Commonwealth of Massachusetts Highway Safety Plan

Federal Fiscal Year 2015

Prepared for:

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

Developed and presented by:

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Executive Summary

The Federal Fiscal Year (FFY) 2015 Massachusetts Highway Safety Plan (HSP) recognizes that traffic crashes are preventable and that Massachusetts is committed to reducing the number of fatalities, injuries, and economic losses resulting from these crashes.

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

Barbara Rizzuti, Senior Program Manager
Robert Kearney, Program Coordinator III
Deborah Firlit, Program Coordinator II
Lindsey Phelan, Program Coordinator II
Susan Burgess-Chin, Fiscal Specialist
Denise Veiga, Accountant IV

The hard work and dedication of EOPSS/HSD staff to highway safety issues have contributed significantly to safer roadways in Massachusetts, including a 20 percent decline in roadway fatalities since 2007. Additionally, alcohol-related fatalities have declined 21 percent since 2007. Please see the Highlights section for other noteworthy achievements that have taken place this FFY. The HSP was developed within the framework of the Strategic Highway Safety Plan (SHSP) and with input from associated steering committees. EOPSS/HSD will continue to prioritize occupant protection and impaired driving as main focus areas with additional resources dedicated to programs such as distracted driving, motorcycles, bicycle, pedestrians, and traffic records. Low seatbelt use rate continues to be an issue for Massachusetts. Increasing the seatbelt use rate to 77% is a key performance target for 2015. A main strategy to accomplish this will be the continuation of high-visibility mobilizations and continuation of sustained enforcement. We anticipate that this will also help to lower the Commonwealth's overall death and injury rates.

In the first six months of 2014, EOPSS/HSD has been reaching out to all traffic safety stakeholders across the Commonwealth to identify ways we can work together for the common good. This outreach will continue into 2015.

I look forward to working with EOPSS/HSD staff and the many others involved in highway safety to improve upon these accomplishments.

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

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1.0 Introduction

1.1 HSP Calendar

January to March	HSD reviews progress of FFY 2014 programs; analyzes federal, state, and local data to identify FFY 2015 key program areas; reviews National Highway Traffic Safety Administration (NHTSA) Region I response to the FFY 2014 HSP, FFY 2013 Annual Report, and recent NHTSA assessments; reviews spending patterns and revenue estimates.
January to May	Staff at EOPSS/HSD conduct strategic planning/meetings with key stakeholders to present recent data analyses and discuss the issues facing constituencies. EOPSS/HSD issues solicitations in order to identify grantees for inclusion in the HSP. EOPSS/HSD reviews proposals for funding consideration resulting from the website postings at www.mass.gov/highwaysafety.
March to June	EOPSS/HSD drafts the FFY 2015 HSP and submits draft version to NHTSA Region I for review and comments. EOPSS/HSD obtains any updates to previously reviewed federal, state, and local data and analyses. With approval of senior staff at EOPSS, HSD submits the final plan to NHTSA.
September to October	EOPSS/HSD begins to implement and award grants and contracts and begins work on the FFY 2014 Annual Report.
November to December	EOPSS/HSD oversees grants and projects in the HSP, finalizes the FFY 2014 Annual Report, and submits it to NHTSA.

1.2 State Highway Safety Office Organization

In Massachusetts, the HSD is housed within the Office of Grants and Research (OGR), an agency of the EOPSS. EOPSS is a Secretariat position which reports directly to the Governor. The Secretary of EOPSS is the Governor's Representative for Highway Safety.

Figure 1.1 HSD Organizational Chart

Staffing Updates

- EOPSS/HSD welcomed a new director, Art Kinsman, in January 2014. Art Kinsman comes to EOPSS/HSD after a lengthy career at AAA where he was responsible for all traffic safety programs, and media, government and community relations activities for the nearly 3 million AAA members in Massachusetts. During his tenure with AAA, Art led the way to several landmark legislative victories, virtually rewriting the Commonwealth's laws governing drunk and impaired driving, child passenger safety, and teen driving laws, all of which resulted in significant reductions in highway deaths and injuries. Art also served as principal consultant on consumer advocacy laws such as Massachusetts' first-in-the-nation Right to Repair law which guarantees all drivers and their choice of repair shop receives all safety and repair information from auto manufacturers.

- EOPSS/HSD also filled its two vacant Program Coordinator II positions. In early January, Trevor Bayard-Murray joined EOPSS/HSD from EOPSS/Homeland Security; then in May, Lindsey Phelan came aboard from the Massachusetts Office of Victim Assistance (MOVA). Both were heavily involved in grant management at their previous positions.

  In March, Barbara Rizzuti was promoted to Program Manager IV; then in June, Bob Kearney was promoted to Program Coordinator III.

- After 25+ years of service to the Highway Safety Division, Senior Program Manager Caroline Hymoff retired in December 2013. Also, Senior Program Manger Cindy Campbell and Program Coordinator III Dan DeMille both left to pursue opportunities with the Federal government. In June 2014, Trevor Bayard-Murray resigned to join MassDOT.

1.3 Mission Statement

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

1.4 Highway Safety Program Overview

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

This HSP for FFY 2015 serves as the Commonwealth of Massachusetts' application to NHTSA for federal funds available under the Moving Ahead for Progress in the 21st Century (MAP-21) transportation bill. The HSP also reflects programs that will be conducted with grant funds previously received but unspent under the Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). Other sources of funds include cooperative agreements with NHTSA for the Fatality Analysis Reporting System (FARS) project, the Texting Ban Demonstration Project, Office of Juvenile Justice and Delinquency Prevention funds (OJJDP), and private funds donated to the Highway Safety Trust Fund.

To identify the issues to be addressed in the FFY 2015 highway safety program, EOPSS/HSD relied primarily on 2007 to 2012 trend data but also considered 2013 data when possible. The changes in the total number of crashes and other data in recent years is in part attributable to different reporting rates by different police jurisdictions, but also to the declining number of operator-only reports (reports submitted by motorists who are involved in crashes for which no police report was submitted) that were entered in the crash data system by the Registry of Motor Vehicles (RMV) previously. EOPSS/HSD has performed outreach to police departments to improve the accuracy and timeliness of crash reporting.

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

FFY 2014 Highlights

- EOPSS/HSD, in partnership with state and local law enforcement and a media contractor, implemented its public outreach and enforcement of *Click It or Ticket* (CIOT) and *Drive Sober or Get Pulled Over* (DSOGPO) Mobilizations. Of the 191 eligible local police departments, 107 participated in the October DSOGPO; 116 participated in the December-January DSOGPO; 121 participated in the May CIOT mobilization; and 123 police departments are expected to take part in the August DSOGPO mobilization.

- For FFY 2014, EOPSS/HSD implemented a new procurement process for the CPS Equipment Grant. EOPSS/HSD posted a bid for services and awarded a $150,000 contract to Mercury Distributing. The selected vendor shipped car seats selected by grantees directly to their address of choice. The new process helps EOPSS/HSD better track car seat purchases and overall cost. In the past, grantees were responsible for purchasing certified car seats with awarded funding.

- The ongoing two-year Distracted Driving Texting Ban Demonstration Project completed the first two waves of enforcement during which over 2,100 violators were cited for distracted driving. With an emphasis on texting and driving, the Massachusetts State Police (MSP) conducted high-visibility enforcement strategies in twelve communities in the northeast region of the state covered by MSP Troop A-1. Some of the strategies employed included roving and stationary patrols on highways, ramps and secondary roads with the use of marked and unmarked police vehicles. The remaining two waves of enforcement are scheduled for June and September of FFY 2014.

- EOPSS/HSD awarded Sustained Traffic Enforcement Program (STEP) grants totaling $1,235,662 in FFY 2014 to the MSP and seven selected police departments - Brockton, Fall River, Lowell, Lynn, New Bedford, Springfield and Worcester - for enhanced traffic enforcement in their communities. High-visibility patrols have proven to be a cost effective use of manpower and by maximizing the number of driver contacts, serves as a means to help prevent motor vehicle crashes, fatalities and injuries, and raising seatbelt use. Eligibility for the STEP grant was based on crash and injury data obtained from the Massachusetts Traffic Records Analysis Center (MassTRAC). The selected communities are considered hotspots for improving overall traffic safety across the Commonwealth. Early reporting shows that departments are averaging 3.5 stops/contacts per hour.

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

- In September 2014, NHTSA visited EOPSS/HSD to perform a thorough Management Review of operations, which is required every three years. Result of Management Review was 'No Findings' and EOPSS/HSD was commended for the pre-emptive A-133

process.

EOPSS/HSD has already begun implementing some of the recommendations from the Management Review. For example, all grant notices and related application templates have been revised to more effectively elicit an applicant's inclusion of relevant data to support problem identification. EOPSS/HSD also requires subrecipients to state performance measures they will use to evaluate their activities and report on any limitation or barriers that possibly hindered expected results.

EOPSS/HSD has also established new partnerships to help identify the needs of other traffic safety stakeholders in Massachusetts. This has helped obligate a large amount of carry-forward funds for FFY 2015 and will mitigate the potential for large carry-forward funds in the future.

- The Motor Vehicle Automated Citation and Crash System (MACCS) pilot was conducted over a nine month period to test system functionality and data exchanges with a targeted number of agencies and end-users representing a diverse cross-section of the Commonwealth's public safety community. The goals of the MACCS project are to ensure greater officer safety by making the reporting process more efficient at the roadside, improve data quality by implementing checks at the point of entry and upon submittal, and eliminate redundant data entry processes for agencies across Massachusetts. Feedback was gathered through a formal error/enhancement reporting process, as well as several working group meetings with the project team and the end-user community. Results and feedback from the pilot have been instrumental in informing the ongoing development of MACCS, as well the strategy for a future roll-out of MACCS components statewide. Statewide Rollout of the Criminal Justice Information Services (CJIS) Motor Vehicle Application and Exchanges is estimated for September 30, 2015.

Partnerships

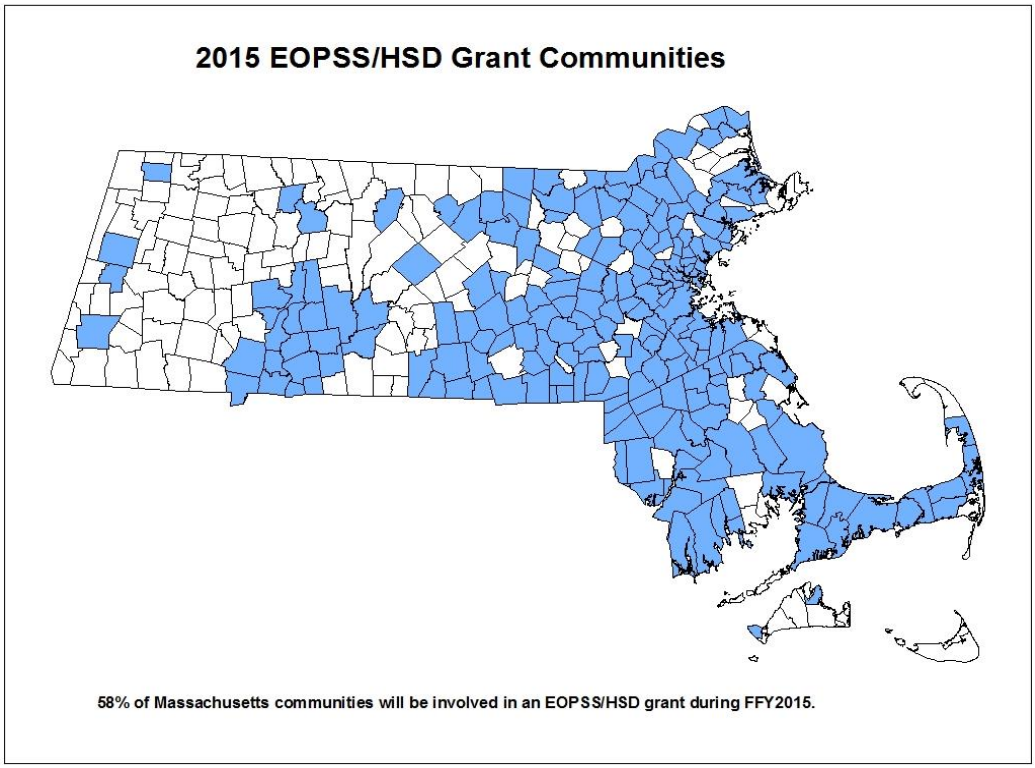
EOPSS/HSD is engaged in many partnerships to enhance highway safety in Massachusetts including:

AAA
AARP
Alcoholic Beverages Control Commission (ABCC)
Belts Ensure Safer Tomorrow (BEST)
Beth Israel Hospital
Boston EMS
Brain Injury Association
Boston Medical
Boston Transportation Department
Councils on Aging
Department of Elder Affairs

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

Below is a map showing the range of communities across Massachusetts that will be participating in at least one 2015 grant offered by EOPSS/HSD:

Figure 1.2



FFY 2015 Total Funding by County	
Barnstable	$186,000
Berkshire	$57,500
Bristol	$774,000
Dukes	$7,000
Essex	$556,000
Franklin	$14,500
Hampden	$885,000
Hampshire	$137,500
Middlesex	$1,262,000
Norfolk	$580,000
Plymouth	$464,000
Suffolk	$519,000
Worcester	$903,000

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

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

MSP and Local Law Enforcement

Millions of dollars in state and local funding is provided to the MSP and local police departments to enforce traffic laws and conduct educational activities throughout the year. Enforcement includes impaired driving, seat belt use, speed, distracted driving and Junior Operator License Law violations.

Massachusetts Office for Victim Assistance (MOVA)

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

RMV/ Massachusetts Rider Education Program (MREP)

To minimize the risk and maximize the fun of motorcycling, the RMV will allocate approximately $150,000 in state funding for the MREP. The mission of this program is to reduce the number of motorcycle related fatalities and injuries by increasing the statewide availability of Motorcycle Safety Foundation (MSF) approved training courses for motorcycle riders and to increase awareness and education for both riders and drivers.

MassDOT

In FFY 2014, MassDOT announced the beginning of a new Bicycle and Pedestrian Safety Awareness and Enforcement Program to reduce the number of crashes involving bicycles and pedestrians and enhance safe travel. The program provided approximately $500,000 in funding from the Federal Highway Administration (FHWA) to support partnerships with Regional Planning Agencies, local officials and police departments in 12 communities statewide (Brockton, Cambridge, Fall River, Haverhill, Lynn, New Bedford, Newton, Pittsfield, Quincy, Salem, Somerville, and Watertown), with additional communities to be included in future years. The initial 12 communities were identified based upon several factors, including the highest number of reported non-motorist crashes per capita and high proportion of trips made by bicycles and walking. The Bicycle and Safety Awareness and Enforcement Program provides funds for stepped-up enforcement and increased involvement with police departments regarding pedestrian and bicycle issues. Feedback from enforcement and awareness will be reviewed for FFY 2015 to allow for identification of infrastructure improvements that are needed to improve safe travel for all modes in each community. In FFY 2015, MassDOT will use

federal funding from FHWA to assist local communities to make the infrastructure improvements.

DPH/ Injury Prevention and Control Program

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

2.0 Highway Safety Problem Identification

This HSP for FFY 2015 has been developed in coordination with the following documents:

Massachusetts' SHSP (2013)

NHTSA's 2013 Management Review

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

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

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

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

Strategic Plan for Traffic Records Improvement (FFY 2015)

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

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

NHTSA's Countermeasures That Work (CTW) Volume Seven

Centers for Disease Control's Community Guide

■ 2.1 Problem Identification Process

The process EOPSS/HSD uses to pinpoint program areas warranting attention from Massachusetts highway safety professionals in FFY 2015 is outlined below.

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

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

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

Determination of Performance Measures, Performance Targets, and Tasks. During this step and in conjunction with the SHSP, all of the above work is used to set reasonable performance measures, performance targets and to develop tasks for the program areas in order to allocate EOPSS/HSD's resources where they may be most effective. This step requires knowledge of the demographics, laws, policies, and partnering opportunities and limitations that exist in the Commonwealth. Selected programs and projects are explicitly related to the accomplishment of performance targets. In many categories, due to large declines in 2007-2008 and steadier numbers more recently, many performance targets are based on three year trend data. All efforts are made to harmonize the performance measures and projects in the HSP with the SHSP. EOPSS/HSD and MassDOT work closely to ensure that the performance measures for fatalities, fatality rate, and serious injuries are identical. EOPSS/HSD works with the SHSP Steering Committee and program area subcommittees to ensure that projects in the HSP SHSP are coordinated. While EOPSS/HSD coordinates performance targets and projects with the SHSP, the SHSP lists performance targets over a longer period of time.

Table 2.1 Data Used for FFY 2015 HSP Problem Identification

Data Type	Data Set	Source/Owner	Year(s) Examined
Fatality and Injury	FARS, Massachusetts Crash Data System, Injury Surveillance Program, MassTRAC	NHTSA, State Traffic Safety Information (STSI), RMV, Massachusetts Department of Public Health, EOPSS/HSD	2007 to 2012
Violation	Massachusetts Citation Data	RMV, MRB	2008 to 2013
Seat Belt Use	Massachusetts Seat Belt Use Observation Data	EOPSS/HSD	2007 to 2013
Licensed Drivers, Registrations and Vehicle Miles Traveled (VMT)	Highway Statistics	FHWA, U.S. Census Bureau, RMV	2007 to 2012
Operating Under the Influence	Crime Statistics	MRB, Federal Bureau of Investigation	2007 to 2012

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

Coordination with the SHSP

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

In 2012, the SHSP Executive Leadership Committee, the Steering Committee, and the Emphasis Area Teams collaborated on the development and implementation of the SHSP. A reveiw was conducted in FFY2013 with MassDOT contracting services with Cambridge Systematics and UMassSAFE at UMass Amherst. The Committees identified and recruited new stakeholders, reviewed available data, developed new strategies, conducted stakeholder meetings and completed an evaluation of transportation safety, crash data, and emphasis area strategies. It is anticipated that emphasis area stakeholders will include but are not limited to: AAA, UMass Gerontology, Massachusetts Health and Human Services, MDPH, regional transit authorities, insurance companies, MassRIDE, WalkBoston, hospitals, emergency medical services, driving

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

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

The Massachusetts Highway Safety Improvement Program (HSIP) performance measures were developed by MassDOT and were submitted to FHWA in September 2013 for review and approval for FFY2014. The performance measures in the HSP and HSIP (fatalities, fatality rate, and serious injuries) are identical as coordinated through the state SHSP. The HSD will continue to work with NHTSA Region 1 to ensure coordination with the SHSP and HSIP.

■ 2.2 Massachusetts Characteristics

Located in the northeastern United States, Massachusetts is the 6th smallest state with a land area of 7,800 square miles and 351 cities and towns. Despite its small geographic size, Massachusetts is the 14th most populated state. According to the U.S. Census, in 2012, the Commonwealth's estimated population was 6,645,303, resulting in a density of approximately 852 persons per square mile. Massachusetts is the most populous of the six New England states. The highest population concentrations are in the eastern third of the Commonwealth. Boston is the capital and the most populous city in Massachusetts. Smaller pockets of population density also exist around the second and third largest cities, Worcester in central Massachusetts and Springfield in western Massachusetts.

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

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

Based on the most recently available RMV information, in 2013 there were 4,733,120 licensed drivers. Other demographics for Massachusetts based on estimated 2012 U.S. Census Bureau data include:

Age distribution:

Children (under 18 years old) - 21.1%

Adults (18 to 64 years old) – 64.5%

Older persons (65+) – 14.4%

Non-Caucasians account for 16.3 percent of the population compared with 22.1 percent nationally.

The three largest minority populations in Massachusetts as of 2012 are Hispanic or Latino (10.1%), African American (7.9%), and Asian (5.8%).

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

Table 2.2 Counties of Massachusetts

County	2012 County Population Estimates, per U.S. Census Bureau	County	2012 County Population Estimates, per U.S. Census Bureau
Barnstable	214,947	Hampshire	159,791
Berkshire	130,120	Middlesex	1,537,149
Bristol	550,285	Nantucket	10,241
Dukes	16,834	Norfolk	682,078
Essex	755,970	Plymouth	498,393
Franklin	71,535	Suffolk	746,039
Hampden	465,997	Worcester	805,353

■ 2.3 Normalizing Data and Major Statistics

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

Table 2.3 Base Data for Massachusetts and United States

	2008		2009		2010		2011		2012	
	MA	**U.S.**	**MA**	**U.S.**	**MA**	**U.S.**	**MA**	**U.S.**	**MA**	**U.S.**
Population (100K)	64.98	3,041	65.93	3,055	65.47	3,087	66.01	3,126	66.45	3,149
VMT (100M)	54.505	29,735	54.317	29,765	54.361	29,665	54.792	29,629	55.940	29,688
Licensed Drivers (100K)	46.74	2,083	46.56	2,100	46.45	2,101	46.83	2,118	47.33	2,118
Total Fatalities	364	37,423	340	33,883	347	32,999	337	32,367	349	33,561

Source: U.S. Census May 2014; RMV July 2013; FHWA May 2014; NHTSA Traffic Safety Facts 2008 to 2012; FARS April 2014

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

Table 2.4 Massachusetts and Nationwide Crash Data Trends

Fatalities	**2008**	**2009**	**2010**	**2011**	**2012**	**2008-2012 % change**
MA Fatalities	364	340	347	374	349	- 4%
US Fatalities	37,423	33,883	32,999	32,479	33,561	-10%
MA Fatalities – Male	265	249	251	239	249	-20%
MA Fatalities – Female	99	91	95	98	100	- 1%
MA Fatal Crashes	337	313	330	265	291	-14%
US Fatal Crashes	34,172	30,862	30,296	29,867	30,800	-10%
Fatality Rate	**2008**	**2009**	**2010**	**2011**	**2012**	**2008-2012 % change**
MA Fatality Rate/ 100 Million VMT	0.67	0.62	0.64	0.68	0.62	- 7%
US Fatality Rate/ 100 Million VMT	1.26	1.20	1.11	1.10	1.14	-11%
MA Urban Fatality Rate/100 Million VMT	0.65	0.60	0.63	0.65	0.56	-13%
MA Rural Fatality Rate/100 Million VMT	0.87	0.82	0.72	1.08	1.93	122%
Crashes and Injuries	**2008**	**2009**	**2010**	**2011**	**2012**	**2008-2012 % change**
MA Number of Motor Vehicle Crashes of All Types	126,364	117,720	116,696	107,267	108,379	-14%
MA Number of Incapacitating Injuries (as measured by hospital stays)	4,946	4,782	4,858	4,853	4,384	-11%
MA Number of Crash Injuries	43,822	42,619	42,788	38,932	38,799	-11%

Alcohol	2008	2009	2010	2011	2012	2008-2012 % change
MA Number of Fatalities Involving Driver or Motorcycle Operator w/ ≥.08 BAC	120	106	122	126	123	3%
US Number of Fatalities Involving Driver or Motorcycle Operator w/ ≥.08 BAC	11,711	10,759	10,136	9,865	10,322	-12%
MA Alcohol-Related Fatalities (Actual) BAC = 0.01+	164	143	166	162	162	- 1%
MA Percent of All Fatalities that are Alcohol-Related BAC≥0.08+)	33%	31%	35%	34%	35%	2%
US Percent of All Fatalities that are Alcohol-Related BAC≥0.08+)	31%	32%	31%	30%	31%	0%
MA Alcohol-Related Fatality Rate/ 100 Million VMT (new definition)	0.22	0.20	0.22	0.23	0.22	0%
US Alcohol-Related Fatality Rate/ 100 Million VMT (new definition)	0.39	0.38	0.34	0.33	0.35	-10%
Occupant Protection	**2008**	**2009**	**2010**	**2011**	**2012**	**2008-2012 % change**
MA Percent Observed Belt Use for Passenger Vehicles – Front Seat Outboard Occupants	67%	74%	74%	73%	73%	6%
US Percent Observed Belt Use for Passenger Vehicles – Front Seat Outboard Occupants	83%	84%	85%	84%	86%	3%
MA Unrestrained Passenger Vehicle Occupant Fatalities	122	116	102	122	98	-20%
US Unrestrained Passenger Vehicle Occupant Fatalities	12,925	11,545	10,590	10,215	10,335	-20%
MA Percent of Vehicle Occupant Fatalities Unrestrained	34%	33%	29%	32%	28%	- 6%
US Percent of Vehicle Occupant Fatalities Unrestrained	35%	34%	32%	31%	31%	-11%
Motorcycles	**2008**	**2009**	**2010**	**2011**	**2012**	**2008-2012 % change**
MA Number of Motorcyclist Fatalities	42	55	61	40	51	21%
US Number of Motorcyclist Fatalities	5,132	4,469	4,518	4,630	4,957	- 3%
MA Percent of all Fatalities that are Motorcyclists	12%	16%	17%	11%	15%	3%
US Percent of all Fatalities that are Motorcyclists	14%	13%	14%	14%	15%	1%
MA Number of Unhelmeted Motorcyclist Fatalities	1	6	7	5	3	200%
MA Motorcyclist Serious Injuries (As measured by hospitals stays)	667	656	663	654	500	- 25%
MA Number of Motorcycle Fatalities with Motorcycle Operator w/ ≥.08 BAC	9	10	16	11	12	33%
US Number of Motorcycle Fatalities with Motorcycle Operator w/ ≥.08 BAC	1,490	1,238	1,205	1,298	764	- 49%

