRASHES (2019 - 2023)				
By Restraint Status (Passenger Cars/Light Trucks/SUVs)				
	Restrained	**Unrestrained**	**Unknown**	**Total**
Daytime	180	190	66	436
Nighttime	125	263	81	469
Unknown	1	1	1	3
Totals	306	454	148	908
Pct of All Drivers	33.7%	50.0%	16.3%	

Source: FARS

What is more disturbing is the rate of fatalities of unrestrained nighttime drivers. Of the 454 unrestrained drivers killed, 58% (263 fatalities) took place at nighttime (between 6 pm – 6 am). Furthermore, 56% (264 of 469) of nighttime driver deaths were unrestrained. Clearly, nighttime is a time when drivers tend to be less mindful of wearing their seat belt.

Alcohol is certainly a factor in these unrestrained deaths, as 60% of unrestrained nighttime driver fatalities were also impaired (BAC .08 or higher) at the time of crash. Once behind the wheel, alcohol impairment impacts a driver's decision on whether to wear a seat belt.

DRIVERS KILLED IN FATAL CRASHES (2019 - 2023)				
By Restraint Status (Passenger Cars/Light Trucks/SUVs)				
	Restrained	**Unrestrained**	**Unknown**	**TOTAL**
BAC .08+	60	158	50	268
All Driver	125	263	81	469
% BAC .08+	48.0%	60.1%	61.7%	57.1%

Source: FARS

For FFY 2026, OGR will promote enforcement and programming opportunities aimed at reducing nighttime unrestrained driver fatalities across Massachusetts, with a focus on securing more applicants from the top three counties for nighttime unrestrained driver deaths: Bristol, Hampden, and Worcester. These counties accounted for over 45% of all nighttime unrestrained driver fatalities as well as 46% of all BAC .08+ nighttime unrestrained driver deaths.

Unrestrained Drivers Killed in Fatal Crashes (2019 - 2023)			
By County (Passenger Cars/Light Trucks/SUVs)			
County	**Nighttime**	**All Unrestrained Drivers**	**Percent Nighttime**
Bristol	42	62	67.7%
Hampden	42	65	64.6%
Worcester	35	62	56.5%
Norfolk	32	56	57.1%
Middlesex	31	54	57.4%
Essex	24	40	60.0%
Plymouth	24	48	50.0%
Suffolk	12	19	63.2%
Barnstable	11	21	52.4%
Hampshire	4	8	50.0%
Berkshire	2	10	20.0%
Franklin	2	7	28.6%
Dukes	1	1	100.0%
Nantucket	1	1	100.0%

Source: FARS

Unrestrained BAC .08+ Drivers Killed in Fatal Crashes (2019 - 2023)			
By County (Passenger Cars/Light Trucks/SUVs)			
County	**BAC .08+**	**All Unrestrained Drivers**	**Percent Nighttime**
Bristol	28	62	45.2%
Hampden	24	65	36.9%
Worcester	22	62	35.5%
Middlesex	17	54	31.5%
Norfolk	16	56	28.6%
Plymouth	14	48	29.2%
Essex	13	40	32.5%
Barnstable	9	21	42.9%
Suffolk	8	19	42.1%
Franklin	2	7	28.6%
Hampshire	2	8	25.0%
Berkshire	1	10	10.0%
Dukes	1	1	100.0%
Nantucket	1	1	100.0%

Source: FARS

In the chart below, unrestrained nighttime driver fatalities by time in three-hour blocks and by day-of-the-week are provided. The “heat’ map,” in which red equals high level of deaths and green are low levels, shows clearly that Sunday and Saturday are the two worst days, accounting for over 40% of unrestrained driver fatalities. Adding in Friday, the percentage rises to well over half of all fatalities.

Nighttime Drivers Killed in MV Crash (Pass Car, Light Truck) - Unrestrained at time of impact								
Time Frame	**Sunday**	**Monday**	**Tuesday**	**Wednesday**	**Thursday**	**Friday**	**Saturday**	**Total**
6pm - 8:59pm	12	12	4	5	5	6	5	49
9pm - 11:59pm	14	9	8	5	15	16	9	76
12am - 2:59am	24	9	8	5	9	10	22	87
3am - 5:59am	9	4	7	4	7	5	15	51
Total	**59**	**34**	**27**	**19**	**36**	**37**	**51**	**263**
Percent of All Drivers Killed	**22.4%**	**12.9%**	**10.3%**	**7.2%**	**13.7%**	**14.1%**	**19.4%**	

Source: FARS

The time from 9 pm to 2:59 am were the most fatal hours, with 62% of unrestrained drivers perishing during this period. Friday through Sunday accounted for over a third of fatalities between 9 pm and 2:59 am.

Turning to teenage drivers, Massachusetts reported 138 teen drivers (age 16-19) involved in fatal crashes from 2019 to 2023. While teen drivers represented small percentage of all drivers involved in a fatal crash (6.7%), unrestrained teen driver fatalities were far higher as a proportion of all teen driver fatalities compared to the overall unrestrained driver fatalities for the state.

Teenage Drivers (Age 15 - 19) Involved in a Fatal Crash				
By Restraint Status and Time-of-Day (Passenger Cars/Light Trucks/SUVs)				
Time-of-Day	**Restrained**	**Unrestrained**	**Unknown**	**Total**
Daytime	27	6	10	43
Nighttime	38	32	24	94
Unknown	1	0	0	1
Total	66	38	34	138
Percent by Restraint Status	47.8%	27.5%	24.6%	

Source: FARS

In the table above, the restraint status of teenage drivers involved in a fatal crash is similar to that of all drivers involved in a fatal crash as listed in the table on Page 25. What stands out for teenage drivers is the percentage of unrestrained drivers at nighttime compared to all drivers. Despite the small value (38), it is troublesome that nearly 85% of teenage drivers were unrestrained at nighttime, when the rate for all drivers was more the 25 percentage points lower. What about nighttime that leads young drivers to dispense with wearing a seat belt?

	Unrestrained Nighttime	**All Unrestrained**	**% Unrestrained Nighttime**
Teenage Drivers (Age 15-19)	32	38	84.2%
All Drivers	336	580	57.9%

The table below looks at various crash circumstances involving teenage drivers from 2019 to 2023. One thing that stands out is how, for each circumstance except Principal/Minor Arterials, crashes occurred largely during nighttime hours (6 pm – 5:59 am).

Teen Drivers (Age 15-19) Involved in Fatal Crashes (Pass Car/Light Trucks/SUVs)						
Crash Circumstance	**Daytime**	**Nighttime**	**Total**	**Pct. All Drivers**	**Pct. Daytime**	**Pct. Nighttime**
Single-Vehicle Crash	20	66	86	62.8%	23.3%	76.7%
On Principal/Minor Arterials	32	42	74	54.0%	43.2%	56.8%
Involving Speeding	11	45	56	40.9%	19.6%	80.4%
On Collector/Local Roads	8	30	38	27.7%	21.1%	78.9%
BAC .08+	4	33	37	27.0%	10.8%	89.2%
On Interstate/Freeways	3	22	25	18.2%	12.0%	88.0%
Involving a Pedestrian	5	16	21	15.3%	23.8%	76.2%
Distracted Driving	4	8	12	8.8%	33.3%	66.7%
Total	**43**	**94**	**137**		**31.4%**	**68.6%**

Source: FARS

With the ubiquity of cell phones among teenagers, it is highly unlikely there were just 12 crashes involving teen drivers driving distracted at the time of impact. Due to the difficulties determining if a driver was distracted at time of crash – required admission by driver, witnesses attesting to the driver's distraction, or police using manpower hours and funds to obtain usage records from cell phone provider – accurate data will be in short supply regarding distractions in a crash.