MA Percent of Motorcycle Fatalities with Motorcycle Operator w/ ≥.08 BAC	22%	20%	27%	32%	24%	2%
US Percent of Motorcycle Fatalities with Motorcycle Operator w/ ≥.08 BAC	30%	30%	29%	30%	15%	- 15%
Pedestrians	**2008**	**2009**	**2010**	**2011**	**2012**	**2008-2012 % change**
MA Number of Pedestrian Fatalities	76	46	68	58	72	- 5%
US Number of Pedestrian Fatalities	4,414	4,109	4,302	4,457	4,743	7%
MA Percent of all Fatalities that are Pedestrians	21%	14%	20%	16%	21%	NC
US Percent of all Fatalities that are Pedestrians	12%	12%	13%	14%	14%	2%
MA Pedestrian Serious Injuries (as measured by hospital stays)	677	714	759	740	566	- 16%
Bicycles	**2008**	**2009**	**2010**	**2011**	**2012**	**2008-2012 % change**
MA Bicyclist Fatalities	10	6	7	5	15	50%
US Bicyclist Fatalities	718	628	623	682	726	1%
MA Percent of all Fatalities that are Bicyclists	3%	2%	2%	1%	2%	- 1%
US Percent of all Fatalities that are Bicyclists	2%	2%	2%	2%	2%	0%
MA Bicyclist Serious/Incapacitating Injuries	158	185	485	147	131	- 17%
Distracted Driving	**2008**	**2009**	**2010**	**2011**	**2012**	**2010-2012 % change**
MA Crashes with ≥1 distractions reported	N/A	N/A	32	43	41	28%
US Crashes with ≥1 distractions reported	N/A	N/A	3,527	3,458	3,331	- 6%
MA Percent of all Fatal Crashes with Distractions	N/A	N/A	10%	13%	13%	3%
US Percent of all Fatal Crashes with Distractions	N/A	N/A	12%	12%	11%	- 1%
Speed	**2008**	**2009**	**2010**	**2011**	**2012**	**2008-2012 % change**
MA Number of Speed-Related Fatalities	97	77	83	121	106	9%
US Number of Speed-Related Fatalities	11,167	10,664	10,508	10,001	10,219	- 8%
MA Percent of All Fatalities that are Speed-Related	27%	23%	24%	31%	30%	-3%
US Percent of All Fatalities that are Speed-Related	31%	31%	31%	31%	30%	-2%
MA Speed-Related Fatality Rate/ 100 Million VMT	0.18	0.14	0.15	0.19	0.18	0%
US Speed-Related Fatality Rate/ 100 Million VMT	0.40	0.38	0.35	0.34	0.34	-21%
Younger Drivers	**2008**	**2009**	**2010**	**2011**	**2012**	**2008-2012 % change**
MA Number Fatalities involving a Younger Driver (age 16-20)	67	55	54	47	45	-42%
US Number Fatalities involving a Younger Driver (age 16-20)	6,311	5,544	4,936	4,711	4,640	-38%

MA Percent of all Fatalities that involve a Younger Driver	18%	16%	16%	14%	13%	-26%
US Percent of all Fatalities that involve a Younger Driver	17%	16%	15%	15%	14%	-17%
MA Serious Injuries that involve a Younger Driver	842	656	632	596		-26%
MA Number of Younger Driver (age 15-20) Fatalities with Younger Driver BAC w/ ≥.01 BAC	13	7	7	10	9	-31%
MA Percent of Younger Driver (age 15-20) Fatalities with Younger Driver BAC w/ ≥.01 BAC	19%	13%	13%	21%	20%	1%
Older Drivers	**2008**	**2009**	**2010**	**2011**	**2012**	**2008-2012 % change**
MA Fatalities Involving an Older Driver (age 65+) Involved	53	63	69	59	84	-16%
US Fatalities Involving an Older Driver (age 65+)	5,825	5,613	5,782	5,636	5,894	-8%
MA Percent of all Fatalities that Involve an Older Driver	15%	19%	20%	18%	24%	11%
US Percent of all Fatalities that Involve an Older Driver	16%	17%	18%	19%	18%	21%
MA Serious Injuries Involving an Older Driver	540	425	471	484		-4%
Traffic Enforcement Grants	**2009**	**2010**	**2011**	**2012**	**2013**	**2009-2013 % change**
MA Number of Seat Belt Citations Issued During Grant-Funded Enforcement Activities*	16,159	13,815	6,118	11,622	7,329	-55%
MA Number of Impaired Driving Arrests Made During Grant-Funded Enforcement Activities*	364	221	147	635	539	48%
MA Number of Speeding Citations Issued During Grant-Funded Enforcement Activities*	17,590	14,161	6,990	9,959	9,183	-48%

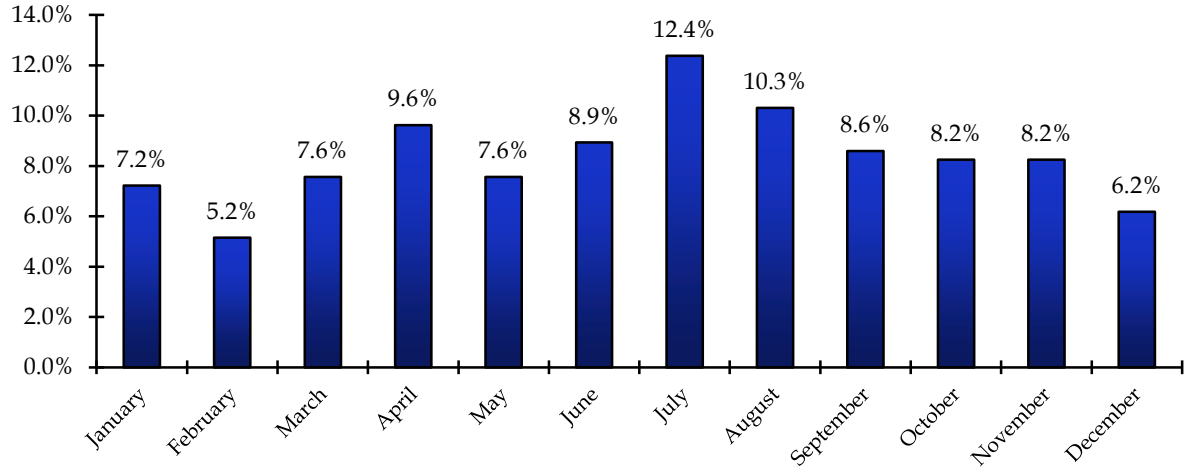
Source: STSI May 2013; RMV July 2013; FARS April 2014; 2008 to 2013 Massachusetts Seat belt Use Observation Surveys; HSD grant data 2007-2013, MassTRAC May 2014; Health Injury Surveillance Program February 2014; MA Crash Data System February 2014

*Based on FFY activity

Note: 1) Some numbers reported in this FFY 2015 Highway Safety Performance Plan may differ from the same categories reported in previous reports due to changes in data availability and data quality improvements. 2) Any inconsistencies between total of male/female fatalities and overall reported fatalities for given year are due to gender that was either not reported or was unknown on crash report.

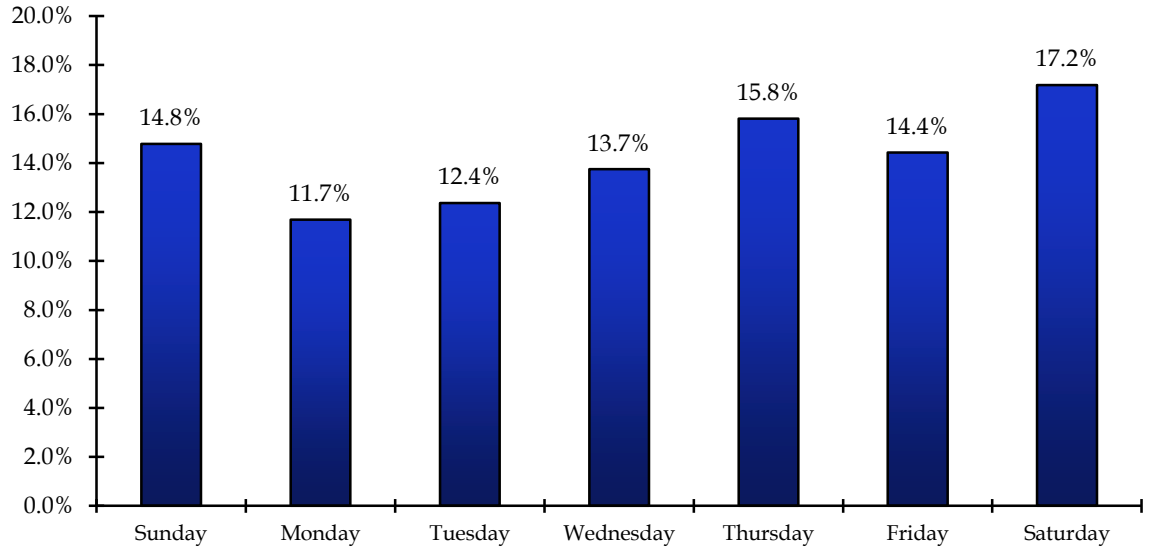
As shown in Figures 2.1 and 2.2, the greatest percentage of fatal crashes occurred in July, and on Saturday. Fatal crashes occurred most frequently between the hours of 3:00 p.m. and 5:59 p.m., as shown in Figure 2.3. Utilizing this data, EOPSS/HSD will work with MSP and local law enforcement agencies to conduct more enforcement activities during these peak times.

Figure 2.1 Percent of Massachusetts Fatal Crashes by Month-of-Year 2012



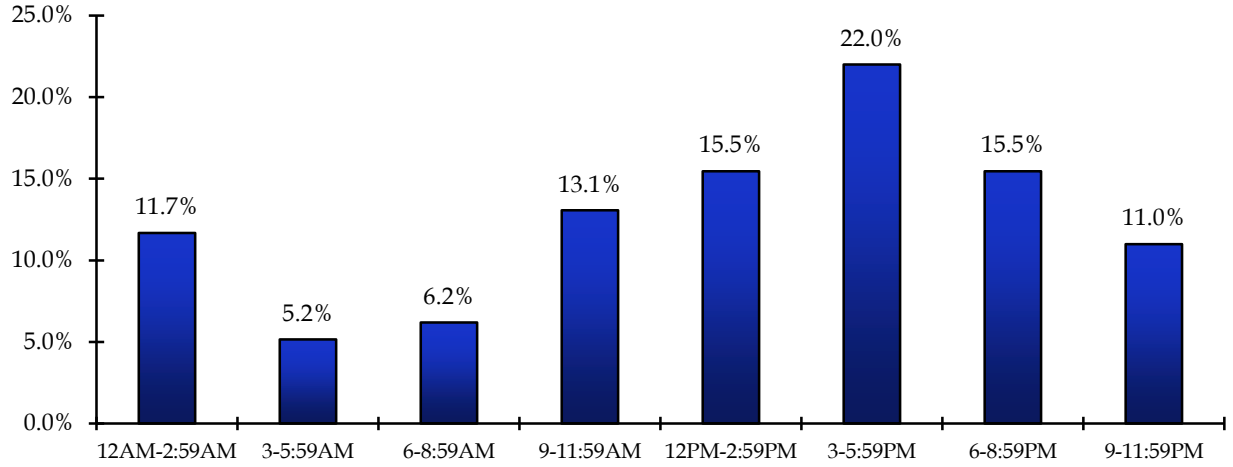
Source: FARS

Figure 2.2 Percent of Massachusetts Fatal Crashes by Day-of-Week 2012



Source: FARS

Figure 2.3 Percent of Massachusetts Fatal Crashes by Time-of-Day 2012



Source: FARS

■ 2.4 FFY 2015 Performance Targets

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

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

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

EOPSS/HSD monitors national traffic safety trends to ensure that its priorities are in line with NHTSA's, unless state or local data and analyses show the need for a different approach. Based on the problem identification information presented above, EOPSS/HSD has prioritized its FFY 2015 performance targets and programs for the following program areas:

Impaired Driving

Occupant Protection

Motorcyclists

Pedestrians and Bicyclists

Traffic Records

Distracted Driving

Speeding and Aggressive Driving

Younger Drivers

Older Drivers

CORE SAFETY PERFORMANCE TARGETS

C-1: Total Traffic Fatalities

Below are the average 5-year motor vehicle fatalities since 2005 along with corresponding average change percentage from one 5-year period to the next.

5-year Period	Avg. # of MV Fatalities	% Avg. Change from Prior 5-year Period
2004-2008	428.8	---
2005-2009	401.6	- 6.3%
2006-2010	382.8	- 4.7%
2007-2011	371.8	- 2.9%
2008-2012	354.8	- 4.6%

The data suggests a trend of -1.8% average change for successive five-year periods, which would project a 5.4% decrease by the 2010-2015 period. This would translate into an average fatality rate of 335.6. However, in Figure 2.4 below, the performance trend equation suggests the 2015 projection for fatalities to be 357, 0.6% more than the 354.8 deaths averaged from 2008-2012. Given that the average number of fatalities per five-year period has decreased since 2004-2008, it seems more likely this downward trend in average fatalities will continue for the foreseeable future.

Core Performance Target #1 – Total Motor Vehicle Fatalities
Decrease motor-vehicle fatalities 5% from the 2008-2012 calendar base year average of 355 to 337 by December 31, 2015

Performance Measure
Number of motor vehicle-related fatalities based on FARS data

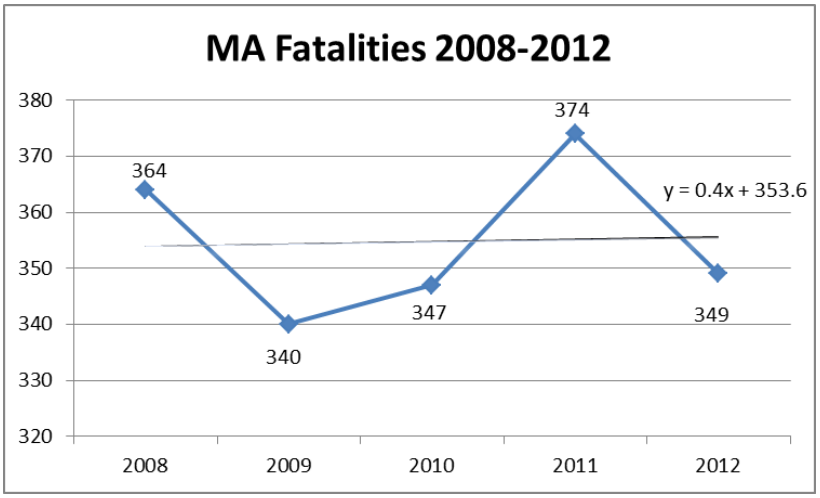


Figure 2.4
Source: FARS

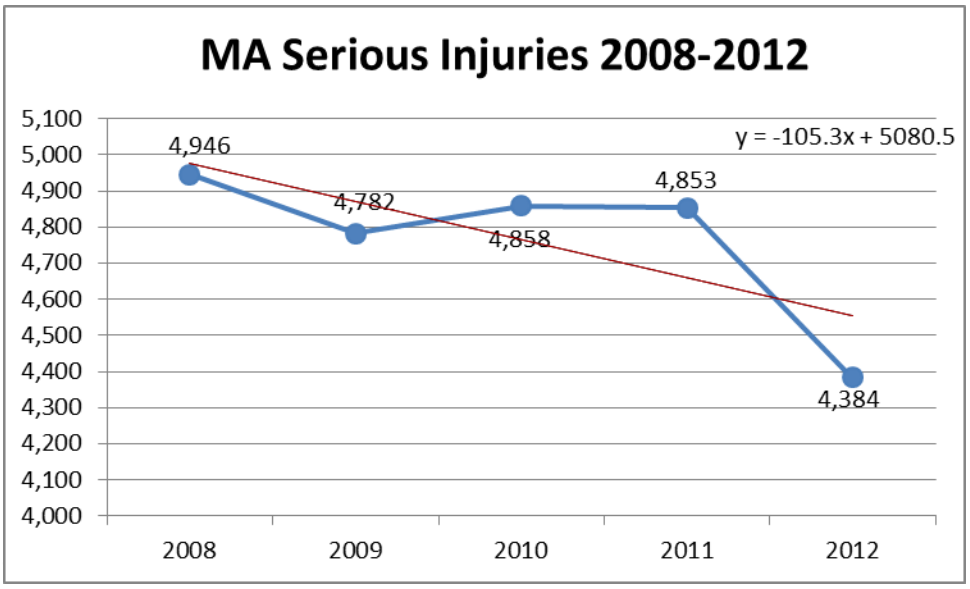
C-2: Serious Traffic Injuries

Figure 2.5 presents the number of serious injuries in Massachusetts between 2008 and 2012 as measured by hospital stays. During this time frame, the number reported serious injuries dropped 11.4%. The projected 2015 serious injuries total is approximately 4,238. Compared to the five-year period from 2008-2012, the 2011-2015 time frame would see a projected 12.7% drop in serious injuries. This would be in line with the average drop of 2.28% per year from 2008-2012. Taking into account the significant drop in serious injuries between 2011 and 2012, a more moderate rate of 10% should be projected for the percent change from 2011-2015.

Core Performance Target #2 – Serious Traffic Injuries
Decrease the number of serious traffic injuries 10% from the 2008-2012 calendar base year average of 4,765 to 4,288 by December 31, 2015

Performance Measure
Number of serious traffic injuries based on Massachusetts Hospitalizations and Stays from crashes based upon data from the Massachusetts Center for Health Information and Analysis

Figure 2.5 Serious Injuries



C-3: Fatalities Per 100M VMT

In recent years, Massachusetts has had the lowest fatality rate per VMT in the nation. Despite an uptick to 0.68 in 2011, the rate dropped back down to 0.62 in 2012. Below is a chart showing the VMT rate change every three-years starting in 2004.

Years	Rate Change
2001-2003	-0.04
2004-2006	-0.09
2007-2009	-0.17
2010-2012	-0.02
Avg. Rate Change	*-0.08*

The VMT fatality rate has fallen at an average rate of -0.08 every three years since 2001. Based on this, the VMT fatality rate is expected to continue to decrease in coming years. Projecting out for 2013-2015, the VMT rate should be approximately 0.54 by 2015.

Figure 2.6 charts the motor vehicle fatality rate in Massachusetts per 100 million VMT between 2008 and 2012. During this period the fatality rate per 100 million VMT declined approximately 7.5 percent. The trend line equation suggests the fatality rate will remain in the vicinity of 0.62 in 2015.

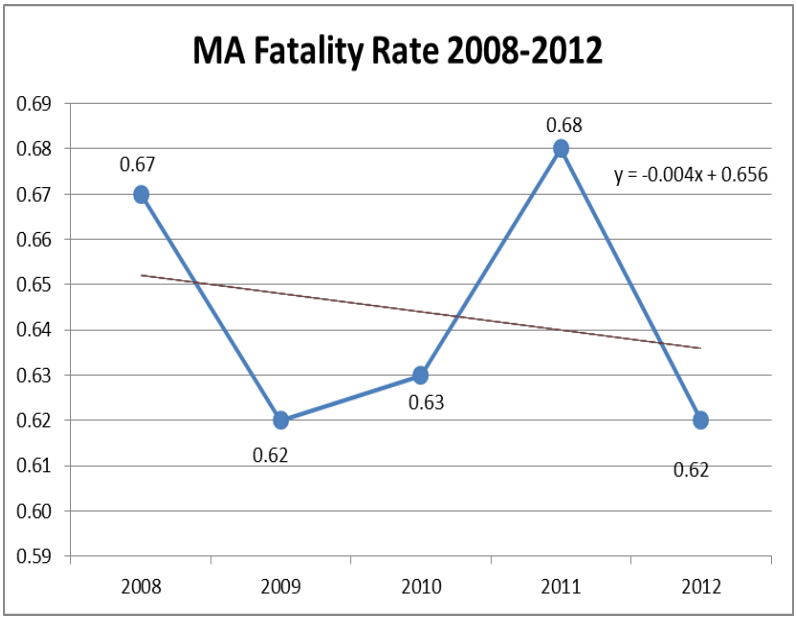


Figure 2.6
Source: FARS

Taking into account the fluctuations of fatality rate since 2008, plus the fact that the state's population, overall VMT, and number of licensed drivers has increased incrementally since 2008 as well, the projected rate for 2015 should fall between 0.54 and 0.62.

Core Performance Target #3 – Fatalities Per 100M VMT
Decrease fatalities/VMT 9% from the 2008-2012 calendar base year average of 0.64 to 0.58 by December 31, 2015

Performance Measure
Fatality rate per 100 M VMT

C-4: Unrestrained Occupant Fatalities

Figure 2.7 presents the unrestrained passenger vehicle occupant fatalities in Massachusetts between 2008 and 2012. The number of fatalities declined every year since 2008 except 2011, when it unexpectedly increased. Performance trend equation projects unrestrained fatalities to drop approximately 7% through 2015 with 91 deaths. This estimate seems too conservative given a couple factors:

Massachusetts started a sustained traffic enforcement program in FFY2014 with the intention of raising seat belt use which may assist in reducing the number of unrestrained fatalities in the near future.

The 2013 Statewide Seatbelt Survey recorded an all-time high of 75% restraint use across the Commonwealth, an increase of 2% from 2012. Increased usage of seatbelts will help further decrease the unrestrained fatality rate.

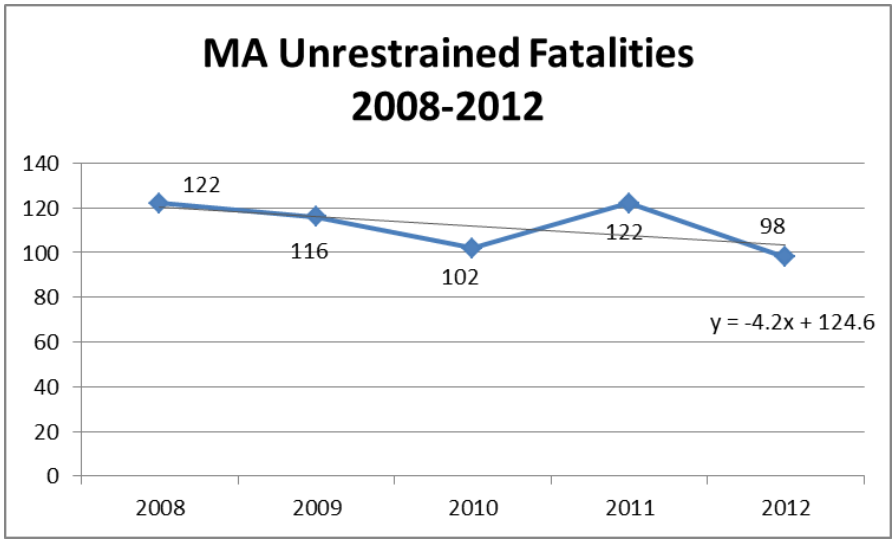


Figure 2.7
Source: FARS

Also, it must be pointed out the percentage of unrestrained fatalities from 2008-2012 of all known passenger vehicle occupant fatalities dropped 0.4 percentage points to 50.4% compared to 2007-2011. Restrained fatalities increased from 28.3% to 29.7% in the same period.

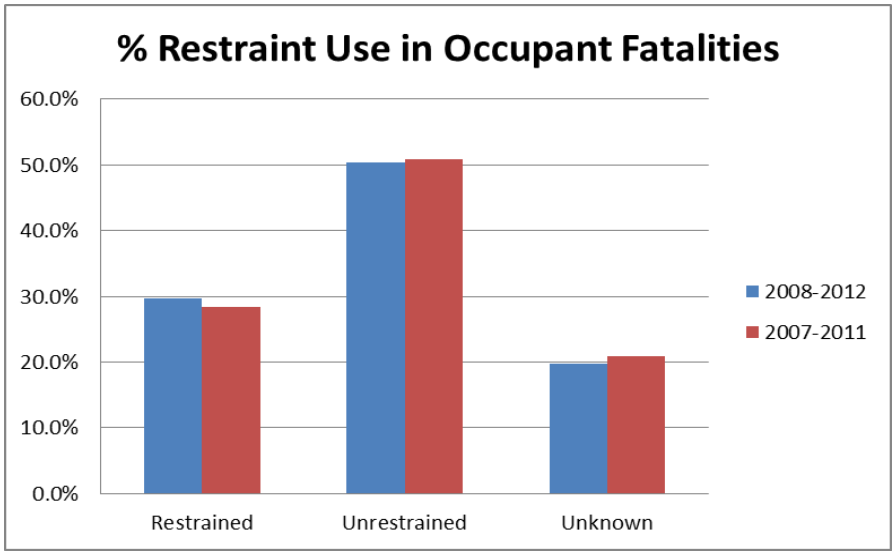


Figure 2.8
Source: FARS

Based on the above factors, it is recommended that projected unrestrained fatalities will be less than 91. A more aggressive reduction rate of 25% from the 2008-2012 average of 112 will project 2015 unrestrained fatalities at 84.

Core Performance Target #4 – Unrestrained Occupant Fatalities
Decrease unrestrained vehicle occupant fatalities in all seating positions 25% from the 2008-2012 base calendar year average of 112 to 84 by December 31, 2015

Performance Measure
Number of unrestrained passenger vehicle occupant fatalities

C-5: Impaired Driving Fatalities

Figure 2.9 presents the number of alcohol-impaired fatalities in Massachusetts involving a driver with a BAC of 0.08 or greater between 2008 and 2012. After a large decrease from 2008-2009, this number rose and has remained in the 120s for the past three years. Trendline extrapolation projects 132 deaths in 2015, an increase of 7% from 2012.

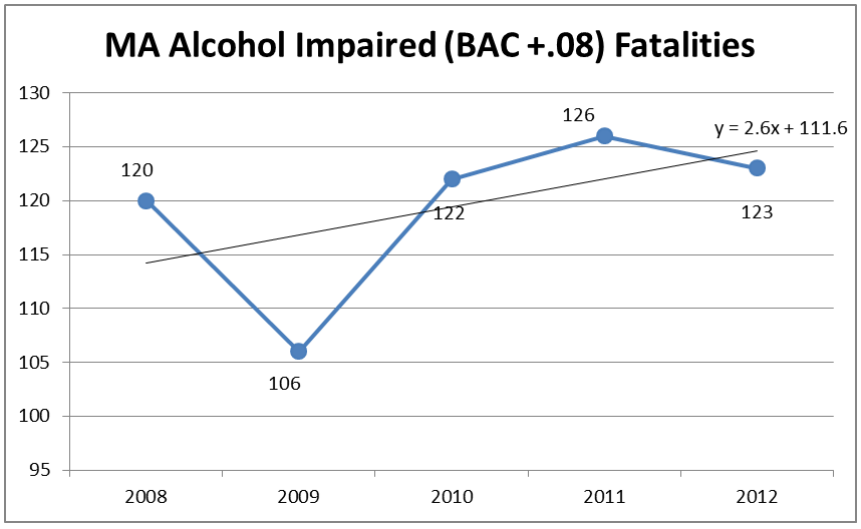


Figure 2.9
Source: FARS

Further analysis reveals that over the past decade, the rate of impaired fatalities has decreased, on average, 5.1% each year.

It would be too aggressive to project a 15.3% decrease by 2015, but a more modest approach would be attainable.

Table 2.5 Change in Impaired Driving Averages

5-year Period	Avg. # of Impaired Fatalities	% Avg. Change from Prior 5-year Period
2004-2008	147.2	---
2005-2009	134.6	- 8.6%
2006-2010	129.4	- 3.9%
2007-2011	125.8	- 2.8%
2008-2012	119.4	- 5.1%

The downturn in impaired driving since 2011, coupled with the overall decrease of 27% from 2004 (169 deaths), supports a target of 111.9 in 2015.

Core Performance Target #5 – Impaired Driving Fatalities
Decrease alcohol impaired driving fatalities 9% from the 2008-2012 calendar base year average of 119 to 108 by December 31, 2015

Performance Measure
Number of alcohol-impaired fatalities

C-6: Speed-Related Fatalities

Figure 2.10 presents the number of speed-related fatalities in Massachusetts between 2008 and 2012. This number decreased for the first time since 2009, showing possible impact of successful traffic enforcement mobilizations throughout 2012. EOPSS/HSD anticipates this number to decline further with the addition of the sustained traffic enforcement program (STEP) in 2014.

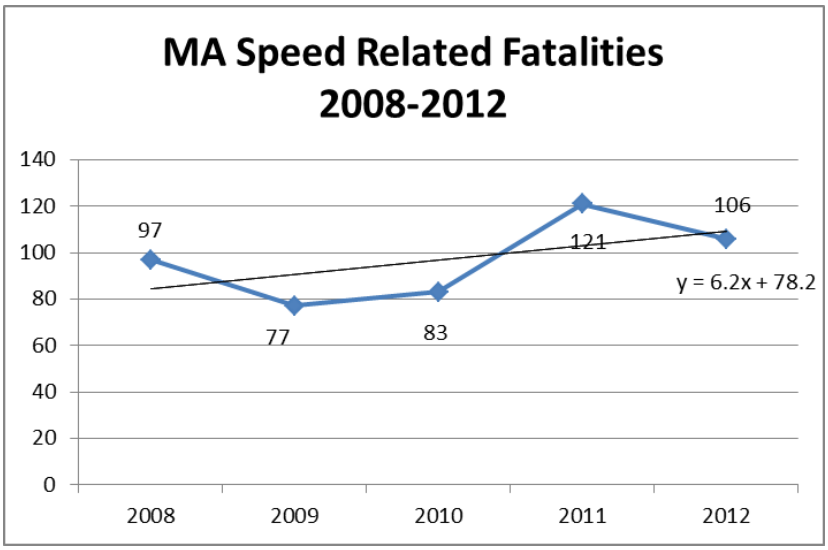


Figure 2.10
Source: FARS

The trendline based on 2008-2012 speed-related fatalities suggests a 20.6% increase by 2015 with 128 deaths projected. This is a 32% increase from the 96.8 speed-related fatalities the Commonwealth averaged per year from 2008-2012.

Unfortunately, the trendline does not take into account a continued decrease in speed-related fatalities since 2003.

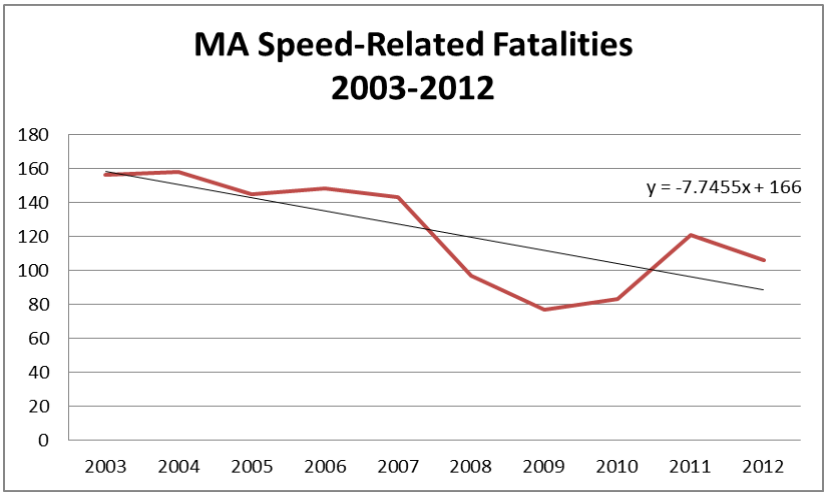


Figure 2.11
Source: FARS

Figure 2.11 shows the resulting trendline equation if fatalities from 2003-2007 were included. Projected 2015 fatalities would be 65 instead 128, a nearly 50% drop.

Taking into account the recent uptick in speed-related fatalities, it would be unreasonable to project 65 fatalities in 2015. Yet, the 2003-2012 trendline does suggest that fatalities could continue to decline in the coming years.

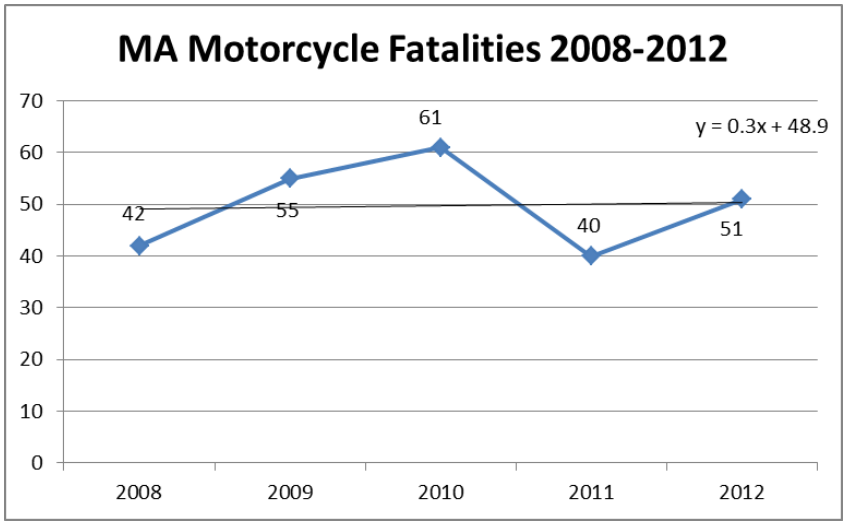
Core Performance Target #6 – Speed-Related Fatalities
Decrease speed-related fatalities by 12% from 2008-2012 calendar base year average of 97 to 85 by December 31, 2015

Performance Measure
Number of speed-related motor vehicle fatalities

C-7: Motorcyclist Fatalities

Figure 2.12 presents the number of motorcyclist fatalities in Massachusetts between 2008 and 2012. This number has fluctuated greatly over the time period with a steep decline in 2011. Because of this fluctuation, it is unclear if the decrease in 2011 is a trend or an outlier. The uptick in motorcycle fatalities in 2012 suggests the drop was an outlier, yet enforcement and educational efforts during FFY 2014 and 2015 will hopefully make it a trend instead.

Figure 2.12
Source: FARS



Trendline analysis shows motorcyclist fatalities increasing at a rate of under 1 death per year. Projected 2015 motorcyclist fatalities are 51, same as 2012. Given the fluctuation in the numbers since 2008, it is not surprising to see the projected value close to the average for 2008-2012 (49.8).

Based upon recent data, expectations for 2015 should be very conservative. The number of motorcycle fatalities will likely fluctuate, but ultimately remaining close to the mean.

Core Performance Target #7 – Motorcycle Fatalities

Decrease motorcycle fatalities by 10% from 2008-2012 calendar base year average of 50 to 45 by December 31, 2015

Performance Measure

Number of motorcycle fatalities

C-8: Unhelmeted Motorcyclist Fatalities

Figure 2.13 presents the number of unhelmeted motorcycle fatalities from 2008 to 2012**.** Although this number has fluctuated largely over the period with no obvious pattern, the overall number remains low, making substantial reductions unlikely. The trendline suggests an increase to 6 fatalities by 2015, a rate of one additional death per year from 2012. However, the small number of fatalities involved in the performance measure, coupled with the extreme variation from year-to-year since 2003, predictive models unreliable.

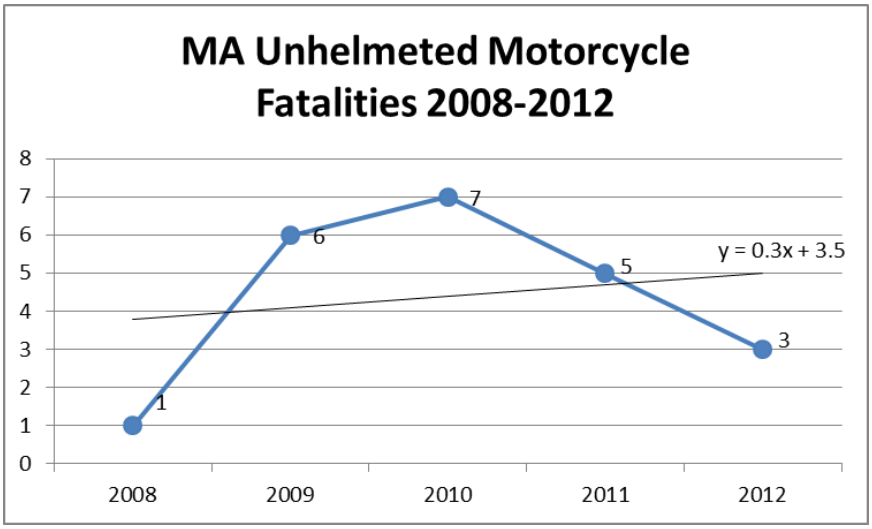


Figure 2.13
Source: FARS

Since 2003, unhelmeted fatalities have fluctuated from a high of 9 in 2004 to a low of 1 in 2008. The average number of fatalities per year in the past decade is 4.7.

Thus, the possible range of fatalities in the near future could be ± 4.7. The recent decline in fatalities suggests the 2015 projection should be moving toward zero.

Core Performance Target #8 – Unhelmeted Motorcyclist Fatalities
Decrease unhelmeted motorcycle fatalities 50% from 2008-2012 calendar base year average of 4 to 2 by December 31, 2015

Performance Measure
Number of unhelmeted motorcycle fatalities

C-9: Drivers Age 20 or Younger Involved in Fatal Crashes

With the implementation of more stringent JOL laws in the past decade, Massachusetts has seen a decline in the number of drivers age 20 or under involved in a fatal crash. In 2004, 90 drivers were involved in such crashes. By 2012, the number dropped to 42 – a 53% decrease!

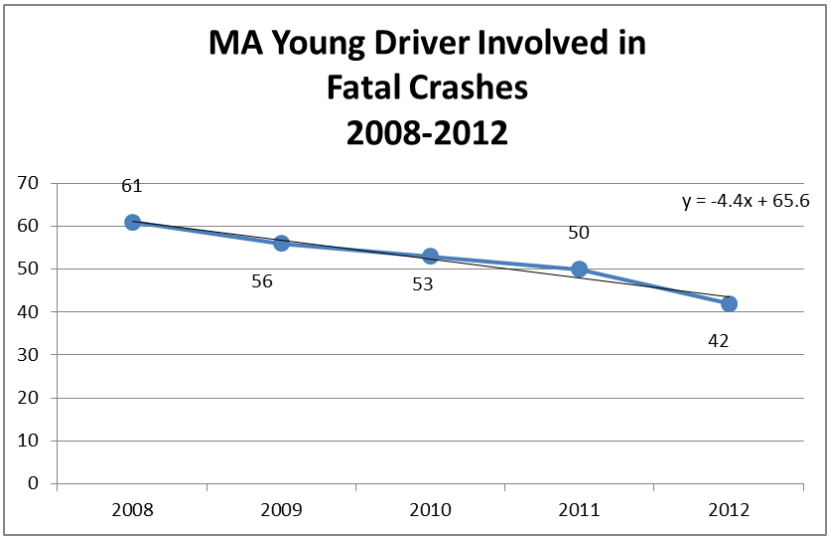


Figure 2.14
Source: FARS

Despite the improvements made, EOPSS/HSD continues to work to further reduce the number of young drivers in fatal crashes.

In Figure 2.14, the trendline indicates young driver involvement in fatal crashes could reach 30.4 by 2015. This suggests an average decrease of 4.1 young drivers from 2012 to 2015. The projection is in line with the 3.8 per year decline experienced from 2008-2012. Given there tends to be slight fluctuations in the numbers, the projected target should lean closer to the prior five-year decline of 3.8 per year.

Core Performance Target #9 – Drivers Age 20 or Younger Involved in Fatal Crashes
Decrease number of young drivers age 20 or under involved in fatal crashes from 2008-2012 calendar base year average of 52 by 30% to 36 by December 31, 2015

Performance Measure

Number of young drivers age 20 or under involved in fatal crashes

C-10: Pedestrian Fatalities

Figure 2.15 presents the number of pedestrian fatalities in Massachusetts between 2008 and 2012. Although there was an overall decline during the period, the number of pedestrian fatalities has risen slightly each of the past three years. In an effort to slow the increase, EOPSS/HSD will allocate more funding for pedestrian grants in FFY2015.

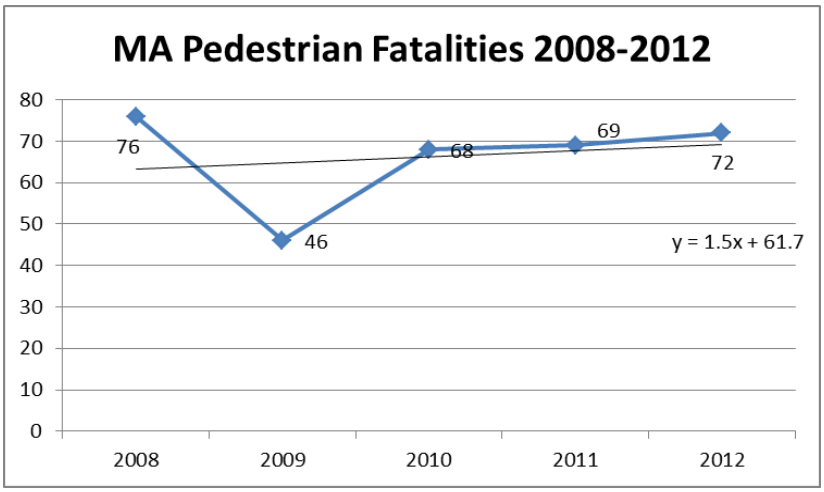


Figure 2.15
Source: FARS

Trendline analysis projects 2015 pedestrian fatalities at 74. This is an increase of 11.3% from the 66.2 pedestrian deaths the Commonwealth averaged per year from 2008-2012.

Longitudinal data reveals that pedestrian fatalities have declined 16% since 2003. Despite the favorable percent decrease, the average pedestrian fatalities from 2003-2012 was 70.1. Dropping the outlier from 2009 (46), the average over the nine remaining years increases to 72.7. In short, the number of pedestrian fatalities remains high notwithstanding the occasional yearly drop below average.

For 2015, the outlook for pedestrian fatalities is decidedly pessimistic. Both the trendline and longitudinal data point towards an increase in pedestrian fatalities. Thus, a very modest, if not incremental, safety gain is projected.

Core Performance Target #10 – Pedestrian Fatalities

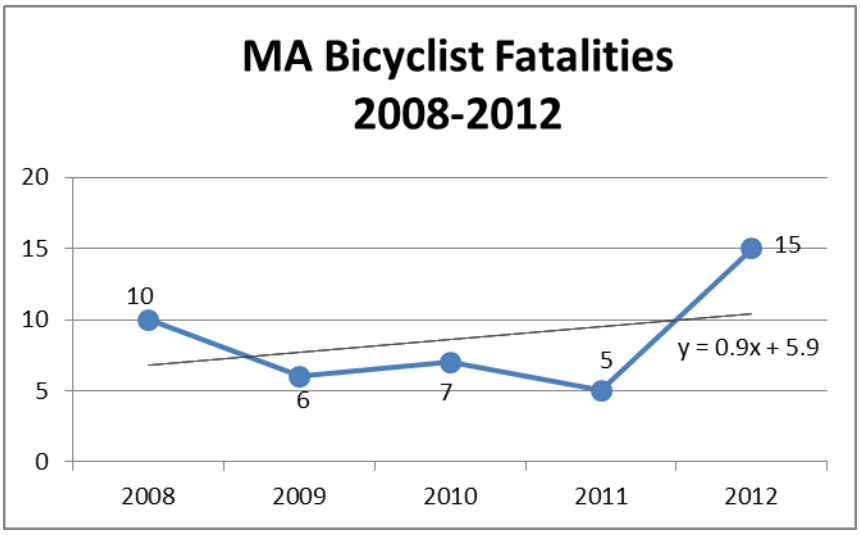
Reduce the number of pedestrian fatalities by 5% from 2008-2012 calendar base year average of 66 to 63 by December 31, 2015

Performance Measure
Number of pedestrian fatalities

C-11: Bicyclist Fatalities

Figure 2.16 presents the number of bicycle fatalities in Massachusetts between 2008 and 2012. It is unknown if the sharp increase from 2011 to 2012 is an outlier or start of a trend. Trendline analysis suggests bicyclist fatalities will decrease to 13, which is 13% less than reported in 2012 but still higher than the average rate of 8.6 deaths per year from 2008-2012.

Figure 2.16
Source: FARS



Serious and incapacitating injuries should also be taken into account as well in determining projected 2015 bicyclist fatalities. Serious injuries invariably rise and fall as fatalities increase and decrease.

Figure 2.17 shows the number of bicyclist serious injuries recorded from 2008-2012.

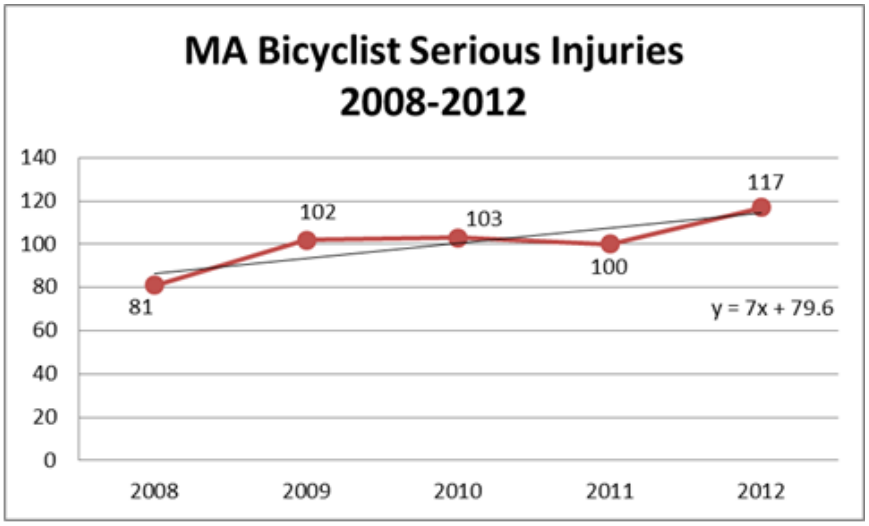


Figure 2.17
Source: DPH Injury Surveillance Data

Trendline suggests the 2015 forecast for serious injuries would be approximately 135, a 15% increase from 2012. Given how serious injuries remained fairly constant from 2009-2011, this projection seems a bit high.

Taking into consideration how both bicycle fatalities and serious injuries leveled off from 2009-2011, the projected 2015 bicyclist fatalities should be moderate in its estimated reduction target. Historically, bicyclist fatalities have been cyclical with peaks and valleys that repeat in 2-3 year stretches. For example, 2003 and 2004 both had 11 deaths then 2005, 2006 followed with 5 and 6 deaths, respectively.

Core Performance Target #11 – Bicyclist Fatalities

Decrease bicycle fatalities by 20% from 2008-2012 calendar base year average of 9 to 7 by December 31, 2015

Performance Measure

Number of bicycle fatalities

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

Figure 2.18 presents the observed seat belt use rate in Massachusetts between 2009 and 2013. The rate increased seven percentage points in 2008 and 2009 to 74%, the highest the Commonwealth has ever seen since observation began. In 2013, the belt use rate increased 2 percentage points to 75%. An increase in sustained traffic enforcement has contributed to a higher seat belt use rate. The trend line suggests the projected seat belt usage rate for 2015 will be 74.2%. Despite a projection less than 2013 results, EOPSS/HSD is confident the seat belt usage rate by 2015 will be higher than 75%.