The following table below provides a breakdown of teenage driver involved crashes by time-of-day as a ”heat” map, with high numbers in red and low numbers in green. Over half of the fatal crashes took place over Friday, Saturday and Sunday. The period from 9 pm to 11:59 pm was the most dangerous time for teenage drivers on the road, with nearly a third of all fatal crashes occurring.

Teenage Drivers (15-19) INVOLVED in a fatal crash (2019 - 2023) - Passenger Cars/Light Trucks/SUVs									
Time-of-Day	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Total	Pct All Drivers
12am - 2:59am	6	1	1	0	3	2	5	18	13.1%
3am - 5:59am	2	1	2	1	1	4	4	15	10.9%
6am - 8:59am	2	0	0	0	3	0	4	9	6.6%
9am - 11:59am	2	1	0	2	0	1	0	6	4.4%
12pm - 2:59pm	3	1	3	0	1	0	2	10	7.3%
3pm - 5:59pm	0	1	2	6	3	1	5	18	13.1%
6pm - 8:59pm	5	1	1	3	3	4	2	19	13.9%
9pm - 11:59pm	2	7	5	3	7	12	6	42	30.7%

Source: FARS

Overall, the data presented on teenage drivers involved in a fatal crash show that nighttime is when crashes are most likely to occur, these crashes are likely to involve a single-vehicle, drivers are more likely to be unrestrained, and speeding is a key element in these crashes.

Of the 138 teenage drivers involved in a fatal crash, 41.3% died in the crash. This is slightly lower than the 44.3% fatality rate (908 of 2050) for all drivers involved in fatal crash during the same five-year period (2019-2023). While the percentage of restrained fatalities was much lower than 33.7% for all driver fatalities, the low number is likely a function of the fact teenager drivers attend school during the daytime during the week for three-quarters of the year.

Teenage Drivers (Age 15 - 19) Killed in a Fatal Crash				
By Restraint Status and Time-of-Day (Passenger Cars/Light Trucks/SUVs)				
Time-of-day	Restrained	Unrestrained	Unknown	Total
Daytime	4	4	1	9
Nighttime	9	29	10	48
Total	13	33	11	57
Percent of Total Killed	22.8%	57.9%	19.3%	

Source: FARS

Given that 84% of teenage drivers were unrestrained when involved in a fatal crash, it is not surprising that nearly 60% of teenage drivers who were killed were unrestrained at the time of impact. Furthermore, the number of nighttime fatalities (29) accounted for nearly 90% of all unrestrained deaths among teenage drivers.

	Unrestrained Nighttime Fatalities	All Unrestrained Fatalities	% Unrestrained Nighttime
Teenage Drivers (Age 15-19)	29	33	87.9%
All Drivers	263	454	57.9%

The following chart presents data on teenage drivers killed in a crash from 2019 to 2023. Interestingly, 86% of all teenage driver deaths were in single-vehicle crashes and the leading “first harmful event” in those crashes was a tree (13 of 49, 27%).

Teen Drivers (Age 15-19) Killed in Fatal Crashes (Pass Car/Light Trucks/SUVs)						
Crash Circumstance	**Daytime**	**Nighttime**	**Total**	**Pct. All Drivers**	**Pct. Daytime**	**Pct. Nighttime**
Single-Vehicle Crash	6	43	49	86.0%	12.2%	87.8%
On Principal/Minor Arterials	4	22	26	45.6%	15.4%	84.6%
Involving Speeding	2	26	28	49.1%	7.1%	92.9%
On Collector/Local Roads	2	18	20	35.1%	10.0%	90.0%
BAC .08+	0	19	19	33.3%	0.0%	100.0%
On Interstate/Freeways	2	13	15	26.3%	13.3%	86.7%
Involving a Tree	0	13	13	22.8%	0.0%	100.0%
Distracted Driving	0	2	2	3.5%	0.0%	100.0%
Total	**9**	**48**	**57**		**15.8%**	**84.2%**

Source: FARS

Well over 80% of teenage driver fatalities occurred at nighttime, and nearly half of the fatalities involved speeding.

As with unrestrained drivers, Hampden leads all counties for both teenage drivers involved and killed in a crash. This indicates that Hampden County requires more resources to help its public safety agencies combat poor driving behaviors to reduce the high level of fatalities along its roadways.

Teenage Drivers in a Fatal Crash - [Passenger Car/Light Truck/SUVs] - 2019 to 2023			
County	**Involved**	**Killed**	**Pct Killed**
Hampden	22	11	50.0%
Bristol	21	8	38.1%
Essex	21	9	42.9%
Norfolk	16	6	37.5%
Worcester	15	5	33.3%
Plymouth	11	3	27.3%
Middlesex	9	3	33.3%
Hampshire	7	4	57.1%
Suffolk	6	2	33.3%
Berkshire	4	1	25.0%
Barnstable	3	3	100.0%
Franklin	2	1	50.0%
Dukes	1	1	100.0%
Total	**138**	**57**	**41.3%**

Source: FARS

For FFY 2026, OGR's programming will utilize educational outreach, enforcement and media messaging aimed at reducing teenage driver involvement and fatalities in crashes. The key messages for teenage drivers will be to always keep their eyes on the road, wear a seat belt every time when riding in or driving a motor vehicle, and stay within the posted speed limit.

The countermeasures OGR will implement to reduce fatalities among high-risk populations in FFY 2026 are:

- Short-term, High-Visibility Seat Belt Law Enforcement
- Sustained Enforcement
- Youth Programs

To counter the issue of unrestrained fatalities among nighttime drivers and teenage drivers, Massachusetts has several planned activities for FFY 2026 that will utilize the countermeasures mentioned above. These activities are:

- AL-26-02: MSP Sobriety Checkpoints & Saturation Patrols+
- NP-26-01: Traffic Safety Grant Program for Non-Profits
- OP-26-02: MSP Occupant Restraint Enforcement Program
- PT-26-04: MSP Young Drivers Program
- PT-26-05: Municipal Road Safety (MRS)
- PT-26-06: MSP Sustained Traffic Enforcement Program (STEP)
- PT-26-09: Hampden County Sheriff's Department – Traffic Enforcement & Safety Initiative
- PT-26-10: Hampden County District Attorney's Office – Stop the Swerve
- PT-26-11: Norfolk District Attorney's Office – Saving Young Lives

For the planned activities listed above, OGR will:

- Advise local police from communities within counties with high nighttime unrestrained fatalities to prioritize enforcement activities during the 6 pm to 6 am period.
- Make extra efforts and outreach to towns within Bristol and Hampden counties to encourage more police departments to apply for MRS and other funding opportunities in FFY 2026.
- Advise State Police to increase the number of checkpoints and enforcement activities within the counties with high nighttime unrestrained fatalities during the 6 pm to 6 am period with focus on 9 pm to 2:59 am period.
- Encourage State Police to use sobriety checkpoints as an opportunity to educate motor vehicle occupants of the benefits associated with wearing a seat belt. Even though these checkpoints are primarily focused on impaired driving, data has shown that alcohol impairment increases the likelihood of an occupant not wearing a seat belt.
- Work with selected CPS Statewide Administrator to offer CPS classes at a location within one of the six leading counties (Bristol, Hampden, Middlesex, Norfolk, Plymouth, and Worcester) for unrestrained fatalities to attract more officers from those counties to participate in training.