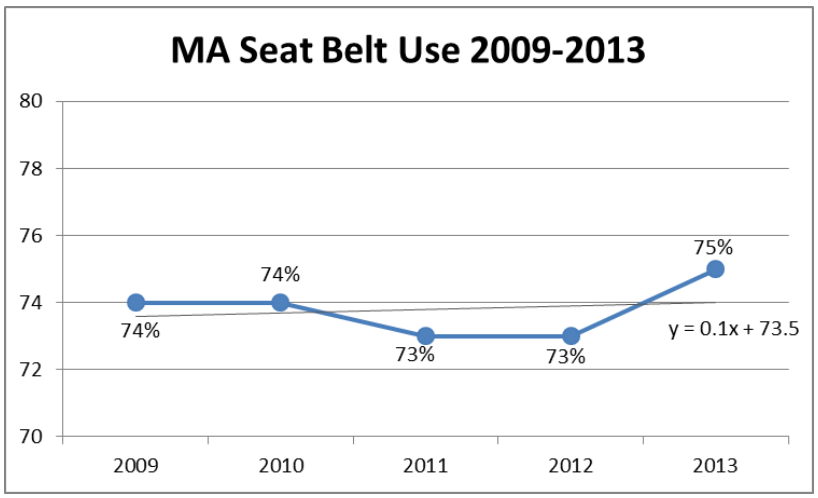
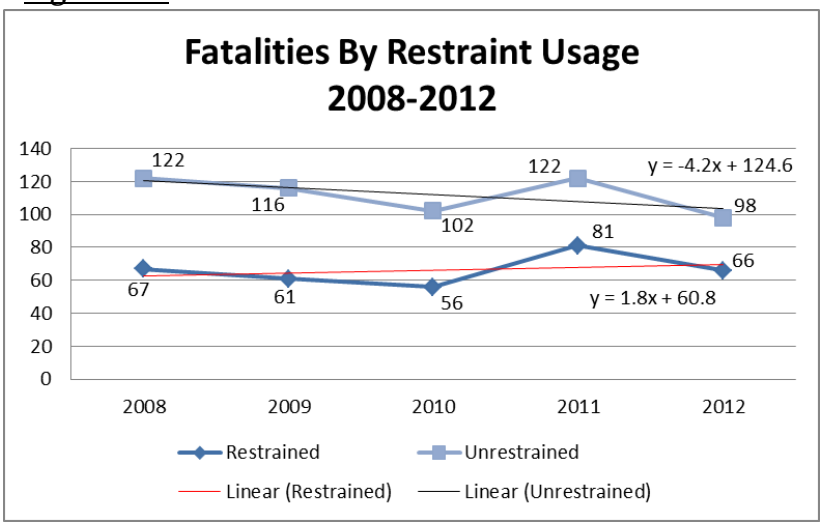


Figure 2.18
Source: FARS

Data in support of a future positive increase in belt usage can be seen in Figure 2.19. Trendline analysis suggests unrestrained fatalities will continue to decrease, hitting 91 in 2015, while restrained fatalities will be 75. Both projections point to the likelihood seat belt usage will increase in the coming years.

Figure 2.19



Source: FARS

Since 2009, seat belt usage rates have increased 1%. This sloth-like movement is at odds with the 20% decrease in unrestrained fatalities. Nevertheless, it also hedges to the possibility of belt usage rates rising more reasonably in the next few years. Projected seat belt usage rate by 2015 should be higher than trendline estimate of 74.2%.

Core Performance Target #12 – Observed Seat Belt Use
Increase observed seat belt use rate by 5% from 73.8 average for 2009-2013 to 77.5 in 2015

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

Additional Non-Core Performance Measures:

Overall Fatalities: Urban Fatalities/VMT

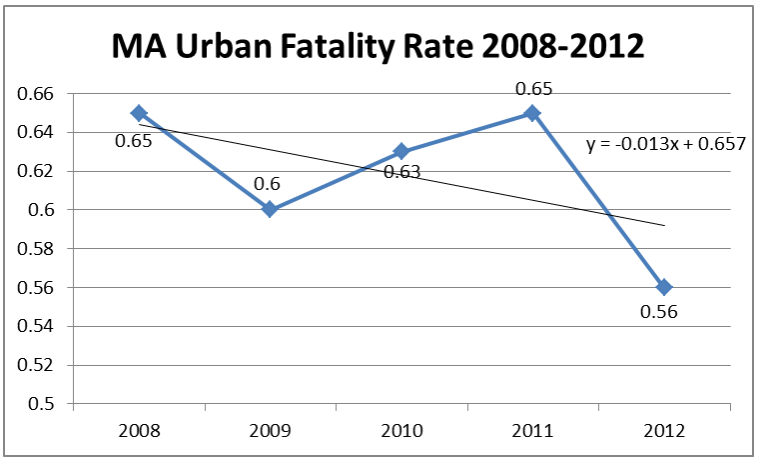


Figure 2.20
Source: FARS, FHWA

In 2012, urban fatalities made up 86% of total fatalities across the Commonwealth. Despite the high number, the fatality rate per VMT in urban areas dropped 14% from 2011. Trendline analysis reveals the projected 2015 urban fatality/VMT to drop to 0.55. It remains to be seen if the substantial decrease in urban fatality/VMT from 2011 to 2012 is a trend or outlier. Figure 2.21 further shows the projected decline in urban fatal in the near future. Since 2008, urban fatalities have dropped 9% to 300. Trendline projects 2015 urban

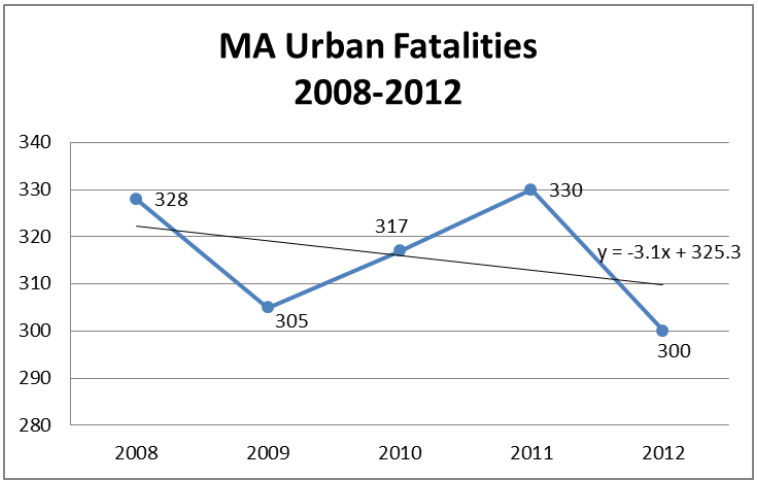


Figure 2.21
Source: FARS

fatalities to remain steady at 300. Given the decrease of urban fatalities and overall fatalities since 2008, it would be expected for the urban fatality/VMT to continue to fall slightly in coming years.

Overall Fatality Performance Target #4 – Urban Fatalities/VMT
Decrease urban fatalities/VMT rate from 2008-2012 calendar base year average of 0.62 by 10% to 0.55 by December 31, 2015.

Performance Measure
Urban fatality rate per 100 M VMT

Overall Fatalities: Rural Fatalities/VMT

Compared to urban fatalities, rural fatalities have been on the rise since 2008. The rate of rural fatalities per VMT has risen from 0.87 in 2008 to 1.93 in 2012. This represents a staggering 121% increase from 2008. Trendline projects 2015 rural fatality/VMT rate to be 2.27.

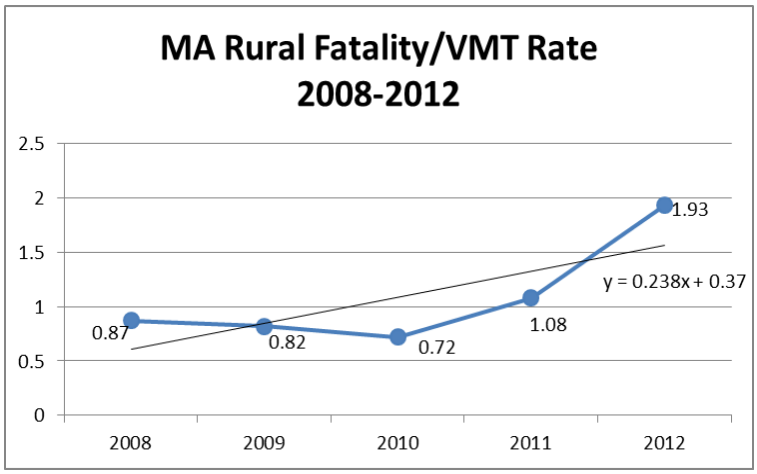


Figure 2.22
Source: FARS, FHWA

In conjunction with the increase in VMT rate, rural fatalities have increased moderately since 2008. In 2012, 49 fatalities were reported on rural roadways, a 36% increase from the 36 fatalities reported in 2008. While urban fatalities have continued to decline, rural fatalities have increased its proportion of all Massachusetts fatalities in recent years.

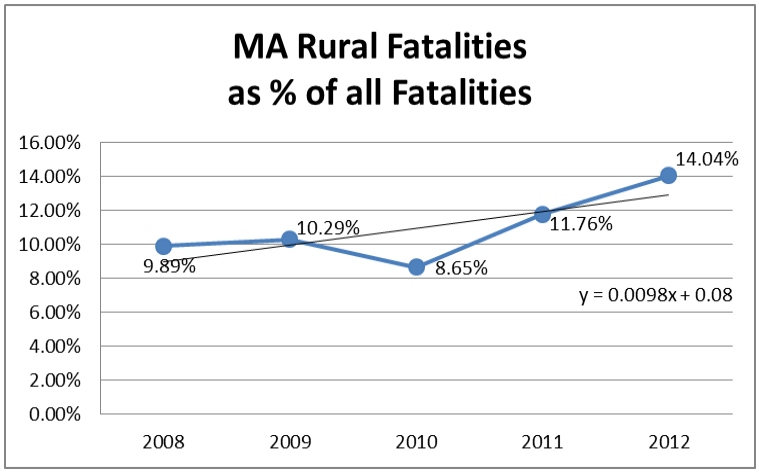


Figure 2.23
Source: FARS

As a percentage of all fatalities, rural fatals have risen more than 4 percentage points from 2008. Rural fatals have increased an average of 2.6 per year while its percentage of all fatals rose 0.8 per year. Based on these factors, it is projected by 2015 rural fatalities as a percentage of all fatals will be approximately 16%.

Taking into account the trendline analysis of rural fatalies/VMT and the current data on rural fatals, projecting a slight decrease by 2015 is the most reasonable course of action.

Overall Fatality Performance Target #5 – Rural Fatalities/VMT
Decrease rural fatalities/VMT rate from 2008-2012 calendar base year average of 1.08 by 8% to 0.99 by December 31, 2015.

Performance Measure
Rural fatality rate per 100 M VMT

Impaired Driving: Alcohol-Related Fatalities/VMT

Figure 2.24 shows the trend in alcohol-related (+.08 BAC) fatalities per VMT from 2008-2012. The rate has stayed within the 0.20 – 0.23 range over this period of time.

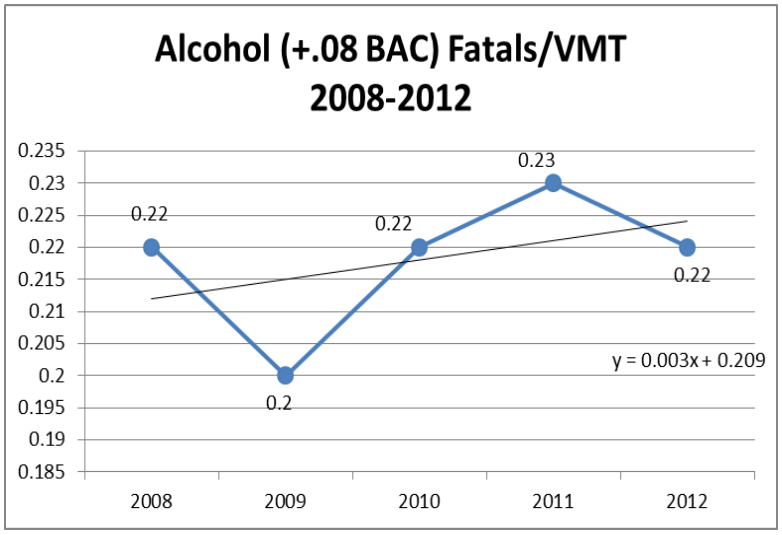


Figure 2.24
Source: FARS

The trendline projects alcohol-related fatalities per VMT to rise 0.1 percentage points to 0.23 by 2015. In short, the expectation is for alcohol fatals/VMT to remain constant over the next few years.

Given that Massachusetts' VMT has increased slightly each year since 2008, while the average rate of alcohol-related fatalities has declined (Table 2.4), it is highly likely the alcohol-related fatals/VMT will decrease slightly by 2015.

Impaired Driving Performance Target #2 – Alcohol-Related Fatals/VMT
Decrease alcohol-related fatalities/VMT 5% rate from 2008-2012 calendar base year average of 0.22 to 0.21 by December 31, 2015.

Performance Measure
Alcohol-related (+0.08 BAC) fatalities rate per 100 M VMT

Motorcycles: MC Fatalities w/MC operator +0.08 BAC

The number of motorcycle fatalities where the motorcycle operator had a BAC of .08 or greater rose 33% between 2008 and 2012. While this may seem high, the small number of fatals – 9 in 2008; 12 in 2012 – accounts for the double-digit percentage rate.

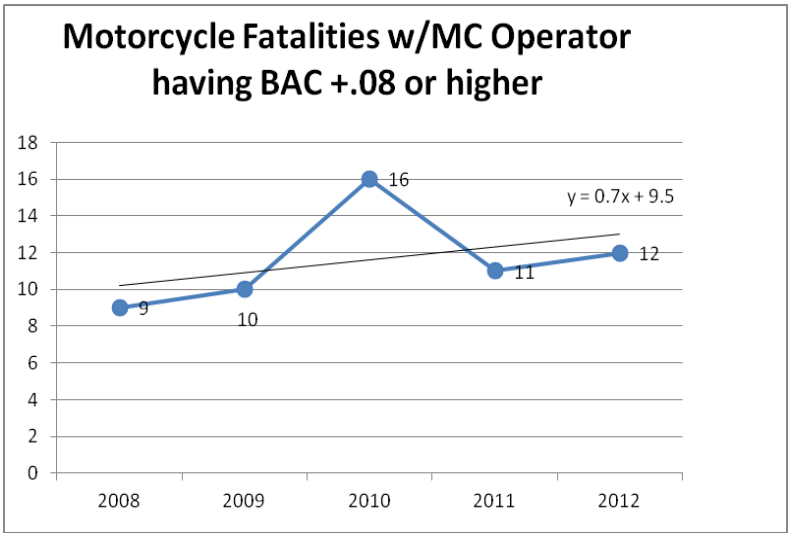


Figure 2.25
Source: FARS

Trendline projection estimates 2015 MC fatalities with MC operator (BAC +.08) at 15 – a 25% increase from 2012.

With overall motorcycle fatalities expected to rise slightly by 2015 (see Figure 2.12), it would be prudent to have a conservative performance target for MC fatalities w/MC operator (BAC +.08).

Motorcycle Performance Target #3 – MC Fatals w/MC Operator BAC +0.08 or higher
Decrease MC fatalities with MC operator BAC .08+ by 10% from 2008-2012 calendar base year average of 9 to 8 by December 31, 2015.

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

Distracted Driving: Distracted Driving-Related Fatalities

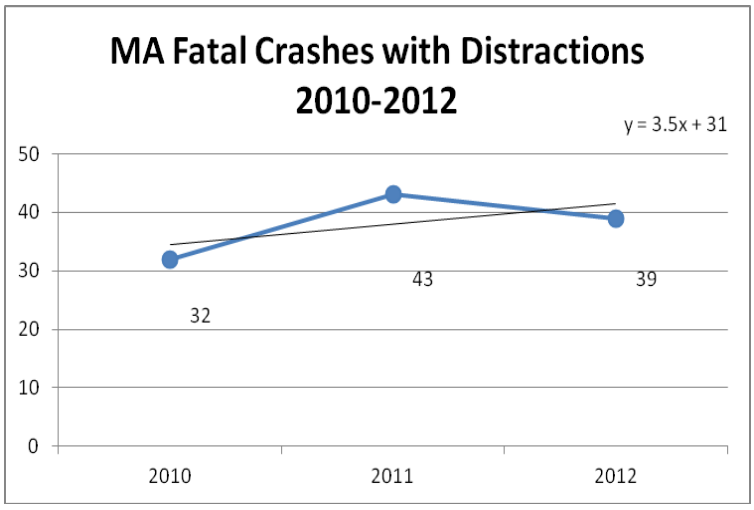


Figure 2.26
Source: FARS

The data for fatal crashes involving one or more distractions has only been tracked since 2010. Despite the shorter time frame, distracted driving is quickly becoming a concern in Massachusetts. Since 2010, distracted driving-related fatalities has risen 19% and the trendline equation projects 2015 distracted driving fatals at 59.

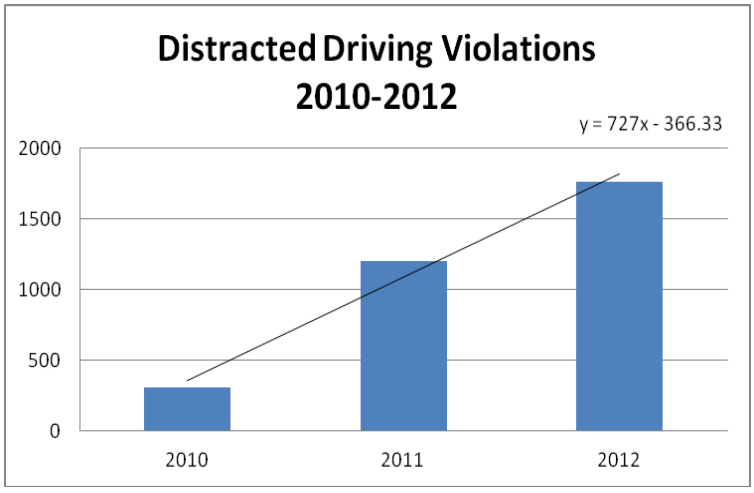


Figure 2.27
Source: MRB Quarterly Violations Report

In the same time frame, distracted driving-related violations increased over 400%. Trendline indicates the volume of violations will continue to go up in coming years. As distracted driving violation continue to rise, it is highly likely the number of distracted driving fatalities will increase as well. The more people are driving distracted, the higher the probability of a crash involving a distracted driver. Given the negative outlook for distracted driving in the future, projected performance target should be very conservative.

Distracted Driving Performance Target #1 – Distracted Driving-Related Fatalities
Decrease distracted driving-related fatalities by 5% from 2010-2012 calendar base year average of 38 to 36 by December 31, 2015.

Performance Measure
Distracted driving-related fatalities

Younger Drivers: Younger Driver Fatalities

In recent years, the number of younger driver (Ages 20 or under) fatalities in Massachusetts has dropped substantially from 31 in 2008 to 19 in 2012. This represents a 39% decrease in young driver fatalities. The impact of strengthened Junior Operator Laws (JOL) has helped, ensuring

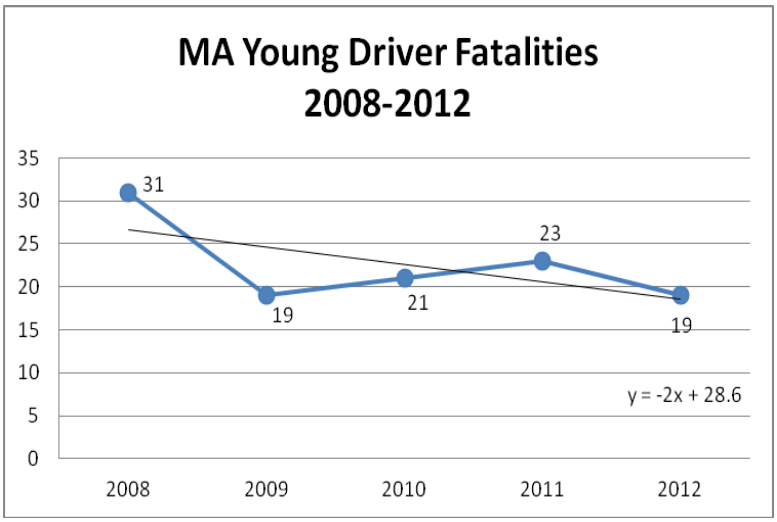


Figure 2.28
Source: FARS

that young drivers are better prepared and knowledgeable about driving a motor vehicle. The decrease in JOL violations (Figure 2.32) since 2008 supports the impact of JOL as well as the success of EOPSS/HSD efforts to educate young drivers through partnerships with local communities.

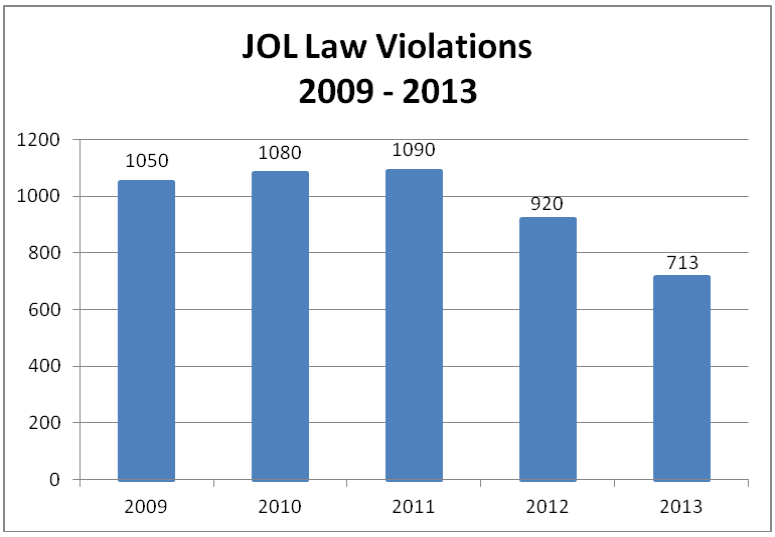


Figure 2.29
Source: MRB Qtr. Violations Report

JOL violations have dropped 32% since 2008 and are projected to decrease even further in the coming years. Given the positive outlook for JOL violations along with the trendline projection for 2015 young driver fatalities of 12.6, a moderate performance target would be acceptable.

Young Drivers Performance Target #2 – Young Drivers Fatalities
Decrease young drivers (age 20 and under) fatalities by 20% from 2008-2012 calendar base year average of 23 to 18 by December 31, 2015.

Performance Measure
Young driver fatalities

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

From 2008 to 2012, older driver (65+) involvement in fatal crashes has increased 30%.

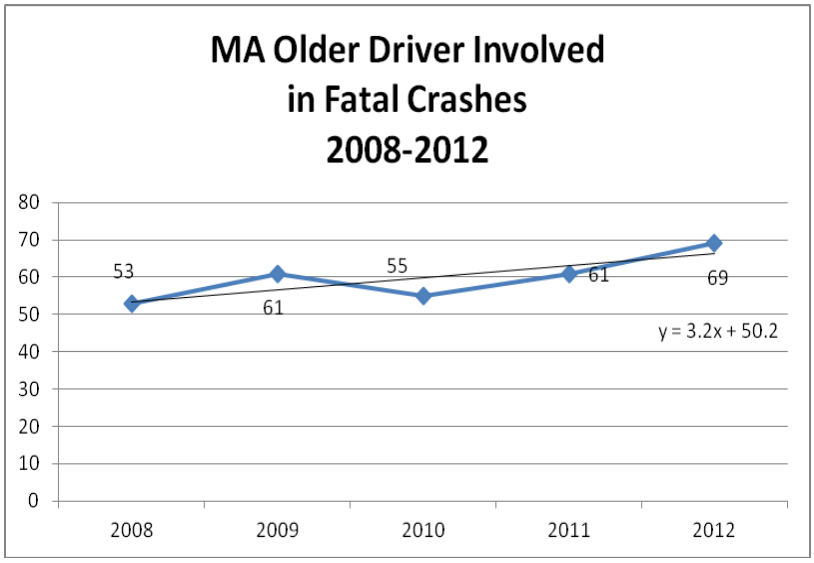


Figure 2.30
Source: FARS

The trendline projects the number of fatal crashes to increase to 75.8 by 2015. Factors such as poor eyesight and/or hearing and slower reaction times (compared to drivers under 65) may play a part in older driver involvement with fatal crashes.

Based on U.S. Census projections, the population of individuals over 60 years of age is expected to increase in the next decade.

Projected Massachusetts Population

	2012	2020	2030
0-19 years	25.3%	21.0%	24.4%
20-39 year	26.4%	26.5%	26.0%
40-59 year	29.2%	28.0%	24.2%
60+ years	19.2%	21.0%	25.4%

Table 2.6
Source: U.S. Census Bureau Projections, 2009

With the increase in older population projected in the next decade, along with a trendline predicting an increase in older driver involvement in fatal crashes, the performance target for 2015 should be conservative.

Older Drivers Performance Target #1 – Older Drivers Involved in Fatal Crashes
Decrease older drivers (age 65 or more) involvement in fatal crashes by 5% from 2008-2012 calendar base year average of 59 to 56 by December 31, 2015.

Performance Measure
Older drivers Involved in Fatal Crashes

Table 2.5 below presents progress on the performance targets set in the FFY 2014 HSP. The time period for most of the performance targets is still open so this is a progress report only.

Table 2.7 Progress for FFY 2014 Highway Safety Performance targets

Program Area	Performance Target	Performance Measure	Update
Overall	To decrease MV fatalities 5% from the 2009-2011 calendar base year average of 341 to 324 by December 31, 2014.	Number of motor vehicle related crash fatalities	The three-year average for 2010-2012 for MV fatalities was 356.7, a 4.6% increase from 2009-2011.
Overall	To decrease the number of serious traffic injuries 3% from the 2007-2011 calendar base year average of 4,888 to 4,741 by December 31, 2014.	Number of serious traffic injuries	The five-year average for 2008-2012 for serious injuries was 4,764.6, a 2.5% decrease from 2007-2011.
Overall	To decrease fatalities/VMT 2% from the 2009-2011 calendar base year average of 0.62 to 0.61 by December 31, 2014.	Fatality rate per 100 M VMT	The three-year average for 2010-2012 was 0.64, an increase of 3.2% from 2009-2011.
Overall	To decrease rural fatalities/VMT 10% from the 2008-2011 calendar base year average of 0.87 to 0.78 by December 31, 2014.	Rural fatality rate per 100 M VMT	The four-year average for 2009-2012 was 1.13, an increase of 30% from 2008-2011.
Overall	To decrease urban fatalities/VMT 15% from the 2009-2011 calendar base year average of 0.64 to 0.54 by December 31, 2014.	Urban fatality rate per 100 M VMT	The three-year average for 2010-2012 was .61, a 4.7% increase from 2009-2011.
Impaired Driving	To decrease alcohol impaired driving fatalities 6% from the 2009-2011 calendar base year average of 114 to 107 by December 31, 2014.	Number of fatalities involving a driver or motorcycle operator with a BAC of 0.08 or greater	The three-year average for 2010-2012 was 123.7, an increase of 8.5% from 2009-2011.
Impaired Driving	To increase the number of OUI arrests (91) made during FFY 2012 grant-funded mobilizations by 10% to 100 in FFY 2014.	Number of OUI arrests made during grant-funded mobilizations	There were 300 OUI arrests during FFY 2014 mobilizations as of May 31, 2014. Remaining mobilization data will not be available until after HSP submission.

Impaired Driving	To decrease alcohol-related fatalities/VMT 5% from the 2009-2011 calendar base year average of 0.21 to 0.20 by December 31, 2014	Alcohol-related (+0.08 BAC) fatalities rate per 100 M VMT	The 2010-2012 calendar base year average for alcohol-related fatalities/VMT was 0.22.
Occupant Protection	To increase by five percentage points the statewide observed seat belt use of front seat outboard occupants in passenger vehicles, from 73% in 2012 to 77% in 2014.	Percent of front seat outboard vehicle occupants who are observed to be using seat belts	2013 survey result for front seat occupants was 75%, an increase of two percentage points. The 2014 survey result will be ready in August 2014.
Occupant Protection	To decrease unrestrained vehicle occupant fatalities in all seating positions 10% from the 2009-2011 base calendar year average of 109 to 98 by December 31, 2014.	Number of unrestrained passenger vehicle occupant fatalities (all seat positions)	The three-year average for 2010-2012 was 107.3, a decrease of 1.5% from 2009-2011.
Occupant Protection	To increase the number of seat belt citations (8,758) during FFY 2012 grant-funded mobilizations by 20% to 10,510 in FFY 2014.	Number of seat belt citations during grant-funded mobilizations	As of May 31, 2014, there have been 3,923 seat belt citations issued during mobilizations.
Distracted Driving	To decrease fatalities with one or more distractions by 15% from 2010-2011 calendar base year average of 38 to 32 by December 31, 2014.	Number of fatalities with one or more distractions	The two-year average for 2011-2012 was 41, an increase of 8% from 2010-2011.
Speed and Aggressive Driving	To decrease speed-related fatalities by 5% from 2009-2011 calendar base year average of 88 to 83 by December 31, 2014.	Number of speed-related fatalities	The three-year average for 2010-2012 was 103.3, an increase of 17.3% from 2009-2011.
Speed and Aggressive Driving	To increase the number of speeding citations (10,109) during FFY 2012 grant-funded mobilizations by 15% to 11,625 in FFY 2014.	Number of speeding citations issued during grant-funded mobilizations	As of May 31, 2014, there have been 3,760 speeding citations issued during mobilizations. Remaining mobilization data will not be available until after HSP submission.
Young Drivers	To decrease fatal crashes involving a younger driver (age 20 or younger) by 15% from 2009-2011 calendar base year average of 53 to 45 by December 31, 2014.	Number of younger driver (age 20 or younger) crash fatalities	The three-year average for 2010-2012 was 48.3, an 8.9% decrease from 2009-2011.

Young Drivers	To decrease younger driver (ages 15-20) fatalities by 20% from 2007-2011 calendar base year average of 26 to 21 by December 31, 2014.	Number of young driver fatalities	The five-year average for 2008-2012 was 22.6, a decrease of 13% from 2007-2011.
Older Drivers	To decrease fatalities involving an older driver (65+) by 10% from 2007-2011 calendar base year average of 63 to 57 by December 31, 2014.	Number of older driver (age 65 or older) crash fatalities	The five-year average for 2008-2012 was 56.4, a 10.5% decrease from 2007-2011.
Pedestrians	To decrease pedestrian fatalities by 10% from 2007-2011 calendar base year average of 63 to 56 by December 31, 2014	Number of pedestrian fatalities	The five-year average for 2008-2012 was 66.2, an increase of 5% from 2007-2011.
Bicyclists	To decrease bicycle fatalities by 15% from 2009-2011 calendar base year average of 6 to 5 by December 31, 2014.	Number of bicyclist fatalities	The three-year average for 2010-2012 was 9, an increase of 50% from 2007-2011.
Motorcyclists	To decrease motorcycle fatalities by 20% from 2007-2011 calendar base year average of 51 to 41 by December 31, 2014.	Number of motorcycle fatalities	The five-year average for 2008-2012 was 49.8, a 2.4% decrease from 2007-2011.
Motorcyclists	To decrease the number of motorcycle fatalities where the motorcycle operator has a +0.08 BAC by 15% from 2007-2011 calendar base year average of 13 to 11 by December 31, 2014	Number of motorcycle fatalities where the motorcycle operator has a +0.08 BAC	The five-year average for 2008-2012 was 11.6, a decrease of 11% from 2007-2011.
Motorcyclists	To decrease unhelmeted motorcycle fatalities by 25% from 2007-2011 calendar base year average of four to three by December 31, 2014.	Number of unhelmeted motorcyclist fatalities	The five-year average for 2008-2012 was 4.4, a 10% increase from 2007-2011.
Motorcyclists	To increase the number of motorcycle riders trained from 8,150 in 2011 to 8,200 in 2013	Number of motorcycle riders trained	During 2013, 6,827 riders signed up for the basic rider course and 570 for the experienced rider course. Total participation: 7,397. Massachusetts anticipates the numbers to increase in 2014.

Traffic Records	Ensure key highway safety stakeholders have accessible, accurate, complete, consistent, integrated, and timely data and analyses from the local, state, and federal systems involving citation/adjudication, crash, driver, injury surveillance, roadway, and vehicle data to conduct cost-effective and successful highway safety planning, programs, and evaluations.	1. Increase by 5% the percentage of crashes that have been geocoded and linked to the roadway file from 89% in 2007-2008 to 93% by December 31, 2014 2. To improve the integration of traffic records systems by increasing the number of linked crash reports to hospital inpatient records by 10% from 91,000 in 2007 to 100,100 by September 2014 3. To increase by 10% the number of agencies able to access MassTRAC from 120 in April 2013 to 132 in April 2014 4. To improve the timeliness of crash data by decreasing the average number of days from crash incident to receipt of crash report by the RMV from 56.14 days in 2012 to less than 50 days by December 31, 2014 5. Improve the completeness of the Massachusetts EMS injury database, the Massachusetts Ambulance Trip Record Information System (MATRIS), by increasing in the number of ambulance services submitting reports to MATRIS from 293 in 2013 to over 300 in December 31, 2014	1. The geocoding rate for 2012 is 93% 2. The project to link data sets is still in the beginning stage 3. As of June 2014, there are 145 agencies with access to MassTRAC. 4. The average number of days between crash occurrence and the time it is entered into the crash data system was 42 days for paper reports and 45 days for electronic reports in 2013. 5. As of March 2014, there were 297 ambulance services submitting reports to MATRIS

3.0 Impaired Driving Program Area

Problem Identification and Analysis

Preventing impaired driving deaths remains a top priority for Massachusetts. Massachusetts continues to make progress in its efforts to reduce impaired driving. In 2003, Massachusetts adopted a 0.08 Blood Alcohol Content (BAC) per se law. In 2005, Massachusetts further strengthened its impaired driving laws with the passage of "Melanie's Law." This legislation toughened the laws, in particular, against repeat offenders. Since December 2002, EOPSS/HSD has provided funds to conduct between two and three Drive Sober or Get Pulled Over (DSOGPO) Mobilizations each year. Additionally, the MSP has continued to deploy two EOPSS/HSD-funded mobile BAT units for sobriety checkpoints.

In Massachusetts, the number of alcohol-related fatalities (+ 0.08 BAC) rose 3% between 2008 (120) and 2012 (123). In contrast, the number of alcohol-related fatalities nationally decreased 12% in the same time period. Alcohol-related fatalities in Massachusetts accounted for 35% of all fatalities; while nationally, alcohol-related fatalities made up 31% of all traffic fatalities. On a positive note, alcohol-related fatalities dropped 2.4% from 126 in 2011 to 123 in 2012

Although Massachusetts has shown significant improvement in this area in recent years, these numbers warrant that EOPSS/HSD continue to treat impaired driving as a major highway safety program area in FFY 2015. EOPSS/HSD will continue to fund high priority programs such as sobriety checkpoints and DSOGPO. Funding will also be allocated for programs to prevent underage drinking and for police training.

Alcohol-Related Driving Fatalities

Since 2004, alcohol-related fatalities (0.08+ BAC) have dropped 27.2%. As shown in Table 2.4, efforts to battle alcohol-related fatalities are slowly paying off. From 2004-2008, the average number of alcohol-related fatalities was 147.2; from 2008-2012, 119.4 – a significant 18.9% decline.

Another indication of the drop in alcohol-related driving has been the decline in impaired driving violations since 2008. Table 3.1 shows the change in violations from 2008 to 2012. Overall, total impaired driving violations dropped 16.23%. EOPSS/HSD continued efforts in conjunction with local law enforcement to focus on drinking and driving while conducting enforcement patrols has helped raise more awareness amongst Commonwealth drivers about the dangers of impaired motor vehicle operation.

County	2008	2012	Amt Chg	% Change
Barnstable	1,169	1,120	-49	-4.19%
Berkshire	499	554	55	11.02%
Bristol	1,999	1,615	-384	-19.21%
Dukes	222	148	-74	-33.33%
Essex	2,915	2,241	-674	-23.12%
Franklin	577	343	-234	-40.55%
Hampden	1,879	1,373	-506	-26.93%
Hampshire	808	756	-52	-6.44%
Middlesex	3,540	3,093	-447	-12.63%
Nantucket	85	110	25	29.41%
Norfolk	1,796	1,467	-329	-18.32%
Plymouth	1,853	1,577	-276	-14.89%
Suffolk	1,477	1,055	-422	-28.57%
Worcester	3,181	2,977	-204	-6.41%

Table 3.1
OUI Violations by County
Source: MRB Quarterly Violations Report

Despite this positive trend, impaired driving enforcement will need to be focused on counties with the highest total violations. Table 3.1 shows that Worcester, Middlesex, and Essex counties are the three highest areas with OUI Violations in 2012.

At the same time, the amount of OUI violations decreased from 2008 to 2012 in every county, except Berkshire and Nantucket. This shows drivers are becoming more mindful of not driving while intoxicated and that EOPSS/HSD's efforts in education and enforcement has made a positive impact on driver behavior.

EOPSS/HSD will work closely with police departments from these three counties to further address ways to decrease impaired driving violations and prevent future impaired driving incidence from occurring.

Table 3.2 below presents persons killed by highest driver BAC in a crash in Massachusetts. Alcohol-related fatalities in Massachusetts have had an overall downward trend since 2007. The 0.00, 0.01 to 0.07, and 0.08+ BAC ranges in alcohol-related fatalities all remained relatively constant over the five year period, the absolute numbers have decreased.

Table 3.2 - Persons Killed by Highest Driver BAC in Crash in Massachusetts

	2008		2009		2010		2011		2012	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
BAC = 0.00	210	58%	201	60%	172	55%	204	61%	200	57%
BAC = 0.01-0.07	27	8%	23	7%	26	8%	15	5%	26	7%
BAC = 0.08+	124	34%	106	31%	122	35%	126	34%	123	35%

Source: FARS

Alcohol-Related Violations and Arrests

Table 3.3 presents alcohol-related violations in Massachusetts between 2009 and 2013. Overall, total violations have declined 17% since 2009.

Table 3.3 Massachusetts Alcohol-Related Violations

	2009	2010	2011	2012	2013
Impaired Driving Violations[a]	21,104	19,944	18,420	19,241	18,071
Underage Drinking Violations[b]	1,867	1,672	1,417	1,218	893
Total Violations	**22,971**	**21,616**	**19,837**	**20,459**	**18,964**

Source: MRB Quarterly Violations Report January 2014

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

Table 3.3 presents alcohol-related arrests in Massachusetts between 2008 and 2012. OUI arrests decreased significantly – 34% - while drunkenness arrests increased 16% during the same timeframe.

Table 3.4 Massachusetts Alcohol-Related Arrests

	2008		2009		2010		2011		2012	
	Under 18	All Others	Under 18	All Others	Under 18	All Others	Under 18	All Others	Under 18	All Others
Operating Under the Influence	101	12,941	88	12,369	78	11,634	66	9,887	74	8,541
Liquor Laws	775	4,214	922	5,077	975	4,601	748	4,311	816	4,111
Drunkenness	204	6,021	276	7,144	231	7,443	175	7,249	152	7,027

Source: http://www.fbi.gov/about-us/cjis/ucr/crime-in-the-u.s/2012/crime-in-the-u.s.-2012, Table 69 April 2014

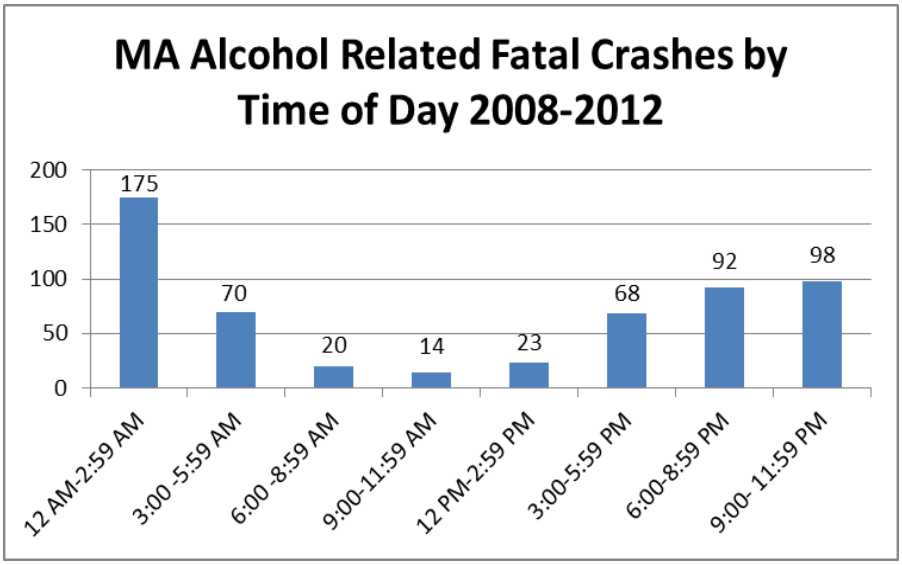


Figure 3.1
Source: FARS

In Figure 3.1, the number of alcohol-related fatal crashes by time of day is shown. Between midnight and 3am were the hours with the highest incidence of impaired driving-related fatal crashes. EOPSS/HSD has worked, and will continue working, with local law enforcement grantees to ensure underage alcohol enforcement patrols take place more often during peak 'impaired driving' hours.Drivers who operate motor vehicles while under the influence of alcohol have long been known to cause traffic crashes. However, the dangers and consequences of drugged driving poses an additional risk. Table 3.4 presents drug-related arrests in Massachusetts between 2009 and 2013. After declining 38% from 2011 to 2012, drug-related arrests jumped nearly 50% in 2013.

Table 3.5Massachusetts Drug-Related Driving Arrests

	2009	2010	2011	2012	2013
Total Arrests	1,158	1,255	1,339	829	1,241

Source: MRB Quarterly Violations Report January 2014
Comprising MV Homicides/OUI Drug (90 24GC), MV Homicide/Drug & Negl (90 24GD), DWI Drug (90 24 DD), DWI Drug Program (90 24DP)

In the 2013 Massachusetts Youth Health Survey conducted by the Department of Public Health, it was found that 34.8% of students drove after smoking marijuana. Two-thirds of the students were male. Unfortunately, the 2011 Youth Health Survey did not capture this element, preventing a comparison from one survey to the next.

FARS data from 2011 to 2012 does indicate drugged driving by drivers age 16-20 has decreased. In 2011, 13 drivers age 16-20 died in a motor vehicle crash while under the influence of an illicit drug. In 2012, the number of drivers dropped to nine. This represents a 31% decrease.

With funding from EOPSS/HSD, the MPTC is responsible for directing the Drug Classification and Evaluation/Drug Recognition Expert (DRE) program providing training to local and state law enforcement officers. Massachusetts will continue to fund the DRE program to help with this problem. The increase in certified DREs in the Commonwealth will not only improve

officer's ability to determine potential drug usage by a driver, but also increase the likelihood of drugged driving charges to be prosecuted in a court of law.

Based on the data in this section and the other impaired-driving data found in Table 2.4 and Figures 2.9-2.11, EOPSS/HSD has selected the enforcement programs detailed below to reduce impaired driving related crashes, injuries and fatalities in Massachusetts. Based on the data, EOPSS/HSD will be recommending to grantees that the majority of OUI enforcement take place on the weekends and at night. The programs outlined in this section allow for continuous follow-up and adjustment based on new data and the effectiveness of existing and on-going projects.

The chart below details funding by county for DSOGPO Enforcement (AL-15-10), Underage Alcohol Enforcement (AL-15-11) and Sustained Enforcement (AL-15-12).

FFY 2015 Total AL Funding by County	
Barnstable	$76,000
Berkshire	$21,000
Bristol	$363,000
Dukes	$5,000
Essex	$257,000
Franklin	$5,000
Hampden	$429,000
Hampshire	$66,000
Middlesex	$572,000
Norfolk	$268,000
Plymouth	$214,000
Suffolk	$238,000
Worcester	$404,000

Performance Targets

Impaired Driving Performance Target #1
To decrease alcohol impaired driving fatalities 9% from the 2008-2012 calendar base year average of 119 to 108 by December 31, 2015

Impaired Driving Performance Target #2
To decrease alcohol-related fatalities/VMT 5% from the 2008-2012 calendar base year average of 0.22 to 0.21 by December 31, 2015.

Performance Measures

Number of alcohol-impaired fatalities

Alcohol-related fatality rate per 100 M VMT

Strategies

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

Impaired Driving Program Area Projects

AL-15-01 Paid & Earned Media for Impaired Driving Prevention Programs

Utilizing a statewide media contractor, funds will be used to develop and implement paid and earned media to support anti-impaired driving programs including, but not limited to, DSOGPO Mobilizations December 2014 to January 2015 and August to September 2015. Funds may also be used to support new programs or to respond to new laws or events that affect this program area as needed. The Rendon Group is the EOPSS/HSD media contractor. This task will meet the requirements within the Grant Funding Policy Part II E by ensuring that all television public service announcements include closed captioning. In addition, they will be evaluated based on the criteria in the 402 Advertising Space Guidance. EOPSS/HSD follows a system like the NHTSA Communications Pyramid. Strong internal policies are followed noting that all media and communications activities should be in support of our data-driven objectives and in coordination with our other activities and programs, in particular enforcement. Crash and citation data are used not only for targeting enforcement activities but also to determine the primary audience and location and types of media that we purchase. This task is supported by CTW Chapter 1, Sections 5.2 and 2.2, and Chapter 5 Section 2.1. This task will support all

performance targets.

Project Budget/Source – $1,800,000 (Sec. 405d) [Paid - $1,500,000; Earned - $300,000]

Project Staff – Deb Firlit

AL-15-02 MSP Sobriety Checkpoint/BAT Mobile Partnership

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

Project Budget/Source – $800,000 (Sec. 405d) and $400,000 (Sec. 410)

Project Staff - Deb Firlit

AL-15-03 Impaired Driving Law Enforcement Specialized Training Program

Provide funds to MPTC to conduct up to 20 trainings throughout the year focused on Standardized Field Sobriety Testing (SFST). Classes to be offered: SFST Instructor, SFST Refresher, SFST Specialized and Basic SFST to help law enforcement better detect impaired drivers during DUI checkpoints, traffic stops, and at the scene of motor vehicle crashes. Increased awareness of driver impairment by officers will lead to safer roads. Funding will aslo be used to fund a part-time SFST Coordinator responsible for implementing and maintaining the SFST training program statewide. Training will take place at various police departments across the Commonwealth. This task is supported by CTW Chapter 1, Section 7.1. This task will support all overall performance targets and impaired driving performance targets 1 and 2.

Project Budget/Source – $130,000 (Sec. 405d) [SFST Coordinator - $30,000; Training - $100,000]

Project Staff – Bob Kearney

AL-15-04 Underage Drinking Compliance Checks Program

Provide funds for overtime to the Massachusetts ABCC to conduct enhanced liquor enforcement compliance checks and Cops in Shops to reduce underage drinking and impaired driving. Overtime funds will be provided to ABCC investigators to perform compliance checks in approximately 150 communities. The goal of this program is to prevent the sale of alcohol to individuals under 21 years of age and to prevent young drivers from drinking and driving. The

program will take place throughout the year. Municipalities and/or liquor establishments selected for compliance checks will either have a high failure rate or less than 50% compliance in 2012 and 2013; or ABCC hasn't conducted checks in municipality or liquor establishment to date. This task is supported by CTW Chapter 1, Section 6.3. This task will support all overall performance targets, impaired driving performance targets 1 and 2, and younger driver performance targets 1 and 2.

Project Budget/Source – $150,000 (Sec. 405d)

Project Staff – Lindsey Phelan

AL-15-05 Statewide Underage Drinking Enforcement Training Program

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

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

Project Staff – Lindsey Phelan

AL-15-06 Enforcement Program to Prevent Sale of Alcohol to Intoxicated Persons

Project Description – Provide overtime funds to the ABCC for investigators to participate in undercover operations at licensed establishments to determine if the licensee serves intoxicated individuals in approximately 40 communities. The ABCC will use DDACTS-style analysis to determine municipalities with the highest concentration of establishments that have been identified as the source of last drink for a convicted drunk driver. Factors such as number of alcohol-related fatalities and crashes, OUI violations, and sales to minors violations will be taken into account. Large urban municipalities with a high concentration of liquor establishments as well as communities with residential colleges or universities will be given priority. This task is supported by CTW Chapter 1, Section 5.3. This task will support all overall performance targets and impaired driving performance targets 1 and 2.

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

$25,000 (Sec. 405d) – Amendment #1, 10/17/14

Project Staff – Lindsey Phelan

AL-15-07 Breath Test Operator (BTO) Training

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

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

Project Staff – Deb Firlit

AL-15-08 Preliminary Breath Test (PBT) Equipment

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

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

Project Staff – Deb Firlit

AL-15-09 Drug Evaluation and Classification Program (DEC)

Provide funds to MPTC to conduct up to 16 training classes throughout the year for police officers covering ARIDE (Advanced Roadside Impaired Driving Enforcement) and DEC (Drug Evaluation & Classification). Funding will also support a part-time DRE Coordinator to attend DRE-related conferences and seminars and for out-of-state travel to Maricopa County, Arizona for hands-on oversight of field evaluations for students seeking DRE certification. This task is supported by CTW Chapter 1, Section 7.1. This task will support all overall performance targets and impaired driving performance targets 1 and 2.