SPEEDING AND AGGRESSIVE DRIVING SAFETY PLANNED ACTIVITIES

Speeding and Aggressive Driving Safety Media

ID: SC-26-01

Funding Source: 402

Description of Planned Activity:

OGR will oversee the development and implementation of a statewide media campaign to support the summer 2026 speed enforcement mobilizations by Massachusetts State Police and local departments involved in the MRS Program. Based on state data, OGR will target communication efforts to male drivers under 35 years of age in the following counties: Worcester, Hampden, and Bristol. OGR will lead social media and press outreach efforts to garner earned media; both will be done in conjunction with paid media and the enforcement mobilizations.

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

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

Type of Organization: Media Vendor

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

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

Are cost P&A related? No.

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

Countermeasure Associated with Planned Activity: Communication & Outreach

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MSP Speed Enforcement

ID: SC-26-02

Funding Source: 402

Description of Planned Activity:

OGR will provide funds to the MSP to conduct speed-related enforcement activities to decrease the incidence of speeding violations and reduce the rate of speed-related motor vehicle crashes along the Commonwealth's major highways (MassPike, I-95, I-91, I-495, I-93). MSP will conduct year-round, data-based enforcement of hotspot target areas, with a special emphasis during the 100 Deadliest Days, which is the period from Memorial Day to Labor Day. These activities will complement enforcement efforts conducted by local police departments funded through the MRS program during June, July, and August.

MSP expects to conduct over 400 hours of HVE over the course of FFY 2026.

Approximately $225,000 will be used to purchase new front and rear Radar units for installation in 80 marked cruisers. MSP also plans to purchase 100 new LiDARs to replace aging and outdated equipment that can be used to augment regular patrols as well as HVE activity for approximately $175,000. Finally, MSP will purchase an annual subscription for each of their seven speed message boards which will allow them to control and collect data remotely.

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

Planned or Potential Subrecipients: Massachusetts State Police
Type of Organization: State Law Enforcement Agency

Estimated Federal Funding: $908,222.50 – 402SC

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

Are cost P&A related? No.

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

Countermeasure Associated with Planned Activity: Short-term, High-visibility Saturation Patrols

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Program Management – Speeding and Aggressive Driving

ID: SC-26-03

Funding Source: 402

Description of Planned Activity:

Provide sufficient staff to manage programming described in this plan as well as cover travel, professional development expenses, conference fees, postage, and office supplies. All funding intended for supporting staff will not be subawarded. PP&E costs associated with the Speeding and Aggressive Driving program will be included as determined in NHTSA Guidance Memo issued on June 24, 2025.

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

Type of Organization: Public State Agency

Estimated Federal Funding: $80,000 – 402SC

Eligible Use of Funds: Funding to support management of speeding and aggressive driving safety programming in FFY 2026.

Are cost P&A related? No

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

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

NON-MOTORISTS (PEDESTRIANS AND BICYCLISTS) PLANNED ACTIVITIES

Pedestrian and Bicyclist Safety Media

ID: PS-26-01

Funding Source: 405g

Description of Planned Activity:

OGR will oversee the development and implementation of a pedestrian safety campaign and a bicyclist safety media campaign in conjunction with the Massachusetts Department of Transportation's Traffic Safety Division. The pedestrian campaign will encourage all road users to share the road safely, educate the public on state laws and best practices, and promote the enforcement efforts of state and local police departments. This campaign will target older adults age 55+, a population that accounted for 58% of pedestrian deaths in Massachusetts from 2019 to 2023. 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 – March and June – July 2026 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 three regions: Greater Boston area, Metrowest region (Middlesex County primarily), and Hampden County (Springfield/Chicopee). Based on feedback received during PP+E efforts, out-of-home advertisements will be displayed at or near MBTA bus/subway stops for maximum exposure and impact.

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

For the bicyclist safety campaign, OGR will build on its FFY 2025 efforts and partnership with MassDOT which were focused on raising public awareness of Massachusetts' recent Vulnerable Road Users (VRUs) law through the "Scan the Street". OGR will also utilize feedback received from PP&E outreach in various communities across the state to further flesh out the key messaging focus of the bicyclist safety campaign.

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

Type of Organization: Media Vendor

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

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

Are cost P&A related? No.

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

Countermeasure Associated with Planned Activity: Communication & Outreach

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MSP – Vulnerable Road User (VRU) Safety

ID: PS-26-02

Funding Source: Carry forward 405h

Description of Planned Activity:

OGR will award funds to the MSP to conduct overtime enforcement of state laws applicable to and protecting pedestrians, bicyclists, and other vulnerable road users. Enforcement will be based upon data analysis of locations of the 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), which accounted for nearly 55% of all pedestrian fatalities from 2019 to 2023. For timeframe, focus of enforcement will be from 3 pm to midnight. This nine-hour stretch accounted for 62% of all pedestrian fatalities from 2019 to 2023.

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 Safe Roads Law (aka Vulnerable Road User law) that became effective in 2023. This 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.

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

Planned or Potential Subrecipients: Massachusetts State Police

Type of Organization: State Law Enforcement Agency

Estimated Federal Funding: $53,302.50 – GTS Code: FHLE

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

Are cost P&A related? No.

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

Countermeasure Associated with Planned Activity: High-Visibility Enforcement

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

ID: PS-26-03

Funding Source: 402

Description of Planned Activity:

Provide sufficient staff to manage programming described in this plan as well as cover travel, professional development expenses, conference fees, postage, and office supplies. All funding intended for supporting staff will not be subawarded. PP&E costs associated with the Non-Motorists Safety program will be included as determined in NHTSA Guidance Memo issued on June 24, 2025.

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

Type of Organization: Public State Agency

Estimated Federal Funding: $70,000 – GTS Code: 402PS

Eligible Use of Funds: Funding to support management of pedestrian and bicyclist safety programming in FFY 2026.

Are cost P&A related? No

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

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

MOTORCYCLIST SAFETY PLANNED ACTIVITIES

Motorcyclist Safety Media

ID: MC-26-01

Funding Source: 405f

Description of Planned Activity:

OGR will develop and implement a media campaign in conjunction with the Massachusetts Registry of Motor Vehicle (RMV) Motorcycle Rider Education Program (MREP) to educate drivers about sharing the road with motorcyclists. The campaign will be implemented between April to October 2026, which is when 85% of all motorcyclist fatalities occurred based on data from 2019 to 2023. Paid advertising during this period will be skewed to counties that account for half of all motorcycle deaths: Bristol, Hampden, Middlesex, and Plymouth.