Project Budget/Source – $210,000 (Sec. 405d) [DRE Coordinator - $30,000; Coordinator Travel - $7,500; DRE Student Travel - $64,000; Training - $108,500]

Project Staff – Bob Kearney

AL-15-10 Local DSOGPO Police Enforcement Campaign

Provide funds for high-visibility overtime enforcement for local police departments for the December 2014 to January 2015 and August to September 2015 DSOGPO Mobilizations. Enforcement efforts will primarily focus on apprehending impaired motorists, although other violations such as speeding and failure to wear a seat belt will also be targeted. Patrols will be conducted during high-risk times and locations based on the latest available state and local data. Eligibility was based upon 2010-2012 crash data, subtracting crashes the MSP responded to, and then normalized by state population. Any community with a crash rate equal to or above 0.45 is deemed eligible for this program. Eligible departments are listed in the appendix under Table 13.1. This task is supported by CTW Chapter 1, Sections 2.1, 2.2, and 7.1. The departments were selected based on crash data and past performance. This task will support all performance targets.

Project Budget/Source – $500,000 (Sec. 402) and $500,000 (Sec. 405d)

$189,000 (Sec. 405d) – Amendment #2, 10/17/14

Project Staff – Lindsey Phelan

AL-15-11 Local Underage Alcohol Enforcement Grant Program

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

Project Budget/Source – $500,000 (Sec. 405d) and $17,399.22 (Sec. 164 AL)

Project Staff – Lindsey Phelan

AL-15-12 Sustained Traffic Enforcement Program

Sustained enforcement of impaired driving laws will be conducted in selected communities. By using detailed data from the MassTRAC, 14 hot spots Involved in sustained enforcement have the highest percentage of crashes in the Commonwealth with fatal or non-fatal injuries

normalized by population. The hot sports are Worcester, Brockton, Lowell, New Bedford, Fall River, Springfield, Lynn, Boston, Framingham, Holyoke, Chicopee, Taunton, Quincy, and Cambridge. MSP and local police departments in the selected areas will receive additional overtime funding to crack down on impaired driving and other traffic safety areas. A list of the selected areas is in the Appendix under Table 13.3. This task is supported by CTW Chapter 2, Sections 2.1, 2.5, 3.1, 3.2, and Chapter 3 Section 2.2. This task will support all performance targets (not including traffic enforcement grant citation and arrest-related performance targets).

Project Budget/Source – $800,000 (Sec. 405d) and $800,000 (Sec. 402)

Project Staff – Deb Firlit

AL-15-13 BAT Mobile Purchase

Provide funding for MSP to purchase two brand-new state-of-the-art BAT mobiles for future sobriety checkpoints. These new BAT mobiles will replace the two that are currently being used by the MSP. This purchase will be used for activities conducted under AL-15-02 (MSP Sobriety Checkpoints/BAT Mobile Partnership. MSP will provide EOPSS/HSD with reports that detail enforcement activity. This task is supported by CTW Chapter 1, Section 2.1. This task will support all overall performance targets, impaired driving performance targets 1 and 2, motorcycle performance target 3, and younger driver performance target 2.

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

Project Staff – Deb Firlit

AL-15-14 Office of Alcohol Testing Training Updates

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

Project Budget/Source - $750,000 (Sec. 405d)

Project Staff – Barbara Rizzuti

AL-15-15 Stakeholders Conference

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

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

Project Staff – Bob Kearney

AL-15-16 MSP Training

Funding will be provided to the MSP to expand their Drug Recognition Expert (DRE) Program. Currently, MSP has 19 officers trained as DRE's. With the decriminalization of small amounts of marijuana and the recent legislation allowing for the distribution of medical marijuana, troopers are seeing a marked increase of people driving under the influence of this drug. Other states which passed similar legislation much earlier than Massachusetts are now facing an epidemic of impaired drivers as a result. The MSP will expand the DRE training and at a minimum have a trained DRE available in every barrack. Coordinating this effort with the state DRE coordinator, MSP will train an additional 40 DRE's. The plan is to conduct one training in January 2015 and a second one in the spring/summer of 2015. This task is supported by CTW Chapter 1, Section 2.1, 2.2, 2.5 and 7.1. This task will support core performance targets 1, 2, 3 as well as Impaired Driving targets 1 and 2.

Project Budget/Source – $200,000 (Sec. 405d)

Project Staff – Deb Firlit

AL-15-17 Educational Outreach to Young Drivers

Funding will be provided to an organization (yet to be determined) to educate young drivers on the dangers of underage drinking and impaired driving. According to the 2011 Massachusetts Youth Health Survey (MYHS), conducted by DPH, teens are starting to experiment with alcohol earlier. When asked about how many times they have had alcohol in the past 30 days, 21% of

high school students reported using alcohol on 1-2 days, 16% on 3-9 days and 4% on 10-30 days. Approximately 15% of high schools students reported driving after drinking alcohol within the past 30 days. An Availability of Grant Funding (AGF) will be released in August 2014 to solicit proposals from organizations to address this issue. Methods for outreach can include, but are not limited to, school presentations, peer-to-peer workshops, safety fairs, and informational campaigns. An evaluation component will be included. This task is supported by CTW Chapter 1, Sections 5.2, 6.5. This task will support all core performance targets as well as Younger Driver target 2.

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

Project Staff – Lindsey Phelan

AL-15-18 ABCC – SOURCE Investigations Program

Funding will be provided to ABCC to conduct pilot program called "SOURCE Investigations." The purpose of the program is to investigate alcohol-related motor vehicle crashes resulting in death or incapacitating injuries as well as those involving persons under the legal age to possess or consume alcohol. Through coordinated efforts with local police, ABCC investigators will conduct in-depth investigations to identify the source of alcoholic beverages sold to minors or intoxicated persons involved a motor vehicle crash ending in either death or serious injuries. By holding accountable licensed establishments, ABCC's goal is to reduce the number of licensees selling alcohol to minors and intoxicated individuals, leading to fewer incidents and motor vehicle crashes in Massachusetts. The program will run from October 2014 to September 2015. Being a pilot program, ABCC is unsure of how many investigations will take place.

Project Budget/Source - $100,000 (Sec. 402) and $100,000 (Sec. 410)

Project Staff – Lindsey Phelan

AL-15-19 Program Management

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

Project Budget/Source – $249,600.67 (Sec. 402)

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

Impaired Driving: Budget Summary

	Project	Budget	Source
AL-15-01	Paid and Earned Media	$ 1,800,000	405d
AL-15-02	MSP Sobriety Checkpoint/BAT Mobile Partnership	$ 800,000 $ 400,000	405d 410
AL-15-03	Impaired Driving Law Enforcement Specialized Training Program (MPTC)	$ 130,000	405d
AL-15-04	Underage Drinking Compliance Checks Program (ABCC)	$ 150,000	405d
AL-1 5-05	Statewide Underage Drinking Enforcement Training Program (ABCC)	$ 25,000	405d
AL-15-06	Prevent the Sale of Alcohol to Intoxicated Persons (ABCC)	$ 100,000	405d
AL-15-07	BTO Training	$ 70,000	405d
AL-15-08	PBT Equipment	$ 100,000	405d
AL-15-09	DEC/DRE	$ 210,000	405d
AL-15-10	DSOGPO Local Police Enforcement Campaign	$ 500,000 $ 500,000	402 405d
AL-15-11	Local Underage Alcohol Enforcement Program	$ 500,000 $ 17,399.22	405d 164AL
AL-15-12	Sustained Traffic Enforcement Program	$ 800,000 $ 800,000	405d 402
AL-15-13	BAT Mobile Purchase	$1,000,000	405d

AL-15-14	OAT Training Update	$ 750,000	405d
AL-15-15	Stakeholders Conference	$ 15,000	402
AL-15-16	MSP Training	$ 200,000	405d
AL-15-17	Educational Outreach to Young Drivers	$ 50,000	410
AL-15-18	ABCC SOURCE Investigations	$100,000 $100,000	402 410
AL-15-19	Program Management	$ 249,600.67	402
	Total All Funds	**$9,366,999.89**	

4.0 Occupant Protection Program Area

Problem Identification and Analysis

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

The statewide seat belt rate reached 75 percent in 2013. This is the highest seat belt rate the Commonwealth has ever recorded, thanks in part to the national CIOT model that is followed. However, the belt rate still lagged 12 percent behind the nationwide rate.

Because seat belts remain the most effective means of preventing death or injury as a result of a crash and the Massachusetts belt use rate remains below the national average, EOPSS/HSD will continue to make occupant protection a major highway safety program area in FFY 2015.

Table 4.1 Massachusetts Seat Belt Use Rates

		2009	2010	2011	2012	2013
Nationwide Belt Use		84%	84%	84%	86%	87%
MA Statewide Belt Use		74%	74%	73%	73%	75%
Gender	Male	68%	67%	68%	65%	69%
	Female	79%	82%	80%	81%	81%
Age Group	Teen	67%	72%	69%	72%	75%
	Adult	73%	72%	73%	71%	74%
	Elder Adult	82%	84%	79%	83%	82%
Occupant Role	Driver Alone	72%	73%	73%	71%	74%
	Front Seat	75%	74%	74%	76%	76%
Vehicle Type	Passenger Car	76%	77%	76%	75%	76%
	SUV	77%	79%	78%	78%	80%

		2009	2010	2011	2012	2013
	Van	80%	80%	79%	80%	81%
	Pick-Up Truck	61%	58%	59%	57%	57%
	Commercial Vehicle	50%	51%	47%	44%	51%
Functional Classification	Freeway	80%	79%	80%	80%	83%
	Arterial	73%	75%	72%	74%	77%
	Local	73%	74%	68%	71%	73%
State of Vehicle Registration	Massachusetts	73%	73%	72%	72%	74%
	New Hampshire	72%	72%	73%	73%	66%
	Other State	85%	82%	84%	80%	85%
Region*	Region 1	N/A	N/A	N/A	72%	79%
	Region 2	N/A	N/A	N/A	76%	78%
	Region 3	N/A	N/A	N/A	77%	78%
	Region 4	N/A	N/A	N/A	69%	70%
	Region 5	N/A	N/A	N/A	75%	78%
	Region 6	N/A	N/A	N/A	68%	65%
	Region 7	N/A	N/A	N/A	70%	76%

Source: EOPSS/HSD's 2009 to 2013 Massachusetts Seat Belt Use Observation Surveys
*Region borders changed with the new methodology in 2012
Region 1 – Berkshire, Franklin, Hampden, Hampshire Counties
Region 2 – Worcester County
Region 3 – Middlesex County
Region 4 – Essex County
Region 5 – Norfolk, Suffolk Counties
Region 6 – Bristol County
Region 7 – Barnstable, Plymouth Counties

In 2013, the overall seat belt usage rate increased two percent from 2012. Males again had a substantially lower belt usage than females but increased four percent from 2012. Additionally, female belt usage remained the same at 81%. Teen and elder adult belt use both increased from 2012. Region 1 – Berkshire, Hampden, Hampshire, and Franklin – had the highest belt usage rate among the seven regions of Massachusetts. Results from the 2014 survey will be provided to NHTSA in August 2013.

The protective effects of belt use are revealed in examining fatal crash data. Figure 4.1 presents belt use status for fatally injured vehicle occupants of crashes in Massachusetts 2008-2012. Motor vehicle occupants that did not use seatbelts had a higher mortality rate compared to

those who wore seatbelts. In 2012, an estimated 95 lives were saved by seat belt use; however an additional 50 lives could be saved with 100% seat belt use.

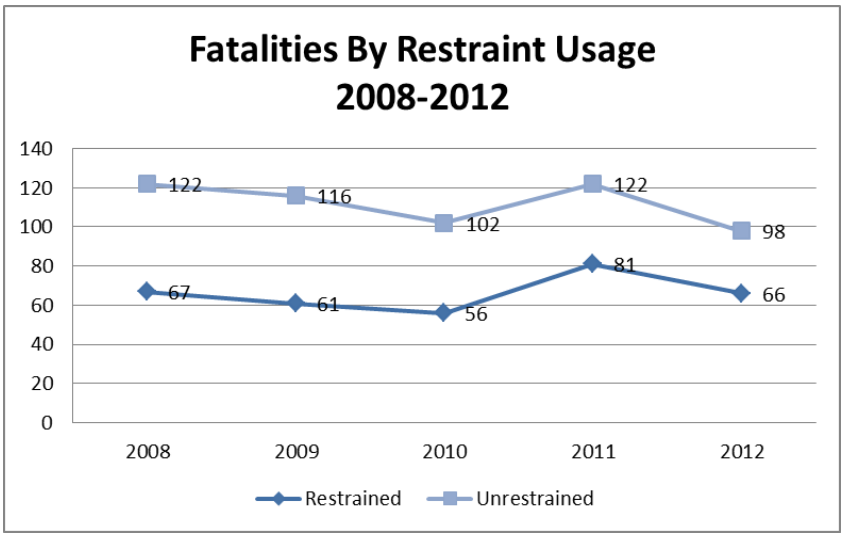


Figure 4.1
Source: FARS

From 2011 to 2012, both unrestrained and restrained fatalities dropped nearly 20%. If the seatbelt rate continues its upwards trend, EOPSS/HSD expects to see the number of unrestrained fatalities to drop.

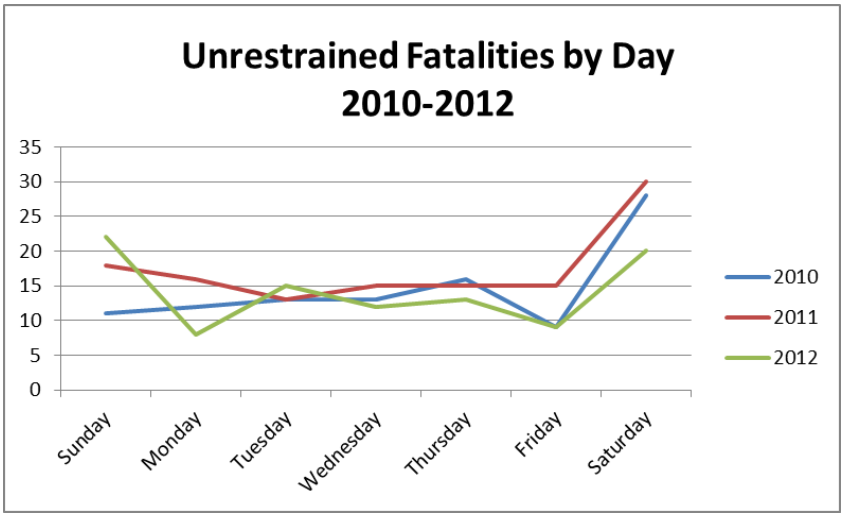


Figure 4.2
Source: FARS

Taking a deeper look at unrestrained fatalities, both Figure 4.2 reveals that these fatalities tend to happen more often during the weekend than during weekdays. The spike from Friday to Saturday during the 2010-2012 time period is quite dramatic.

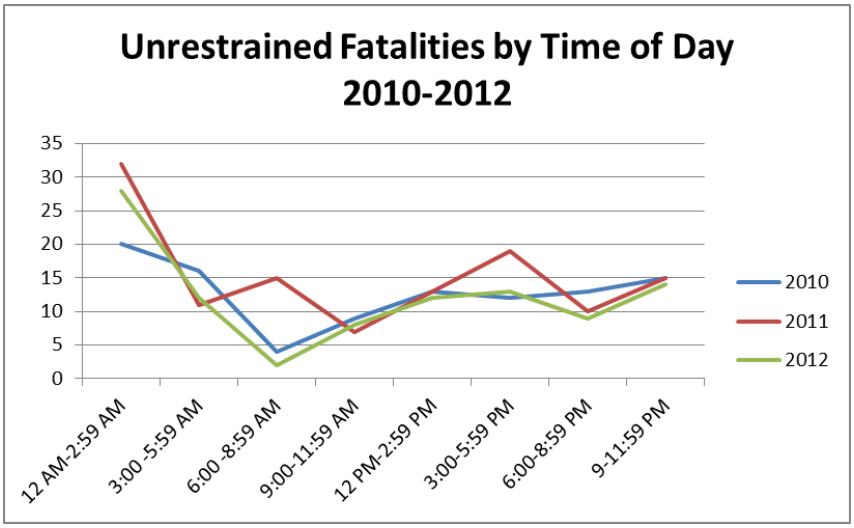


Figure 4.3
Source: FARS

Unreastrained fatalities by time of day show a similar dramatic spike during the hours from 12am to 2:59am. This time frame may represent the top hours for people to leave drinking establishments and head home. Drinking alcohol can

cause judgment lapses such as not wearing a seatbelt while either a driver or passenger in a motor vehicle. Coupled with the day of week data, law enforcement mobilizations and enforcement patrols may be most effective in finding both impaired drivers and unrestrained motor vehicle occupants on Saturday and Sundays mornings between 12am and 4am.

Seat Belt Violations

Table 4.2 presents seat belt and child safety violations issued along Massachusetts state- and locally-controlled roadways for all police departments. The number of violations had been steadily decreasing since 2008 but increased in 2012 and 2013. An increase in the number of mobilization participants along with the addition of sustained occupant protection enforcement has contributed to the escalation in violations over the past two years.

Table 4.2 Massachusetts Seat belt and Child Safety Seat Violations

	2009	2010	2011	2012	2013
Seat belt Violations[a]	78,931	61,428	46,898	52,732	78,933
No Child Restraint Violations[b]	4,133	3,721	3,000	3,374	4,134
Total Violations	**83,055**	**65,149**	**49,898**	**56,106**	**83,067**

Source: MRB Quarterly Violations Report, January 2014

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

In Table 4.3 below, the breakdown of citations for seatbelt violations (not including child restraints) by county is provided. From 2008 to 2012, the number of seatbelt violations dropped by double-digits across all counties.

Table 4.3 - Seatbelt Violations by County, 2008-2012

County	2008	2009	2010	2011	2012	Total	% chg from 2008-2012
Barnstable	2011	2028	1479	1237	1544	8299	-23.22%
Berkshire	1687	1510	1103	876	971	6147	-42.44%
Bristol	6903	7354	5781	4097	4839	28974	-29.90%
Dukes	305	200	130	84	56	775	-81.64%
Essex	9750	8701	6823	5201	6622	37097	-32.08%
Franklin	1258	1360	1112	717	598	5045	-52.46%
Hampden	5511	5251	3322	2769	2704	19557	-50.93%
Hampshire	1699	1771	1453	916	781	6620	-54.03%
Middlesex	17078	15267	12672	9801	11232	66050	-34.23%
Nantucket	216	200	103	101	96	716	-55.56%
Norfolk	6386	6050	4874	3777	3962	25049	-37.96%
Plymouth	4756	5038	3969	3300	3814	20877	-19.81%
Suffolk	11182	10838	8596	6590	7053	44259	-36.93%
Worcester	11717	12471	9496	7130	8331	49145	-28.90%

Source: MassTRAC

Occupant Protection Plan

CIOT

As its primary effort to increase seat belt, booster seat, and child safety seat use in Massachusetts during May FFY 2015, EOPSS/HSD will conduct a statewide CIOT Mobilization. This will be based on the NHTSA High Visibility Enforcement model involving traffic enforcement, paid and earned media, and community education. CIOT and all mobilizations will include traffic enforcement and messaging that will promote seat belt and child safety seat use and compliance with the Commonwealth's related laws.

EOPSS/HSD will award approximately $900,000 in grant funding for CIOT Mobilization overtime for state and local police traffic enforcement. The extra enforcement is anticipated to take place statewide with the MSP and over 100 local police departments. A list of eligible police departments is provided in the Appendix (Table 13.4). Additionally, with the MSP also participating in this mobilization, over 70% of the population of Massachusetts will be impacted.

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

Sustained Occupant Protection Enforcement

In FFY 2014, to complement NHTSA's three national mobilizations, EOPSS/HSD implemented an additional sustained traffic enforcement program in specifically targeted locations around the Commonwealth. By using detailed data from MassTRAC, 14 "hot spots" for traffic injuries and fatalities have been selected for enhanced enforcement through the year. Each hot spot consists of major roadways and is identified by fatality and injury crash and seat belt and alcohol violation citation data. MSP and local police departments in the selected areas will continue to receive additional funding to crack down on seat belt laws in addition to speeding, impaired driving and distracted driving violations. The chosen locations are spread throughout Massachusetts for maximum geographic and population coverage. Other locations may be selected based on the results of this program and updated data. Table 4.3 on the next page presents data supporting the decision to choose the 14 communities for sustained enforcement.

Table 4.4 Sustained Enforcement Data – 2009 to 2011

	Number of Crashes with Fatal or Non-Fatal Injuries	% of crashes in MA with Fatal or Non-Fatal Injuries-Normalized by Population	# of Belt Violations	% of MA Belt violations	# of OUI Violations	% of MA OUI Violations	# License Suspension Violations	% of MA License Suspension Violations	# of Crashes w/Vehicle Occupant-No Protection System Used	% of Crashes w/Vehicle Occupant-No Protection System Used
Worcester	3306	4.05%	9,117	4.91%	879	1.55%	2691	3.19%	177	3.57%
Brockton	2655	3.03%	2,694	1.45%	557	0.98%	2004	2.37%	160	3.23%
Lowell	1908	2.19%	6,699	3.61%	901	1.59%	1447	1.17%	178	3.59%
New Bedford	1843	2.26%	4,279	2.31%	977	1.72%	1818	2.15%	135	2.72%
Fall River	1738	2.21%	2,273	1.23%	548	.97%	1066	1.26%	134	2.70%
Springfield	1659	2.23%	7,729	4.17%	1427	2.51%	4960	5.87%	81	1.63%
Lynn	1400	1.65%	2,487	1.34%	497	.88%	1097	1.30%	112	2.26%
Boston	1675	2.26%	20,244	10.91%	3020	5.32%	7120	8.43%	279	5.53%
Framingham	1331	1.79%	595	0.32%	348	0.61%	440	0.52%	68	1.37%
Holyoke	1278	1.72%	1,308	0.70%	628	1.11%	1577	1.87%	68	1.37%
Chicopee	1122	1.51%	622	0.34%	514	0.91%	908	1.08%	69	1.39%
Taunton	1024	1.38%	1,264	0.68%	279	0.49%	745	0.88%	55	1.11%
Quincy	968	1.30%	1,941	1.05%	476	0.84%	876	1.04%	61	1.23%
Cambridge	931	1.25%	1,661	0.90%	418	0.74%	825	0.98%	52	1.05%

Source: MassTRAC

Occupant Protection Media and Targeting High Risk Populations

EOPSS/HSD's statewide paid and earned media efforts during the 2015 CIOT Mobilization will clearly communicate the risks and costs of traffic crashes, the benefits of increased occupant protection use, and enforcement of the Commonwealth's occupant protection laws as a way to address those risks and costs. A draft paid and earned media plan for the mobilization has been developed with an EOPSS/HSD contractor (see occupant protection attachment D). The media plan will target high risk population groups including teen and minority drivers. The primary audience for the CIOT Mobilization will be white males 18 to 34. Secondary efforts will be directed at teen drivers and Latino males ages 18 to 35, commercial vehicle and pickup truck drivers, as well as those living in urban areas and throughout southeastern Massachusetts. Furthermore, NHTSA's national paid media campaign is expected to include broadcast and cable television, radio, online media and social media. Our state plan supports the national buy with online ads, internet radio spots and television advertisements.

EOPSS/HSD will conduct earned media work during the 2015 CIOT Mobilization in close cooperation with NHTSA, the MSP's Office of Media Relations and participating local police. This work will highlight the coordinated effort of state and local police in this campaign. A special effort will be made to reach media outlets targeting Spanish-speaking audiences to arrange for interview opportunities for bilingual state and local police personnel and other relevant partners.

Statewide news releases will promote the start of the CIOT Mobilization. Later during the mobilization, news conferences and statewide news releases will renew attention to the mobilization and the risks of driving unbelted. A sample news release will be developed for use by local police departments, resulting in up to 191 local and regional newspaper articles for the sample release. EOPSS/HSD will work with participating local police to conduct local and/or regional CIOT press activities, in particular to announce the start of the mobilization. In June 2015, EOPSS/HSD will promote the extra enforcement results of the May-June CIOT Mobilization with a statewide press release that highlights the enforcement results of the initiative. Another statewide press release in August 2015 will release the results of the statewide seat belt use observation survey. When appropriate, EOPSS/HSD will coordinate its earned media efforts with NHTSA Region I, NHTSA Washington, and their contractors.

A CIOT message will be displayed on 80 portable variable message boards of MassDOT reaching hundreds of thousands of drivers on a daily basis. Additionally, a digital CIOT billboard announcement will appear on 65 fixed billboards at high-visibility locations across the state. These billboards are part of our earned media plan and design and placement is free through MassDOT's Office of Outdoor Advertising's PSA program. Thus, an estimated hundreds of thousands of dollars in seat belt messages will be displayed several months of the year at no cost to EOPSS/HSD.

CPS Plan

Massachusetts has excelled at expanding a very effective CPS program for many years. In July 2008, Massachusetts amended the CPS Law to require that all children under age eight and under 58 inches tall riding in passenger motor vehicles be in a federally-approved child passenger restraint that is properly fastened and secured. Once a child has outgrown a child seat, he or she needs to be in a belt positioning booster seat until attaining the age of 8 or reaching over 57 inches in height. This is a primary enforcement law in Massachusetts. Since passage of this law, it has been imperative to ensure that the public is informed of these laws and that CPS technicians were properly trained.

In FFY 2014, the vendor for administration and training of the EOPSS/HSD CPS program was Baystate Medical/SafeKids of Western Massachusetts. To date, they have organized seven CPS Technician and seven CPS Technician Renewal classes across the Commonwealth, resulting in training of over 120 CPS technicians. Due to the success of the vendor, EOPSS/HSD intends to extend the contract with Baystate into FFY 2015. Responsibilities of the vendor include administering CPS training and certification sessions, answering calls about the program from consumers, scheduling CPS checkup events, and handling day-to-day CPS Hotline inquiries. CPS courses scheduled during FFY 2015 will ensure the opportunity for training new technicians, the recertification of current technicians, and the ability to renew certifications for those technicians whose accreditation has recently lapsed.

EOPSS/HSD expects to award $150,000 in CPS Equipment Grants to 56 municipal public safety agencies and non-profit organizations during FFY 2015 for the purchase of child safety seats. The awards will be based upon several factors including experience with this grant, a commitment to a minimum of two required community checkup events or a commitment to a regular fitting station schedule during the year and the schedule/availability of certified technicians within each organization. Applicants must also demonstrate a need within their community or region and a commitment to serve low-income and diverse populations.

Ongoing media efforts for public education include sample customizable press releases to be used by grantees to publicize their CPS activity during the grant period. Additionally, EOPSS/HSD writes op-ed pieces during CPS week, and also regularly air a digital billboard on CPS safety through MassDOT's Office of Outdoor Advertising, which is free through their PSA program.

CPS Technicians

The Massachusetts CPS program consistently recruits, trains and maintains a sufficient number of technicians and instructors. The CPS Program uses the NHTSA standardized curriculum for instructors and technicians which is reviewed by the National Child Passenger Safety Board. Currently, there are 661 Certified CPS Technicians and 23 Certified CPS Instructors.

Approximately 20 classes are expected to run this year, which will potentially add another 60 Certified CPS Technicians. From January 2014 – April 2014, our recertification rate was 47%.

Continued outreach includes update classes, instructor presence at CPS seat check events, renewal courses and conferences have aided in this endeavor.

There are over 140 fitting and inspection stations across Massachusetts serving all geographic areas and populations. During FFY2014, there have been 29 publicized checkups across the Commonwealth by FFY2014 CPS grantees. A list of current Statewide Fitting Stations and Checkups by 2014 CPS grantees can be found in Attachment C.

Based on the data contained in this section and the other occupant protection data in Table 2.4 and Figures 2.7-2.8 have been used to make decisions regarding the programming choices described below. EOPSS/HSD will share this data with local police departments and the MSP so that they can make more informed decisions about where to deploy resources. Specifically, a recommendation to conduct seat belt enforcement during the work week and during afternoon hours and rush hour periods will be made. More localized data and resource availability will also factor into where resources are deployed. This allows for flexibility so that the plan can be continuously adjusted and improved when new data is received.

The table below shows estimated funding by county for FFY 2015 Occupant Protection grants:

FFY 2015 Total OP Funding by County	
Barnstable	$37,000
Berkshire	$10,500
Bristol	$286,500
Dukes	$2,000
Essex	$146,000
Franklin	$4,500
Hampden	$332,000
Hampshire	$22,500
Middlesex	$373,000
Norfolk	$149,000
Plymouth	$130,000
Suffolk	$203,000
Worcester	$257,500

Note – Funding levels above related to OP-15-03 (CIOT Mobilization), OP-15-04 (CPS Equipment Grant), and OP-15-07 (Sustained Enforcement). Funds to Massachusetts State Police were not included.

Performance Targets

Occupant Protection Performance Target #1

Decrease unrestrained vehicle occupant fatalities in all seating positions 25% from the 2008-2012 base calendar year average of 112 to 84 by December 31, 2015

Occupant Protection Performance Target #2

Increase observed seat belt use rate by 5% from 2009-2013 calendar base year average of 73.8 to 77.5 in 2015

Performance Measures

Number of unrestrained passenger vehicle occupant fatalities

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

Strategies

1. Provide funds to state and local police departments for CIOT enforcement
2. Fund paid and earned media regarding the dangers of driving unbelted
3. Enlarge the impact of efforts to increase seat belt use by white males 18 to 34, teen drivers and Latino males ages 18 to 35, African American males ages 18 to 34, commercial vehicle and pickup truck drivers, those living in urban areas and throughout southeastern Massachusetts
4. Provide funds to select communities for sustained enforcement of seat belt use
5. Encourage other state and local law enforcement to participate in sustained enforcement of seat belt laws
6. Urge the media to report occupant restraint use when reporting on crashes
7. Expand the impact of efforts to increase proper use of child safety seats, including booster seats
8. Increase the number of CPS equipment grant recipients and continue to require at least two checkup events during the grant period
9. Continue to provide funds to administer the CPS program and provide training
10. Provide a toll free CPS hotline
11. Conduct the annual seat belt observation survey
12. Support law enforcement with training and technical assistance aimed at increasing their effectiveness to increase occupant protection usage for all age groups
13. Provide funding for three part-time LELs (task listed in PT section)

Occupant Protection Program Area Projects

OP-15-01 Paid and Earned Media in Support of Occupant Protection

Develop and implement statewide paid and earned media to support occupant protection efforts specifically during the May-June CIOT Mobilization and for sustained enforcement. The Rendon Group is the EOPSS/HSD media contractor. Media efforts will educate the public, and specifically high risk populations, about the benefits of seat belt, booster seat, and child safety seat use as well as the importance of compliance with the Commonwealth's occupant protection laws. The primary audience will be males ages 16 to 34. Secondary efforts will be directed at

teen drivers and Latino males ages 18 to 35, commercial vehicle and pickup truck drivers, as well as those living in urban areas and throughout southeastern Massachusetts. This task will meet the requirements within the Grant Funding Policy Part II E by ensuring that all television public service announcements include closed captioning. In addition, they will be evaluated based on the criteria in the 402 Advertising Space Guidance. EOPSS/HSD follows a system like the NHTSA Communications Pyramid. Strong internal policies are followed noting that all media and communications activities should be in support of our data-driven objectives and in coordination with our other activities and programs, in particular enforcement. Crash and citation data are used not only for targeting enforcement activities but also to determine the primary audience and location and types of media that we purchase. NHTSA's guidelines are followed for messaging, demographics, best practices and target groups for each media effort. This task is supported by CTW Chapter 2, Sections 2.1, 2.2, 3.1, 3.2, and 5.1. This task will support all performance targets.

Project Budget/Source – $1,000,000 (Sec. 405b) and $50,000 (Sec 402) [Paid - $800,000; Earned - $250,000]

Project Staff –Barbara Rizzuti and Deb Firlit

OP-15-02 CIOT MSP Enforcement Campaign

Provide funds for overtime by the MSP to participate in one CIOT Mobilization during May-June 2015. Enforcement efforts will focus on increasing compliance with occupant protection laws during the day and night and will take place at times and locations shown to have high incidence of motor vehicle crashes based on the most current state and local crash and citation data. Other violations such as speeding and texting may also be targeted during this mobilization. This task is supported by CTW Chapter 2, Sections 2.1, 2.2, 3.1, 3.2, and 5.1. This task will support all performance targets.

Project Budget/Source – $450,000 (Sec. 405b)

Project Staff – Deb Firlit

OP-15-03 CIOT Local Police Enforcement Campaign

Provide funds for overtime enforcement to local police departments for the October-November 2014 and May-June 2015 CIOT Mobilizations. Enforcement will focus on increasing seat belt use during the day and night. Eligibility was based upon 2010-2012 crash data, subtracting crashes the MSP responded to, and then normalized by state population. Any community with a crash rate equal to or above 0.45 is deemed eligible for this program. Eligible departments are listed in the Appendix under Table 13.4. This task is supported by CTW Chapter 2, Sections 2.1, 2.2, 3.1, 3.2, and 5.1. This task will support all performance targets.

Project Budget/Source – $500,000 (Sec. 405b)

$94,500 (Sec. 405b) – Amendment #3, 10/17/14

Project Staff – Lindsey Phelan

OP-15-04 CPS Equipment Grants

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

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

Project Staff – Bob Kearney

OP-15-05 CPS Program Administration and Training

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

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

Project Staff – Bob Kearney

OP-15-06 CPS Conference

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

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

Project Staff –Bob Kearney

OP-15-07 Sustained Traffic Enforcement Program

Sustained enforcement of traffic laws will be conducted in selected communities. By using detailed data from the MassTRAC, 14 hot spots for traffic injuries and fatalities were selected for enhanced enforcement throughout the year. MSP and local police departments in the selected areas will receive additional overtime funding to crack down on seat belt laws in addition to speeding, impaired driving, distracted driving and other traffic safety topics. A list of the selected areas is provided in the Appendix under Table 13.3. This task is supported by CTW Chapter 2, Sections 2.1, 2.5, 3.1, 3.2, and Chapter 3 Section 2.2. This task will support all performance targets (not including traffic enforcement grant citation and arrest-related performance targets).

Project Budget/Source – $800,000 (Sec. 402) and $800,000 (Sec. 405b)

Project Staff – Deb Firlit

OP-15-08 Seat Belt Observation Survey

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

Project Budget/Source – $100,000 (Sec. 402)

Project Staff – Bob Kearney

OP-15-09 Educational Outreach to Young Drivers

Funding will be provided to an organization (yet to be determined) to educate young drivers on the importance of wearing seat belts. According to the 2011 MYHS, conducted by DPH, approximately 7% of students reported that they never/rarely wore a seat belt. An Availability of Grant Funding (AGF) will be released in August 2014 to solicit proposals from organizations to address this issue. Methods for outreach can include, but are not limited to, school presentations, peer-to-peer workshops, safety fairs, and informational campaigns. An

evaluation component will be included. This task is supported by CTW Chapter 2, Section 3 and 7.1. This task will support all core performance targets as well as Younger Driver target 2.

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

Program Staff – Lindsey Phelan

OP-15-10 MSP Car Seat Checkpoints

Funds will be provided to the MSP for conducting 4 child car seat safety checkpoints throughout Massachusetts. These checkpoints will provide the public information on the latest CPS laws, regulations and standards for CPS seats as well as assisting the public with proper car seat adjustments if necessary. Checkpoint locations and date are yet to be determined. Low-income and car seat violation analysis will be used to assist MSP in selecting the location and duration for the four checkpoints. This task is supported by CTW Chapter 2, Sections 7.2 and 7.3. This task will support occupant protection performance targets 1 and 2.

Project Budget/Source - $15,000 (Sec. 405b)

Project Staff – Deb Firlit

OP-15-11 MSP Rollover Demonstration Events

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

Project Budget/Source - $15,000 (Sec. 405b)

Project Staff – Deb Firlit

OP-15-12 CPS Media

Develop and implement statewide paid and earned media to support occupant protection efforts to educate the public, specifically high risk populations, about the benefits of seat belt, booster seat, and child safety seat. Advertising space purchases will be evaluated based on the criteria in the 402 Advertising Space Guidance. EOPSS/HSD follows a system like the NHTSA Communications Pyramid. Strong internal policies are followed noting that all media and communications activities should be in support of our data-driven objectives and in coordination with our other activities and programs. Crash and citation data are used not only

for targeting enforcement activities but also to determine the primary audience and location and types of media that we purchase. EOPSS/HSD will work the media vendor, The Rendon Group, to determine when this campaign will be implemented. NHTSA's guidelines are followed for messaging, demographics, best practices and target groups for each media effort.

Project Budget/Source - $90,000 (Sec. 2011)

Project Staff – Deb Firlit and Bob Kearney

OP-15-12 Program Management

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

Project Budget/Source – $256,575.97 (Sec. 402)

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

Occupant Protection: Budget Summary

Project Number	Project Title	Budget	Budget Source
OP-15-01	Paid and Earned Media in Support of Occupant Protection	$ 1,000,000 $50,000	405b 402
OP-15-02	CIOT MSP Enforcement Campaign	$ 450,000	405b
OP-15-03	Local Police Enforcement Campaign	$ 500,000	405b
OP-15-04	CPS Equipment Grants	$ 150,000	2011
OP-15-05	CPS Program Administration and	$ 150,000	2011

	Training		
OP-15-06	CPS Conferences & Events	$ 10,000	2011
OP-15-07	Sustained Enforcement	$ 800,000 $ 800,000	402 405b
OP-15-08	Seatbelt Survey	$ 100,000	402
OP-15-09	Educational Outreach to Young Drivers	$ 50,000	405b
OP-15-10	MSP Car Seat Checkpoints	$ 15,000	405b
OP-15-11	MSP Rollover Demos	$ 15,000	405b
OP-15-12	CPS Media	$ 90,000	2011
OP-15-13	Program Management	$ 256,575.97	402
	Total All Funds	**$ 4,436,575.97**	

5.0 Motorcyclists

Problem Identification and Analysis

The popularity of motorcycling continues to increase in Massachusetts and across the nation. In 2012, motorcycle-related fatalities comprised 15 percent of the total motor vehicle fatalities in Massachusetts. This is up from 11 percent in 2011 and is slightly higher than the 14.8 national rate in 2012. However, since motorcycles represent less than three percent of all registered motor vehicles in Massachusetts, this group is still overrepresented.

2012 data revealed that in Massachusetts, 82 percent of operators/passengers involved in fatal crashes were wearing helmets, as compared to 59 percent nationwide. Massachusetts has a mandatory helmet law. Unhelmeted motorcycle-related fatalities decrease from five to three. However, helmet use is only part of the educational efforts that must be conducted in order to ensure motorcyclist safety in Massachusetts; riders statewide must be further trained and educated about all aspects of motorcycle safety, including roadway rules and regulations, licensing requirements, and proper equipment usage.

In Massachusetts, impaired riding accounted for 24 percent of all fatalities involving a motorcycle operator with a + 0.08 BAC, down from 32 percent reported in 2011. Unfortunately, this is well above the national rate in 2012 of 15 percent.

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

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

From 2008-2012, fatal crashes involving motorcycles occurred far more often during the weekend than weekdays. As Figure 5.1 shows, Saturday and Sunday comprise 41.3% of all motorcycle-related fatalities.

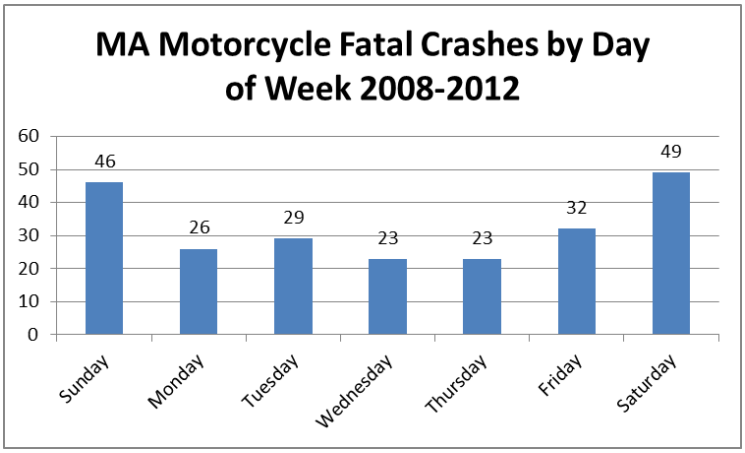


Figure 5.1
Source: FARS

Any type of enforcement efforts or educational outreach should focus on the counties of Worcester, Middlesex and Bristol. Based on Figure 5.2, these are three counties with highest motorcycle-involved fatal crashes from 2008-2012.

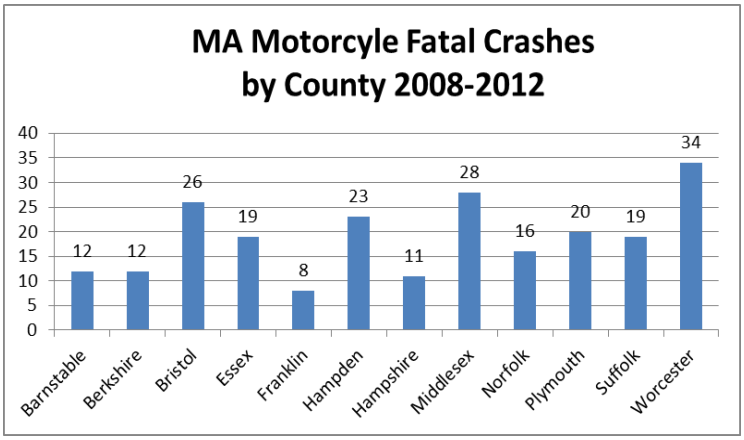


Figure 5.2
Source: FARS

Despite the increase in helmet usage by motorcyclist in 2012 as well as the decrease in motorcycle fatalities and unhelmeted fatalities since 2010, alcohol-impaired motorcyclists are an area of concern for EOPSS/HSD. Figure 5.3 below shows the trend in motorcycle fatalities involving a motorcycle driver with BAC 0.08 or higher.

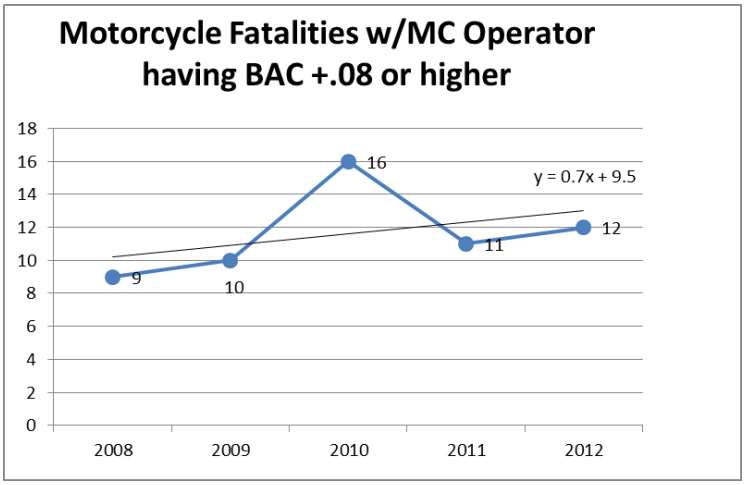


Figure 5.3
Source: FARS

Based on the trendline equation, fatalities with a motorcycle operator having BAC 0.08 or higher is estimated to be 15.1 by 2015.

EOPSS/HSD will work with RMV to increase focus of motorcycle training curricula on the dangers of impaired riding.

Furthermore, EOPSS/HSD will work with its marketing vendor to include messages on the dangers of impaired riding in upcoming motorcycle media campaign.

Based on the data above and the other motorcycle data in Table 2.4 and Figures 2.15-2.17, Massachusetts has selected the programs below for FFY 2015. Although not specifically noted in the tasks below, enforcement of motorcycle laws will also take place during the mobilizations

and sustained enforcement program listed earlier. EOPSS/HSD will present data to participating departments to encourage enforcement during peak times and locations. More localized data and resource availability will also factor into where resources are deployed. This enforcement plan may be adjusted based on new data and effectiveness of ongoing activities.

Performance Targets

Motorcycle Performance Target #1
Decrease motorcycle fatalities by 10% from 2008-2012 calendar base year average of 50 to 45 by December 31, 2015

Motorcycle Performance Target #2
Decrease unhelmeted motorcycle fatalities from 2008-2012 calendar base year average of 4 to 2 by December 31, 2015

Motorcycle Performance Target #3
Decrease the number of motorcycle fatalities where the motorcycle operator has a +0.08 BAC by 10% from 2008-2012 calendar base year average of 12 to 11 by December 31, 2015

Performance Measures

Number of motorcycle fatalities

Number of unhelmeted motorcycle fatalities

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

Strategies

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

Motorcycle Program Area Projects

MC-15-01 Motorcycle Safety Program Enhancements

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

Project Budget/Source – $150,000 (Section 405f) and $25,000 (Section 405d) [Communication - $50,000; Training - $100,000]

Project Staff – Barbara Rizzuti

MC-15-02 Motorcycle Media Program

Funds will be for the implementation of a media program to educate riders about the dangers of impaired motorcycle riding. A combination of earned and paid media will center on education and enforcement of impaired riding laws through press releases and op-eds. EOPSS/HSD's communications vendor, The Rendon Group, will be handling the media implementation. Advertising space purchases will be evaluated based on the criteria in the 402 Advertising Space Guidance. EOPSS/HSD follows a system like the NHTSA Communications Pyramid. Strong internal policies are followed noting that all media and communications activities should be in support of our data-driven objectives and in coordination with our other activities and programs, in particular, enforcement. Crash and citation data are used not only for targeting enforcement activities but also to determine the primary audience and location and types of media that we purchase. EOPSS/HSD will work with The Rendon Group to determine when this campaign will be implemented. NHTSA's guidelines are followed for messaging, demographics, best practices and target groups for each media effort. This task is supported by CTW Chapter 5 Sections 4.1 and 4.2. This task will support all motorcycle performance targets.

Project Budget/Source – $50,000 (Sec. 410) [Paid - $25,000; Earned - $25,000]

Project Staff – Barbara Rizzuti and Deb Firlit

MC-15-03 Program Management

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

Project Budget/Source – $37,499.92 (Sec. 402)

Project Staff –Barbara Rizzuti and Deb Firlit

Motorcycles: Budget Summary

Project Number	Project Title	Budget	Budget Source
MC-15-01	Motorcycle Safety Program Enhancements	$ 150,000 $ 25,000	405f 405d
MC-15-02	Motorcycle Media	$ 50,000	410
MC-15-03	Program Management	$ 37,499.92	402
	Total all Funds	**$ 262,499.92**	

6.0 Pedestrians and Bicycles

Pedestrian Safety

Problem Identification and Analysis

As would be expected in a more urbanized state, pedestrian fatalities represent a higher proportion of total fatalities in Massachusetts than at the national level. In 2012, pedestrian fatalities represented 21 percent of the total motor vehicle fatalities in Massachusetts. The nationwide rate was 14 percent.

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

As a proportion of all Massachusetts traffic fatalities, pedestrian deaths have remained fairly stable since 2008. In 2012, the proportion was 20.6% of all traffic fatalities – a slight drop from the 20.9% reported in 2008. Figure 6.1 reveals a trendline that estimates pedestrian fatalities at 20.8% of all traffic deaths in 2015.

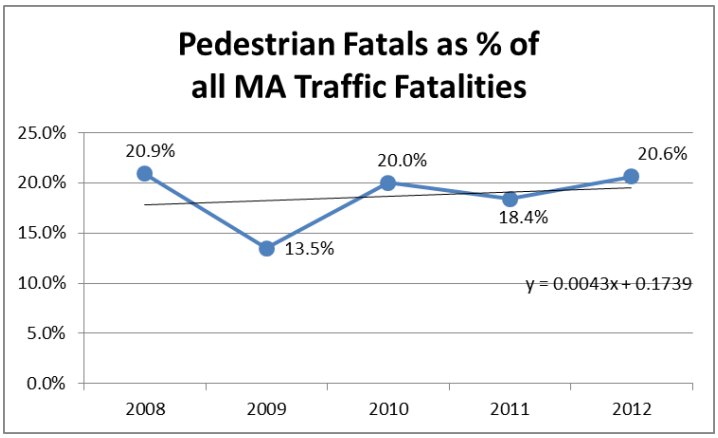


Figure 6.1
Source: FARS

Despite the stability of the pedestrian fatalities in proportion to all fatals in the Commonwealth, the rate has remained higher than the national average rate of 12.92 during the same time frame.