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

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

Type of Organization: Media Vendor

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

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

Are cost P&A related? No.

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

Countermeasure Associated with Planned Activity: Communication & Outreach

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Program Management – Motorcyclist Safety

ID: MC-26-02

Funding Source: 402

Description of Planned Activity:

Provide sufficient staff to manage programming described in this plan as well as cover travel, professional development expenses, conference fees, postage, and office supplies. All funding intended for supporting staff will not be subawarded. PP&E costs associated with the Motorcyclist Safety program will be included as determined in NHTSA Guidance Memo issued on June 24, 2025.

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

Type of Organization: Public State Agency

Estimated Federal Funding: $30,000 – GTS Code: 402MC

Eligible Use of Funds: Funding to support management of motorcyclist safety programming in FFY 2026.

Are cost P&A related? No

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

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

Additional 405f Application Materials:

Helmet Law

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

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

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

Motorcycle Performance Measures in FFY 2024-2026 HSP

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

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

Data on crashes involving a motorcycle and a motor vehicle

County	MC Crashes Involving a Motor Vehicle
Middlesex	205
Worcester	191
Bristol	172
Hampden	122
Essex	128
Plymouth	112
Norfolk	102
Suffolk	59
Barnstable	35
Berkshire	19
Hampshire	20
Franklin	6
Nantucket	2
Dukes	-

In 2023, there were 1,173 motorcycle crashes involving a motor vehicle along Massachusetts roadways – a slight drop from the 1,175 reported in 2022. During 2023, 70% of crashes took place across five counties: Middlesex, Worcester, Bristol, Hampden, and Essex. Overall, the crash rate per 10,000 motorcycle registrations in Massachusetts was 81.83, up slightly from 80.78 in 2022.

For 2026, the RMV Merit Rating Board (MRB) plans to offer more motorcycle rider training courses in the counties with high motorcycle crashes involving motor vehicles. In Middlesex County, which had the most crashes, courses will increase by 12% compared to 2025. For Worcester County, there will be 3% more courses offered, and in Bristol County, which had the third highest total of crashes, MRB will offer 9% more classes than in the previous year.

OGR and MRB are confident the increase in motorcycle classes will lead to a reduction in crashes with motor vehicles in the coming years.

DISTRACTED DRIVING SAFETY PLANNED ACTIVITIES

Distracted Driving Safety Media

ID: DD-26-01

Funding Source: 405e

Description of Planned Activity:

OGR will oversee the development and implementation of a statewide paid and earned media campaign to support attentive driving efforts during the April 2026 Distracted Driving mobilization. OGR will collaborate with the RMV and MassDOT to promote awareness of the Commonwealth's "Hands-Free Law" while also messaging about the dangers of distracted driving and the importance of alert driving. OGR will also consider national media buy recommendations when planning paid media.

For FFY26, OGR plans to focus media messaging on distracted driving awareness among drivers under 45 years of age, who accounted for nearly 60% of drivers involved in a fatal crash who were distracted at the time of impact from 2019 to 2023. In terms of location, Bristol and Hampden counties will be top priority for media saturation, as 30% of distracted drivers in fatal crashes came from these counties, with a secondary focus on Essex, Norfolk and Worcester counties. There is also possibility of crossover messaging with pedestrian safety, since a pedestrian was injured or killed in 20% of the crashes involved a distracted driver.

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

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

Type of Organization: Media Vendor

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

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

Are cost P&A related? No.

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

Countermeasure Associated with Planned Activity: Communication & Outreach

MSP Distracted Driving Enforcement

ID: DD-26-02

Funding Source: 405e

Description of Planned Activity:

The MSP will conduct distracted driving law enforcement during April 2026, 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 analysis of 2019 to 2023 FARS data, fatal crashes involving a distracted driver occurred with more frequency during daytime (6 am – 5:59 pm) than nighttime (6 pm – 5:59 am). Well over half of all fatal crashes with a distracted driver took place along Interstate, Freeways, and Principal Arterial roadways. Top municipalities for fatal crashes that MSP will prioritize for Distracted Driving enforcement includes Springfield, Boston, Fall River, Andover, Quincy, Holyoke, and Worcester.

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

Planned or Potential Subrecipients: Massachusetts State Police

Type of Organization: State Law Enforcement Agency

Estimated Federal Funding: $247,856.63 – GTS Code: B8LDDLE

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

Are cost P&A related? No.

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

Countermeasure Associated with Planned Activity: High-Visibility Cell Phone/Text Messaging Enforcement

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Program Management – Distracted Driving

ID: DD-26-03

Funding Source: 402

Description of Planned Activity:

Provide sufficient staff to manage programming described in this plan as well as cover travel, professional development expenses, conference fees, postage, and office supplies. All funding intended for supporting staff will not be subawarded. PP&E costs associated with the Distracted Driving program will be included as determined in NHTSA Guidance Memo issued on June 24, 2025.

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

Type of Organization: Public State Agency

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

Eligible Use of Funds: Funding to support management of distracted driving safety programming in FFY 2026.

Are cost P&A related? No

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

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

In applying for the Distracted Driving Awareness Grant, a state must provide samples distracted driving questions currently on the State's driver's licensing examination. Presently, Massachusetts has the following six questions presented to all permit applicants, adult drivers and junior operators, regardless of their age included in its Class D permit test question pool:

1. **Are you allowed to use a cellular telephone while driving if you are over 18 years old?**
2. **When are operators under 18 allowed to use a cell phone while driving?**
3. **When does the law allow me to hold a GPS navigation device in my hand while I am operating a motor vehicle?**
4. **Which of the following is prohibited under the Commonwealth's Distracted Driving Law, Chapter 90, Section 13B?**
5. **Texting while driving is:**
6. **When can a driver who is over 18 use a cell phone while driving?**

POLICE TRAFFIC SERVICES PLANNED ACTIVITIES

MPTC – Municipal Police Specialized Training

ID: PT-26-01

Funding Source: 402

Description of Planned Activity:

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

MPTC plans to offer the following specialized training courses during FFY 2026:

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

MPTC expects to train at least 500 new officers in speed measurement, nearly 1,000 officers across various levels of crash investigation training classes and increase the number of certified speed measurement instructors by 5 percent during FFY 2026.

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

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

Planned or Potential Subrecipients: Massachusetts Police Training Committee

Type of Organization: Public State Agency

Estimated Federal Funding: $386,571.63 – GTS Code: 402AI

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

Are cost P&A related? No.

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

Countermeasure Associated with Planned Activity: Prosecutor/Law Enforcement Training

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

Type of Organization: Public State Agency

ID: PT-26-02

Funding Source: flexed 405d

Description of Planned Activity:

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

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

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

Some of the planned training that the TSRP will provide:

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

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

- Train the Commonwealth's prosecutors and, subject to resources, other professionals in the criminal justice field, including law enforcement officers and the judiciary.
- Electronically alert prosecutors, law enforcement, and other criminal justice professionals to changes in statutory and case law regarding motor vehicle crimes.
- Maintain a database of vehicular crimes-related expert witness transcripts.
- Create and maintain the vehicular crimes pages and resources on MDAA's Mass.gov public website and its secure intranet site, MDAA.net.
- Continue to update the Massachusetts Prosecutors OUI Manual.

- Monitor legislation in conjunction with MDAA's Special Counsel.
- Provide technical assistance to prosecutors and, subject to resources, law enforcement officers, the judiciary, and other state and local agencies.
- Act as a liaison between prosecutors and other stakeholder entities, including the Executive Office of Public Safety and Security, Mothers Against Drunk Driving, the Massachusetts Judicial Institute, the MPTC, and the Administrative Office of the Trial Court.

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

Planned or Potential Subrecipients: Massachusetts District Attorneys Association

Estimated Federal Funding: $213,103.01 – GTS Code: FDL*TC
[Note: This is a '*promised project*' for FFY26]

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

Are cost P&A related? No.

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

Countermeasure Associated with Planned Activity: Prosecutor/Law Enforcement Training

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MSP Law Enforcement Liaison (LEL)

ID: PT-26-03

Funding Source: 402

Description of Planned Activity:

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

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

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

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

Planned or Potential Subrecipients: Massachusetts State Police

Type of Organization: State Law Enforcement Agency

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

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

Are cost P&A related? No.

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

Countermeasure Associated with Planned Activity: Prosecutor/Law Enforcement Training

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MSP Young Drivers Education

ID: PT-26-04

Funding Source: flexed 405d

Description of Planned Activity:

Funds will be provided to the MSP to educate young drivers and the public on the importance of wearing a seatbelt and the dangers of impaired driving. MSP will participate in 20 community or high school events interactively demonstrating the effects of impaired and distracted driving using simulated impaired driving experience (SIDNE) carts, a Drive Square virtual reality driving simulator, and highlighting the ejection risks to unrestrained operators and passengers using the vehicle rollover simulator. MSP will also contract with ThinkFast Interactive to conduct presentations at 50 high schools.

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

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

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

Planned or Potential Subrecipients: Massachusetts State Police

Type of Organization: State Law Enforcement Agency

Estimated Federal Funding: $235,432.75 – GTS Code: FDL*TSP

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

Are cost P&A related? No.

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

Countermeasure Associated with Planned Activity: School-Based Programs

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Municipal Road Safety (MRS)

ID: PT-26-05

Funding Source: 402 & carry forward 405h

Description of Planned Activity:

The Municipal Road Safety (MRS) program will offer funding for up to five elements: Traffic Enforcement, Traffic Equipment, Pedestrian and Bicyclist Enforcement, Non-Enforcement Traffic Safety Activities, and Pedestrian and Bicyclist Safety Items. All grant applications will be rated with various criteria, and awards will be based on the highest average score across all application reviewers. An amendment will be submitted to NHTSA with details on selected subrecipients and individual award amounts once the competitive grant process is completed.

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

FFY 2026 Traffic Enforcement Campaigns	
Winter Impaired Driving	**December 1 – 31, 2025**
Distracted Driving	**April 1 - 30, 2026**
Click it or Ticket	**May 1 - 31, 2026**
June Speed	**June 1 - 30, 2026**
July Speed	**July 1 - 31, 2026**
Summer Impaired Driving	**August 1 – September 15, 2026**

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

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

Pedestrian and Bicyclist Enforcement periods will be:

FFY2026 Pedestrian & Bicyclist Enforcement Campaigns
November 1 – 30, 2025
January 1 – 31, 2026
February 1 – 28, 2026
March 1 – 31, 2026
May 1 – 31, 2026
August 1 – September 15, 2026

Examples of potential Non-Enforcement Traffic Safety Activities may include trainings such as ARIDE, SFST, CPS Technician, and LiDAR certification or reimbursing department personnel for overtime spent conducting CPS checks, presenting to high school students regarding the dangers of speeding and driving under the influence, or hosting bicycle rodeos. For FFY 2026, OGR also encouraged departments to provide financial assistance to young drivers and low-income teenagers to take and complete Drivers Education.

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

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

OGR received a record 212 applications for the FFY 2026 MRS program; proposal review is ongoing. Once completed, OGR will provide NHTSA with a list of subrecipients, and the amount awarded to each department.

Planned or Potential Subrecipients: Local police departments in Massachusetts

Type of Organization: Municipal or Local Law Enforcement Agency

Estimated Federal Funding: $6,000,000 (402) – GTS Code: 402CP;
$1,000,000 (carry forward 405h) – GTS Code: FHPE

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

Are cost P&A related? No.

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

Countermeasure Associated with Planned Activity: High-Visibility Enforcement/Communication & Outreach

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MSP Sustained Traffic Enforcement Program (STEP)

ID: PT-26-06

Funding Source: flexed 405d

Description of Planned Activity:

In support of impaired driving and occupant protection laws, OGR will provide funds to the MSP to deploy sustained and selective "zero tolerance" traffic enforcement overtime patrols through the STEP program. The activity will occur on the day/time/location identified using MSP RAMS data. This activity will augment local police department efforts within the same general location whenever reasonably possible. Along with local police departments, MSP STEP enforcement patrols will provide maximum visibility for deterrent purposes and saturate target areas, taking immediate and appropriate action on all motor vehicle violations. The funding for MSP allows for increased enforcement throughout the year instead of only during mobilization periods. This funding will help MSP conduct overtime enforcement focusing on impaired driving, seat belt usage, child passenger safety infractions, and speeding in local communities. Based on current data trends, MSP will prioritize overtime activities in the counties of Bristol, Hampden, Middlesex, and Worcester, with focus on the period from Friday night (6:00 pm) through Monday morning (6:00 am). These four counties accounted for over half of all fatal motor vehicle crashes during nighttime hours from 2019 to 2023. The highest level of speeding, unrestrained occupants, and impaired driving incidences have been reported at nighttime.

MSP plans to conduct at least 60 targeted enforcement patrols in FFY 2026 and to participate in 5 “cross-border” HVE and educational efforts with surrounding states

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

Planned or Potential Subrecipients: Massachusetts State Police

Estimated Federal Funding: $147,541.32 (402) – GTS Code: FDL*PT

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

Are cost P&A related? No.

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

Countermeasure Associated with Planned Activity: Sustained Enforcement

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Program Management – Police Traffic Services

ID: PT-26-07

Funding Source: 402

Description of Planned Activity:

Provide sufficient staff to manage programming described in this plan as well as cover travel, professional development expenses, conference fees, postage, and office supplies. All funding intended for supporting staff will not be subawarded. PP&E costs associated with the Police Traffic Services program will be included as determined in NHTSA Guidance Memo issued on June 24, 2025.

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

Type of Organization: Public State Agency

Estimated Federal Funding: $455,000 – GTS Code: 402PT

Eligible Use of Funds: Funding to support management of police training services programming in FFY 2026.

Are cost P&A related? No.

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

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

MSP – Preventing Roadside Deaths

ID: PT-26-08

Funding Source: 405h

Description of Planned Activity:

Massachusetts has a “Move Over Law” that requires all drivers to allow room along the roadways to give emergency personnel and first responders unimpeded access to the scene of the crash. Presently, the use of emergency lights and sirens is not as effective in getting the attention of drivers on the roadways as in previous years. In 2024, there were 9,384 violations [1,543 Local Police, 7,841 State Police] issued to drivers for willfully obstructing an emergency vehicle, whether stationary or in transit – a 2.1% decline from the 9,584 issued [1,354 Local, 8,230 State] in 2023.

If drivers continue to disregard the Move Over Law, officers and first responders alike need protection from bodily harm, and the use of a warning system will do that. For FFY 2026, MSP will renew annual Safety Cloud subscriptions to HAAS Alert’s R2V Digital Alerting System for 478 marked State Police cruisers and will install the HAAS Alert hardware in an additional 85 cruisers which will enable R2V services for them as well. R2V will alert drivers through their vehicle’s navigation system – whether GPS apps or Android Auto/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.

During the first 12 weeks of Safety Cloud implementation by MSP in FFY 2025, nearly 900,000 motorists received advanced notification of a State Police cruiser's presence, preventing crashes and allowing officers to respond to emergencies without delay or incidence. MSP hopes to continue this positive impact on driver behavior with more Safety Cloud implementations in FFY 2026.

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 2025.

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

Planned or Potential Subrecipients: Massachusetts State Police

Type of Organization: Public State Agency

Estimated Federal Funding: $266,223.00 (405h) – GTS Code: M12BDAT

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

Are cost P&A related? No.

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

Countermeasure Associated with Planned Activity: Preventing Roadside Deaths

Additional 405h Application Materials:

Funding for the Preventing Roadside Deaths grant (§1300.27) is intended to support effective programs aimed at reducing death and injuries in crashes involving motor vehicles striking other vehicles and individuals stopped on the roadside.

One way Massachusetts has been trying to lower the incidence of roadside fatalities and injuries has been through crackdown of drivers failing to adhere to the state's Move Over Law, which requires drivers of motor vehicles to allow safe passage for emergency vehicles and first responders. As stated previously, Move Over violations have dropped slightly from 2023 to 2024, which is a positive development. Despite this decline in violations, MSP alone reported 42 incidents in 2024 where an operator crashed into a stationary cruiser (either at an emergency, work zone, or while conducting enforcement activity). (Source: https://www.mass.gov/news/state-police-implements-safety-cloud-vehicle-notification-system)

It is clear more work needs to be done to get drivers to heed Move Over Law requirements to ensure the safety of first responders and emergency personnel on the roadways of Massachusetts. Installing the advanced warning technology described in PT-26-08 is a step in the right direction.

Hampden County Sheriff's Department – Traffic Enforcement & Safety Initiative

ID: PT-26-09

Funding Source: 402

Description of Planned Activity:

Recently, the Hampden County Sheriff Department established a certified Law Enforcement Division that is solely focused on enforcing traffic safety measures to augment the ongoing traffic safety efforts of all the communities that reside in Hampden County. With this funding, the Hampden County Sheriff will supplement other municipal police departments in their high-visibility enforcement patrols as they seek to reduce the levels 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).

This project will provide funding for Deputy Sheriffs to conduct overtime traffic patrol focused on high visibility enforcement in areas that are identified within Hampden County through data-driven decision making with input from internal, state, and local partners. HSCO will develop and implement targeted enforcement campaigns focused on combating unsafe driving behaviors, such as distracted driving, speeding, impaired driving. The final approval and amount for this program is subject to change, pending the availability of funds at the time of award. OGR shall submit an amendment request to NHTSA should a potential funding reduction affect the scope of this program

Planned or Potential Subrecipients: Hampden County Sheriff's Department

Type of Organization: Public State Agency

Estimated Federal Funding: $59,355.00 (402) – GTS Code: 402DE, 402PT

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

Are cost P&A related? No.

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

Countermeasure Associated with Planned Activity: High-Visibility Enforcement/Communication & Outreach

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Hampden County District Attorney's Office – Stop the Swerve

ID: PT-26-10

Funding Source: flexed 405d

Description of Planned Activity:

“Stop The Swerve” is a campaign that uses personal stories and hands on activities to educate young people about the dangers of impaired and distracted driving. The program will include a Public Service Announcement (PSA) and Poster design challenge to high school students and a large community event for students and their families featuring interactive stations at which the winners of the challenge are announced. Additionally, throughout the year, the "Stop The Swerve" campaign is brought to local high schools where students hear presentations from prosecutors, offenders, victims and their families about the consequences of impaired and distracted driving through personal impactful stories.

Costs associated with this campaign include printing, event site rental, paid media for the winning PSAs, A/V production to create an impactful video showing local stories involving serious impaired and distracted crashes, interactive Fatal Vision training equipment including impairment goggles, a THC Starter Kit, and a Distracted Driving Education Kit.

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

Planned or Potential Subrecipients: Hampden County District Attorney’s Office

Type of Organization: Public State Agency

Estimated Federal Funding: $67,436 (402) – GTS Code: FDL*TSP

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

Are cost P&A related? No.

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

Countermeasure Associated with Planned Activity: School-Based Programs

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Norfolk District Attorney’s Office – Saving Young Lives

ID: PT-26-11

Funding Source: 402

Description of Planned Activity:

The Norfolk District Attorney’s Office (NDAO) will contract with the In Control Family Foundation to bring their Community Crash Prevention Program to 19 high schools in Norfolk County. Through presentations, demonstrations, and experiential learning, this program will educate over 1,000 teenage students on the risks and dangers of operating a motor vehicle when distracted, under the influence of drugs and/or alcohol, recklessly at high rates of speed, and without a seatbelt fastened. Students will experience first-hand how driving impaired effects their perception and response time, see how speeding can be deadly, reinforce that wearing a seat belt can save your life, and learn that driving under the influence of drugs and alcohol has dire consequences.

In addition to In Control’s educational and ride along demonstrations, the NDAO will educate students with its Fatal Vision Goggles experience. With match funding, the NDAO will purchase three different

types of Fatal Vision Goggles: Drowsy and Distracted, Polydrug (Alcohol and THC), and Black Label (B.A.C. .25+).

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

Planned or Potential Subrecipients: Norfolk District Attorney's Office

Type of Organization: Public State Agency

Estimated Federal Funding: $59,000 – GTS Code: TSP

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

Are cost P&A related? No.

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

Countermeasure Associated with Planned Activity: School-Based Programs

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Suffolk County District Attorney's Office – Impaired and Dangerous Driving Prosecution

ID: PT-26-12

Funding Source: flexed 405d

Description of Planned Activity:

OGR will provide funding to the Suffolk County District Attorney's Office to support the salary of a new Assistant District Attorney (ADA) position dedicated to handling Operating Under the Influence (OUI) and other dangerous driving cases originating in Dorchester District Court – the highest-volume courthouse in the county for motor vehicle cases.

To address the persistent issue of impaired and dangerous driving in Suffolk County—particularly those originating in Dorchester—this project will fund a full-time Assistant District Attorney (ADA) position dedicated to OUI and reckless driving cases in Dorchester District Court. While many serious cases may escalate to Superior Court, most of these charges are resolved at the District Court level and require early, specialized attention to ensure timely and effective outcomes.

The ADA will play a critical role in improving early case identification, investigation coordination, and legal screening of impaired driving, reckless operation, speeding, and high-risk motorcyclist cases that often involve impaired, reckless, or aggressive driving. These activities will ensure early intervention, consistent legal treatment of high-risk driving cases, improved investigative coordination, and stronger outcomes in the prosecution of behaviors that lead to death and serious injury.

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

Planned or Potential Subrecipients: Suffolk County District Attorney's Office

Type of Organization: Public State Agency

Estimated Federal Funding: $100,383.34 – GTS Code: FDL*TC

Eligible Use of Funds: Funding to support the prosecution of impaired and dangerous driving cases.

Are cost P&A related? No.

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

Countermeasure Associated with Planned Activity: Sanctions

TRAFFIC RECORDS PLANNED ACTIVITIES

University of Massachusetts – Modernizing Crash Data Quality: AI Audit of Vulnerable User Fields

ID: TR-26-01

Funding Source: 405c

Description of Planned Activity:

This project will provide funds to support personnel, indirect, and contractor/consultant costs related to UMassSafe's efforts to improve crash reporting by identifying errors and inconsistencies within VRU crash report fields and using these findings to enhance the overall understanding of the data, guide trainings, and improve usability. Using natural language processing, leveraging machine-learned terminology, and data dictionary and ANSI D.16, UMass will conduct a data quality audit that will analyze crash narratives to detect inconsistencies within the coded VRU fields. The goal is to identify data quality patterns relevant to VRU fields, highlight crash scenarios prone to misclassification, and inform the technical assistance and training needs of law enforcement stakeholders, including updates to the Law Enforcement Crash Report E-Manual at masscrashreportmanual.com.

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 Massachusetts crash data system from the 2023 Massachusetts Traffic Records Self-Assessment.

Planned or Potential Subrecipients: University of Massachusetts - Amherst

Type of Organization: Public State Agency

Estimated Federal Funding: $286,263.00 – GTS Code: B3SA, B3SP, B3DSA, B3RSRCH

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

Are cost P&A related? No.

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

Countermeasure Associated with Planned Activity: Improves timeliness, completeness, accuracy, accessibility, uniformity, and integration of a core highway safety database (Crash Data System or CDS)

Lawrence Police Department – MACCS Mobile Upgrades

ID: TR-26-02

Funding Source: 405c

Description of Planned Activity:

This project will allow the Lawrence Police Department (LPD) to finish outfitting all its vehicle fleet 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 Massachusetts 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 RMV's Crash Data System Law Enforcement Liaison on proper crash reporting requirements.

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

Planned or Potential Subrecipients: Lawrence Police Department

Type of Organization: Local Law Enforcement Agency

Estimated Federal Funding: $44,915.00 – GTS Code: B3T

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

Are cost P&A related? No.

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

Countermeasure Associated with Planned Activity: Improves timeliness, completeness, accuracy, accessibility, uniformity, and integration of a core highway safety database through improvements in data collection at motor vehicle crash scenes.

With MACCS, LPD will gain access to an integrated data system that will greatly benefit their community policing and outreach efforts.

West Brookfield Police Department – Improving Crash Data Accuracy

ID: TR-26-03

Funding Source: 405c

Description of Planned Activity:

This project will enable the West Brookfield Police Department (WBPD) to improve the crash investigation abilities of the Central Massachusetts Law Enforcement Council's (CEMLEC) Crash Reconstruction Unit. WBPD's Police Chief is the Control Chief for CEMLEC's Crash Reconstruction Unit. This unit has 24 members, serving 77 municipalities across five counties. Equipment purchased via this project will enhance the accuracy, completeness, and timeliness of the Massachusetts Crash Data System.

Purchases will include the following event data recorders: Bosch CDR900 DLC, Hyundai EDR 2.0 DLC, Kia EDR 2.0 DLC, and Tesla CDR900 DLC along with related software, cables, a laptop, and training.

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

Planned or Potential Subrecipients: West Brookfield Police Department

Type of Organization: Local Law Enforcement Agency

Estimated Federal Funding: $48,600 – GTS Code: B3SA, B3T

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

Are cost P&A related? No.

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

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

Massachusetts State Police – Improvements to Electronic Surveying Processes

ID: TR-26-04

Funding Source: 405c

Description of Planned Activity:

MSP will equip each member of its Collision Analysis & Reconstruction Section (CARS) team with electronic surveying equipment to forensically document crash scenes. This will enable MSP-CARS to memorialize short-lived evidence quickly and accurately, minimize time spent on-scene investigating and completing reports, and provide vital information to stakeholders in a timely manner. Ten sets of electronic surveying equipment will be purchased. Each set includes Leica data collectors, antennae, and surveying poles, GLONASS receivers, GALILEO receivers, BEIDOU receivers, GPS/GNSS antennae containers, and batteries. CARS members will also be trained on forensic mapping.

This project will enhance the accuracy, completeness, and timeliness of the MA Crash Data System. The project will help to meet the unmet recommendations for the data quality control programs for the Massachusetts crash data system from the 2023 Massachusetts Traffic Records Self-Assessment.

Planned or Potential Subrecipients: Massachusetts State Police

Type of Organization: State Law Enforcement Agency

Estimated Federal Funding: $189,249 – GTS Code: B3T, B3SP

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

Are cost P&A related? No.

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

Countermeasure Associated with Planned Activity: Improves timeliness, completeness, accuracy, accessibility, uniformity, and integration of a core highway safety database (Crash data). MSP will be better able to access accurate, complete, and timely data related to crashes, which will greatly improve crash reporting and crash reconstruction.

Berkshire Regional Planning Commission – Berkshire County High Injury Network Dashboard

ID: TR-26-05

Funding Source: 402

Description of Planned Activity:

The Berkshire Regional Planning Commission (BRPC) will purchase a one-year license for Citian's CRASH software which will provide a High Injury Network (HIN) Dashboard specific to Berkshire County with more enhanced crash diagrams than Massachusetts' existing public-facing crash portal. BRPC will work in conjunction with Berkshire County's Vision Zero Task Force, which includes local police, EMS, public health, planning, and transportation stakeholders. This HIN Dashboard will improve crash data accessibility for the public and for county traffic safety stakeholders, allowing them to better analyze problem intersections and corridors and work towards making safety improvements.

This project will enhance the accessibility of Berkshire County's data in the Massachusetts Crash Data System. The project will help to meet the unmet recommendations for the data quality control programs for the Massachusetts crash data system from the 2023 Massachusetts Traffic Records Self-Assessment.

Planned or Potential Subrecipients: Berkshire Regional Planning Commission

Type of Organization: Public Regional Planning Agency

Estimated Federal Funding: $40,000 – GTS Code: B3SA, B3DSA

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

Are cost P&A related? No.

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

Countermeasure Associated with Planned Activity: Improves timeliness, completeness, accuracy, accessibility, uniformity, and integration of a core highway safety database (Crash data). The HIN Dashboard will consolidate county crash data into a centralized, structured format that will enhance access for residents and traffic safety stakeholders, allowing for better information sharing, analysis, and planning.

Traffic Records Projects

ID: TR-26-06

Funding Source: 405c

Description of Planned Activity:

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

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

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

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

Estimated Federal Funding: $1,300,000.00 – GTS Code: M3X

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

Are cost P&A related? No.

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

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

Program Management - Traffic Records Projects

ID: TR-26-07

Funding Source: 402

Description of Planned Activity:

Provide enough staff to manage programming described in this plan and cover travel, professional development expenses, conference fees, postage, and office supplies. All funding is intended for supporting staff and will not be subawarded. PP&E costs associated with the Traffic Records program will be included as determined in NHTSA Guidance Memo issued on June 24, 2025.

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

Type of Organization: Public State Agency

Estimated Federal Funding: $140,000 – GTS Code: 402TR

Eligible Use of Funds: Funding to support management of traffic records services programming in FFY 2026.

Are cost P&A related? No.

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

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

Additional 405c Materials:

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

State Traffic Safety Information System Improvements Grant
Interim Progress Report

State: Massachusetts Report Date: June 23, 2025

Regional Reviewer:

System to be Impacted	**____CRASH ___DRIVER ____VEHICLE ____ROADWAY __X__CITATION/ADJUDICATION ____EMS/INJURY OTHER specify:**
Performance Area(s) to be Impacted	**_____ACCURACY __X__TIMELINESS ____COMPLETENESS _____ACCESSIBILITY ____UNIFORMITY ____INTEGRATION OTHER specify:**
Performance Measure used to track Improvement(s)	**Narrative Description of the Measure** This performance measure aims to track progress in the timeliness of the statewide Citation Data System of Massachusetts. It was developed based on computer queries from the system.
Relevant Project(s) in the State's Strategic Plan	**Title, number and strategic plan page reference for each Traffic Records System improvement project to which this performance measure relates** The state-funded work of the statewide Citation Data System is described in Sections 2.5 and 3.7 of the FFY 26 update of the Massachusetts Strategic Plan for Traffic Records Improvements. The associated project is the Citation Data System conducted by the MassDOT/Registry of Motor Vehicles/ Merit Rating Board (MRB) on page 41 of the plan. More information on the MRB is available at www.mass.gov/merit-rating-board-mrb.
Improvement(s) Achieved or Anticipated	**Narrative of the Improvement(s)** Improve the timeliness attribute of the statewide Citation Data System by reducing the average number of days from when paper and electronically submitted citations are issued by MA state and local police to when these citations are posted to the statewide citation data system operated by MRB. The average number of days to post was 7 days for the baseline period of 5/1/23 to 4/30/24. ***When the system was queried in June 2025 for the current value period of 5/1/24 to 4/30/25, it showed a timeliness improvement from the baseline value period's 7 days on average to post to 6 days in the current value period – an improvement of 1 day.***
Specification of how the Measure is calculated / estimated	**Narrative Description of Calculation / Estimation Method** This data is tracked by MRB. Please see below for the statewide Citation Data System report from MRB upon which this improvement is documented.
Date and Baseline Value for the Measure	**Baseline Value:** 5/1/23 to 4/30/24 Please see the below Citation Data System query for baseline value information. The count for average days to post was 7 for the baseline value period.
Date and Current Value for the Measure	**Current Value:** 5/1/24 to 4/30/25 Please see the below Citation Data System query for current value information.

	The count for average days to post was 6 for the baseline value period.
Regional Reviewer's Conclusion	**Check one** **___Measurable performance improvement *has* been documented** **___Measurable performance improvement has *not* been documented** **___Not sure**
If "has not" or "not sure": What remedial guidance have you given the State?	
Comments	

Data showing improvements in average days to post citations between two periods of time: May 1, 2023, to April 30, 2024; and May 1, 2024, to April 30, 2025. There was a 14% reduction in the average days to post citations from May 2023 to April 2025. There was an increase in electronic citations posted while paper citations decreased, which means more police departments are utilizing electronic submission as the means of posting citations to the MRB system.

All Agencies - 05/01/2024 to 04/30/2025 **

Citation Count	Avg Days To Post*
900984	6

All Agencies - 05/01/2023 to 04/30/2024

Citation Count	Avg Days To Post*
821826	7

* Denotes the mean number of days from the citation issue date to the date the citation is posted to the database

** numbers during this PM period only reflect posted activity through 06/23/2025

BM period: 05/01/2023 to 04/30/2024
PM period: 05/01/2024 to 04/30/2025

Query executed on 06/23/2025

All Agencies - 05/01/2024 to 04/30/2025**

Source	CitationType	Citation Count
Electronic	ARREST	14953
Electronic	CIVIL	167481
Electronic	CRIM	58995
Electronic	WARN	522194
Paper	ARREST	2552
Paper	CIVIL	23529
Paper	CRIM	16648
Paper	WARN	94632
		900984

All Agencies - 05/01/2023 to 04/30/2024

Source	CitationType	Citation Count
Electronic	ARREST	14100
Electronic	CIVIL	139079
Electronic	CRIM	57520
Electronic	WARN	443391
Paper	ARREST	3655
Paper	CIVIL	30209
Paper	CRIM	21070
Paper	WARN	112802
		821826

UNDERSERVED POPULATIONS AND P&A PLANNED ACTIVITIES

Traffic Safety Grant Program for Underserved Populations

ID: NP-26-01

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

Description of Planned Activity:

An AGF process will be conducted to provide funding on a competitive basis for data-driven projects aimed at improving road user safety in underserved populations across the Commonwealth. Only nonprofit organizations will be eligible to apply for this opportunity. Applicants will be encouraged to collaborate with local government agencies inclusive of local police departments, district attorney's offices, as well as other municipal and community leaders. All grant applications will be rated with various criteria, and awards will be based on the highest average score across all application reviewers. An amendment will be submitted to NHTSA with specifics on selected subrecipients and individual award amounts once the competitive grant process is completed.

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

Estimated Federal Funding: $250,000 each; 402 – GTS Code: 402CP; 405b – GTS Code: M2CPS; 405f – GTS Code: M11MT; and carry forward 405h – GTS Code: FHPE

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

Are cost P&A related? No.

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

Countermeasure Associated with Planned Activity: Communication & Outreach

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Program Management - Traffic Safety Grant Program for Underserved Populations

ID: NP-26-02

Funding Source: 402

Description of Planned Activity:

Provide enough staff to manage programming described in this plan and cover travel, professional development expenses, conference fees, postage, and office supplies. All funding is intended for supporting staff and will not be subawarded. PP&E costs associated with Underserved Populations program will be included as determined in NHTSA Guidance Memo issued on June 24, 2025.

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

Type of Organization: Public State Agency

Estimated Federal Funding: $50,000 – GTS Code: 402CP

Eligible Use of Funds: Funding to support management of nonprofit grant programming in FFY 2026.

Are cost P&A related? No.

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

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

Administration of Statewide Traffic Safety Programs

ID: PA-26-01

Funding Source: 402

Description of Planned Activity:

Funding to plan, implement, monitor, and evaluate programs and projects detailed in the FFY 2026 Annual Grant Application, produce the FFY 2025 Annual Report, and provide the necessary updates and revisions to the 2024-2026 Triennial HSP as well as deliver the 2027-2029 Triennial HSP. Provide required staff salaries, professional development, travel, office space, equipment, materials, and fiscal support. Funds will support SHSO staff and will not be subawarded.

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

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

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

Type of Organization: Public State Agency

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

Eligible Use of Funds: Planning & Administration

Are cost P&A related? Yes

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

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

UPDATES TO THE TRIENNIAL HSP

There are no updates to report currently.