An analysis of the days of week when a pedestrian fatality occurs shows that Thursday, Friday and Saturday have the highest amount of pedestrian deaths over a five-year period. EOPSS/HSD will be instructing FFY2015 pedestrian grant recipients to make an effort to schedule enforcement patrols during the evening hours of Thursday, Friday and Saturday, if feasible.

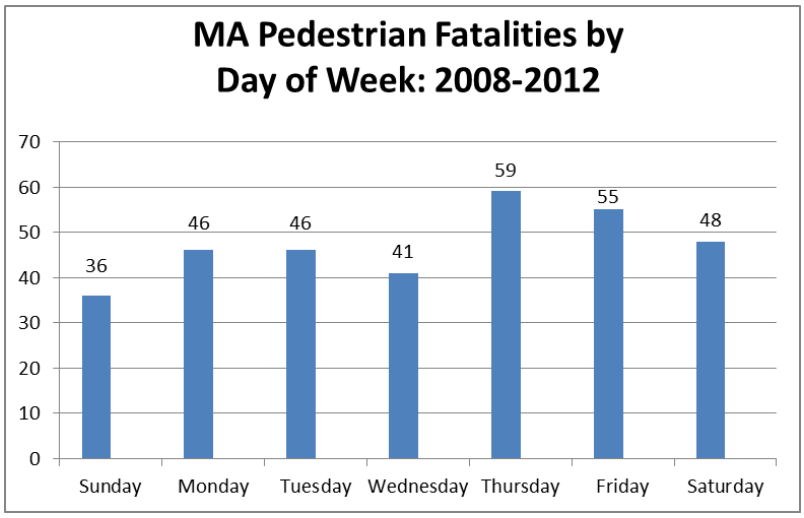


Figure 6.2
Source: FARS

Not only should law enforcement concentrate patrols more often during the Thursday through Saturday period, they should also focus on conducting patrols during the summer and fall. As Figure 6.3 shows below, the period from July to December had five of the top six pedestrian fatalities during a month. December, with 52 fatalities recorded over a five-year period (2008-2012), should be a mandatory month for enforcement patrols for all pedestrian grant recipients.

Having higher levels of pedestrian deaths during the late fall/winter months could be due in part to decreased sunlight during periods of high pedestrian traffic. August seems to be an anomaly as lack of sunlight during peak traffic periods would not be a logical explanation.

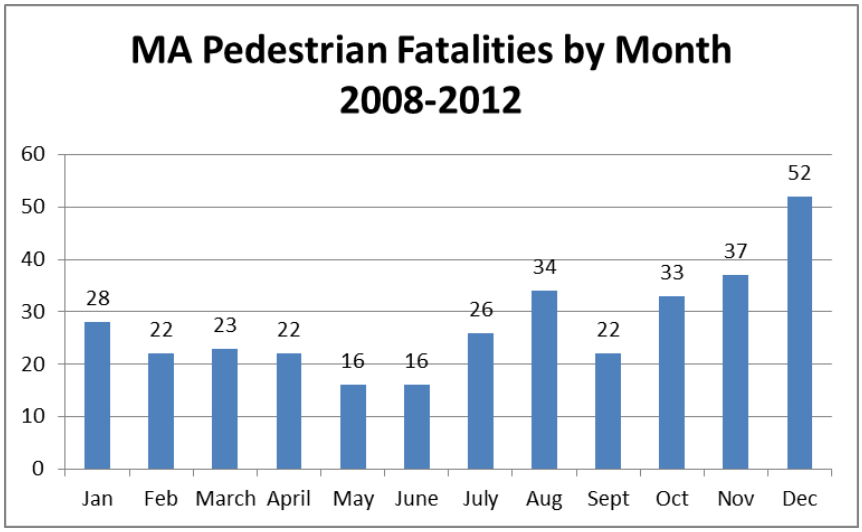


Figure 6.3
Source: FARS

With the increase in enforcement by local police during the Thursday-Saturday period, as well as having more patrols in December, the number of pedestrian fatalities should decrease in the near future.

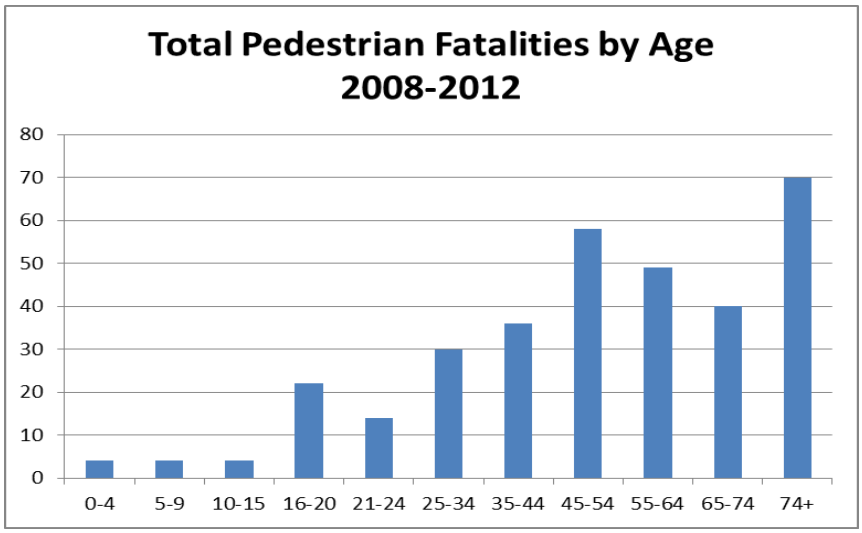


Figure 6.4
Source: FARS

In Figure 6.4, the total pedestrian fatalities by age group reveals that pedestrians 74 years or older accounted for the highest proportion of pedestrian fatalities from 2008-2012. The next highest age group was 45-54.

In all, there were 331 reported pedestrian fatalities from 2008-2012. Males made up 63% (207) of the fatalities and 62% (205) of the pedestrian deaths occurred at a non-intersection. Based on all the data above pertaining to pedestrians, EOPSS/HSD will work with local law enforcement to increase safety enforcement patrols during the period between Thursday and Saturday as well as during peak pedestrian fatality months of October, November and December. Furthermore, locations nearby high density groupings of older pedestrians (55+) would also be incorporated.

Performance Targets

Pedestrian and Bicycle Performance Target #1

Decrease the number of pedestrian fatalities by 5% from 2008-2012 calendar base year average of 66 to 63 by December 31, 2015

Performance Measures

Number of pedestrian fatalities

Strategies

1. Provide funds to local police departments for the Pedestrian and Bicycle Enforcement and Equipment grants
2. Enhance pedestrian safety expertise among state and local enforcement, public health, highway planners, engineers, and other traffic safety advocates
3. Participate in Statewide Pedestrian and Bicycle Safety "Moving Together" Conference for over 200 attendees in FFY 2015

4. Enhance motorist awareness of bicyclists and pedestrians on roadways through communication efforts

Bicycle Safety

Problem Identification and Analysis

Since 2008, the number of bicycle fatalities in the Commonwealth has dropped 50%. However, as a proportion of all Massachusetts motor vehicle crash fatalities, bicycle fatalities have increased nearly 2 percent in the same time period. In 2012, the Massachusetts bicyclist fatality rate was 4.3%, which was higher than the national rate of 2.2%.

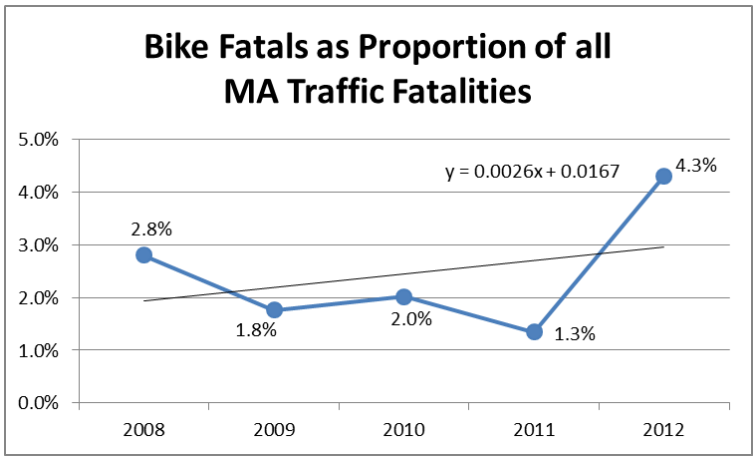


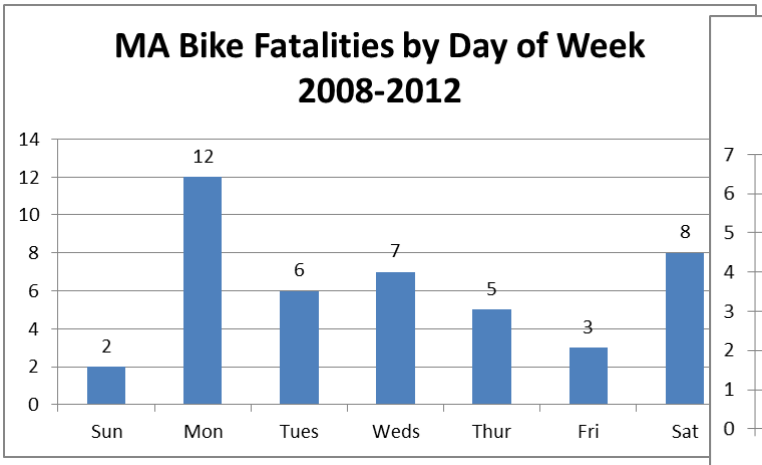
Figure 6.5
Source: FARS

In Figure 6.4, the trendline equation projects Massachusetts bike fatalities as a proportion of all Massachusetts traffic fatalities to drop to approximately 3.8% by 2015.

While it is unknown if the increase from 2011 to 2012 is considered an outlier or part of a trend, the investment in promoting bike usage as a alternative to driving a car not only by EOPSS/HSD, but also MassDOT and non-profits such as MassBikes, has led to a tremendous growth in bike usage in Massachusetts – especially in the Boston area. The increased number of bike riders on the road has likely led to the higher level of bike fatalities in 2012.

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

In addition to the traffic enforcement that will take place during CIOT, DSGPO, speed, and distracted driving mobilizations as well as the sustained enforcement program, local police departments will be participating in the Pedestrian and Bicycle Enforcement and Equipment Program. The data above and the additional pedestrian and bicycle data found in Figures 6.5 and 6.6 below will be utilized to help local police departments identify times and locations for resource deployment. Bicycle and Pedestrian activities have the flexibility to allow for continuous follow-up and adjustment based on new data and other factors such as the effectiveness of ongoing programs.



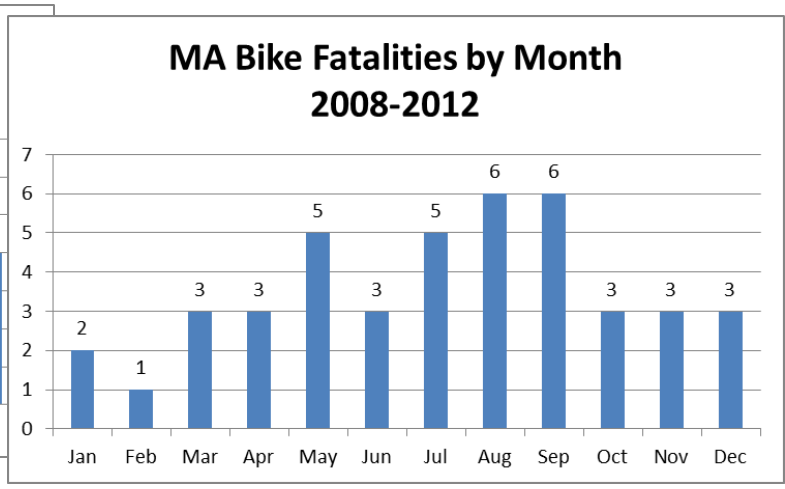


Figure 6.6
Source: FARS

In terms of day-of-week, Monday had the highest total over a five-year period (2008-2012), followed by Saturday. It is not known why more bike fatalities occur on Monday. One possibility may be people are more rushed on Mondays than any other day of the week, leading to more carelessness by drivers and bicyclists alike. **Figure 6.7**
Source: FARS

From 2008-2012, bike fatalities occurred most frequently during August and September. Typically, the end of August and early September represent the beginning of the school year for students.

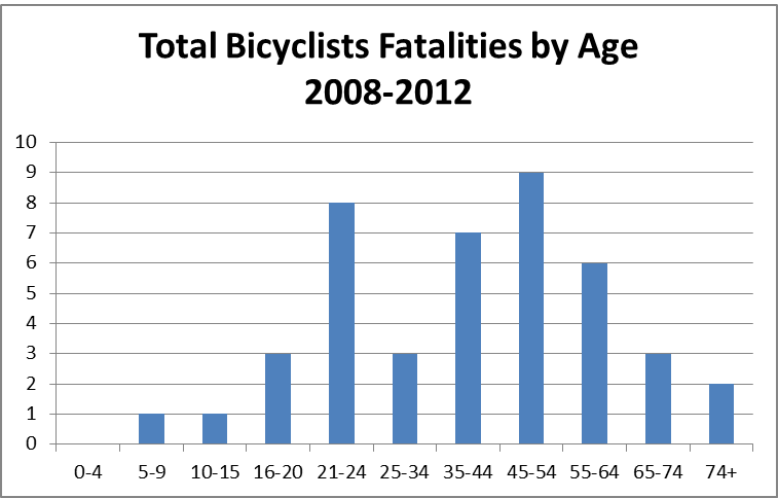


Figure 6.8
Source: FARS

In terms of age, the 45-54 age range had the most fatalities from 2008-2012. The top three age groups – 45 to 54, 21 to 24, 35 to 44 – accounted for 56% of all bicycle fatalities during 2008-2012.

Males accounted for 79% (34 of 43) of all bicycle fatalities; while the location of fatalities were pretty evenly spread across intersections and non-intersections.

Overall, the data above suggests that focused enforcement should take place more often during Monday and Saturday while targeting the beginning of the school year (late August-early Sept) for more frequent patrols. Furthermore, additional focus should be aimed at locations with high level of young adults (or recent college graduates) or established professionals that live in communities that are bike-friendly (example – Cambridge, Somerville, Brighton).

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

FFY 2015 Total PS Funding by County	
Barnstable	$22,000
Berkshire	$5,000
Bristol	$26,000
Dukes	$-------
Essex	$51,000
Franklin	$-------
Hampden	$10,000
Hampshire	8,000
Middlesex	$65,000
Norfolk	$35,000
Plymouth	$26,000
Suffolk	$10,000
Worcester	27,500

Performance Target

Pedestrian and Bicycle Performance Target #2

Decrease bicycle fatalities by 20% from 2008-2012 calendar base year average of 9 to 7 by December 31, 2015

Performance Measures

Number of bicyclist fatalities

Strategies

1. Enhance bicycle safety expertise among state and local law enforcement, public health, highway planners, engineers, and traffic safety advocates
2. Award 65 pedestrian and bicycle enforcement, education, and equipment grants based on problem identification
3. Participate in Statewide Pedestrian and Bicycle Safety "Moving Together" Conference for over 200 attendees in FFY 2015

Pedestrians and Bicyclists Program Area Projects

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

PS-15-01 Pedestrian and Bicycle Media

Pedestrian and bicycle related media efforts will focus on sharing the road safely combined with education and enforcement of laws relative to pedestrians and bicyclists. This would include bicycle and pedestrian safety tips and press releases announcing the enforcement results of the Pedestrian and Bicycle Enforcement and Equipment as program outlined below. EOPSS/HSD's communications vendor, The Rendon Group, will be handling the media implementation. Advertising space purchases will be evaluated based on the criteria in the 402 Advertising Space Guidance. EOPSS/HSD follows a system like the NHTSA Communications Pyramid. Strong internal policies are followed noting that all media and communications activities should be in support of our data-driven objectives and in coordination with our other activities and programs, in particular, enforcement. Crash and citation data are used not only for targeting enforcement activities but also to determine the primary audience and location and types of media that we purchase. NHTSA's guidelines are followed for messaging, demographics, best practices and target groups for each media effort. This task is supported by CTW Chapter 8 Sections 4.3. This task will support pedestrian and bicycle performance targets 1 and 2.

Project Budget/Source – $150,000 in earned media (Sec. 402)

Project Staff –Deb Firlit

PS-15-02 Pedestrian and Bicycle Enforcement and Equipment Program

Award 70 grants of ranging from $3,000 to $7,500 to municipal police departments to conduct enforcement and education aimed at reducing the incidence of pedestrian and bicycle injuries and fatalities. Enforcement patrols will take place throughout the year, but will occur more often during spring/summer months as well as end-of-school/beginning-of-school period. Grantees were selected based upon combination of data for their respective community (crashes, injuries, fatalities) and targeted enforcement areas. Equipment purchases will be limited to 25% of grant award. EOPSS/HSD will internally track equipment inventory. Grantees are listed in Appendix under Table 13.6. This task is supported by CTW Chapter 8 Sections 3.1, 3.2, 4.1, 4.3, 4.4, and Chapter 9 Section 3.3. This task will support pedestrian and bicycle performance targets 1 and 2.

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

Project Staff – Bob Kearney

PS-15-03 Program Management

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

Project Budget/Source – $47,505.26 (Sec. 402)

Project Staff – Bob Kearney, Barbara Rizzuti and Deb Firlit

Pedestrian and Bicycle: Budget Summary

Project Number	Project Title	Budget	Budget Source
PS-15-01	Pedestrian and Bicycle Media	$ 150,000	402
PS-15-02	Pedestrian and Bicycle Enforcement and Equipment Program	$ 285,500	402
PS-15-03	Program Management	$ 47,505.26	402
	Total all Funds	**$ 483,005.26**	

7.0 Traffic Records Program Area

Problem Identification and Analysis

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

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

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

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

The FFY 2015 Section 405c application and 2015 Strategic Plan for Traffic Records Improvements contains details pertaining to the current capabilities and challenges of the

Massachusetts traffic records system. It also describes the progress made to date on projects funded with previous Section 405 C funds. In addition, the application details how FFY 2015 Section 405 C funds would be utilized for proposed projects that were prioritized by the METRCC.

Performance Target

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

Traffic Records Performance Target #2
Increase by 10% the number of agencies able to access MassTRAC from 145 in June 2014 to 155 in June 2015

Traffic Records Performance Target #3
Improve the timeliness of crash data by decreasing the average number of days from crash incident to receipt of crash report by the RMV from 56.14 days in 2012 to less than 40 days by December 31, 2015

Traffic Records Performance Target #4
Improve the completeness of the Massachusetts EMS injury database, the Massachusetts Ambulance Trip Record Information System (MATRIS), by increasing in the number of ambulance services submitting reports to MATRIS from 293 in 2013 to over 300 in December 31, 2015

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

EOPSS/HSD set Target #1 based on information provided in a project proposal from UMassSAFE (TR-15-08). Previously, Massachusetts utilized NHTSA's Crash Outcome Data Evaluation System (CODES) probabilistic linkage method to link crash, hospital, and emergency medical service datasets. Massachusetts ended CODES in 2011 and the last linkage was conducted with 2007 data. At that time, there were 91,000 crash reports linked to hospital inpatient records. UMass received traffic records funding in FFY 2014 and 2015 to investigate improved data linkage processes and strategies for linking highway safety data including crash, roadway inventory, citation, driver history (if available), emergency room, hospital and emergency medical services data. UMassSAFE is confident that Massachusetts will see a 10% increase in linked reports with this project.

EOPSS/HSD is confident that Performance Target #2 will be reached once up-to-date crash and citation data is added to MassTRAC, which should be completed by early November 2014. Many traffic enforcement programs for FFY 2015 require departments to allocate resources to high crash locations. Unfortunately, many departments are unable to use their records

management systems to analyze this information, so many departments will rely on MassTRAC.

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

To determine Performance Target #4, EOPSS/HSD reviewed 2013 and 2014 data from DPH. Currently, Massachusetts has 318 ambulance services. With increased outreach by DPH through a Traffic Records project (TR-15-13), DPH will likely add eight additional ambulance services submitting to MATRIS.

Performance Measures

EOPSS/HSD also will work with METRCC and TRCC member agencies, who are the core system owners and data collectors, in order to improve the overall traffic records system. Performance measures established by the METRCC and the TRCC in its FFY 2015 Section 405 C Grant application including:

Number of linked records

Number of MassTRAC users

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

Number of ambulance services with NEMSIS compliant software submitting data to MATRIS

Strategies

1. Enhance the workings of the METRCC and TRCC
2. Ensure ongoing implementation of the 2015 Strategic Plan for Traffic Records Improvements
3. Expand access to and use of local, state, and federal traffic records data and analyses
4. Enhance the activities of the TRCC subcommittees
5. Fund and monitor the TRCC's 408/405 C-funded projects
6. Submit on behalf of the METRCC and TRCC a Massachusetts Strategic Plan for Traffic Records Update
7. Establish EOPSS/HSD access to necessary data sets for key planning, decision-making, program selection, and evaluation purposes through agreements with data owner agencies and ensure the ability to conduct analysis of that data in-house through

revitalization of its traffic records data warehouse

Traffic Records Program Area Projects

TR-15-01 MassTRAC

Funding will be provided to a vendor to maintain and improve MassTRAC. MassTRAC is a web-based solution for crash records analysis, mapping, and reporting. This tool helps EOPSS/HSD meet federal reporting requirements and supports safety planning processes across the Commonwealth. The software provides quick and easy user access to crash data, tabulations, maps, and counts of crashes, vehicles, drivers, passengers, and non-motorists. One of the recommendations of the 2009 Traffic Records Assessment was to provide crash data to traffic safety stakeholders. This task will support impaired driving performance targets 1 and 2, occupant protection performance target 1 and traffic records target 3.

Project Budget/Source – $100,000 (Sec. 402)

Project Staff – Barbara Rizzuti

TR-15-02 Statewide DDACTS Program

In March 2014, with funding from EOPSS/HSD, the MPTC hired a part-time coordinator to support DDACTS throughout Massachusetts and serve as a resource for law enforcement. EOPSS/HSD will continue to fund the coordinator position and will expand this program for FFY 2015.The MPTC will conduct at least one three-day workshop for departments that are new to DDACTS and additional follow-up workshops for those who have implemented DDATCS to discuss obstacles, successes, challenges, and next steps. The coordinator will also provide support to departments working to implement DDACTS. For departments that need additional assistance analyzing their data, the MPTC will also provide training on MassTRAC. This task will support all overall performance targets and traffic records performance measure 3.

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

Project Staff – Bob Kearney

TR-15-03 FARS

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

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

Project Staff – Barbara Rizzuti

TR-15-04 Motor Vehicle Automated Citation and Crash System (MACCS)

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

The MACCS pilot was conducted over a nine month period to test system functionality and data exchanges with a targeted number of agencies and end-users representing a diverse cross-section of the Commonwealth's public safety community. The pilot sites were rolled out incrementally, with feedback from users on each new deployment informing changes to be tested in the next iteration. Feedback was gathered through a formal error/enhancement reporting processes, as well as several working group meetings with the project team and the end-user community. Results and feedback from the pilot have been instrumental in informing the ongoing development of MACCS, as well the strategy for a future roll-out of MACCS components statewide. To date, the pilot testing has been conducted for the citation, crash, and traffic stop data collection modules. In FFY 2015, EOPSS will determine appropriate timeframe for testing of the alcohol test refusal module through coordination with OAT and RMV, continue working with the RMV to compare crash reports entered into MACCS to the original hand written reports to measure against traditional traffic records performance metrics and determine if additional system engineering is needed, work with the Merit Rating Board and the Administrative Office of the Trial Court regarding a few remaining outstanding issues, work with record management system vendors to implement a data exchange via the iCJIS Broker technology, and continue development of the data analytics platform.

EOPSS/HSD will receive prior authorization for all equipment for any single item costing over $5,000. One of the recommendations from the 2009 Traffic Records Assessment was to move to an electronic data collection system. Development and implementation of the data warehouse and web service application will be completed by September 30, 2014. This is a continuation of an existing project and does not represent any new funds. This task will support traffic records performance targets 1 and 4.

Project Budget/Source –$1,750,000 (Sec. 402)
In FFY 2012, EOPSS expended $287,745 of Sec. 408 funding for this project and approximately $1.3 million in additional funding from the Federal Motor Carrier Safety Administration had been allocated to MassDOT for this project

Project Staff – Barbara Rizzuti

TR-15-05 Scanning Solution for Police Crash Reports

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

Project Budget/Source –$200,000 (Sec. 405c)

Project Staff – Barbara Rizzuti

TR-15-06 E-Submission Project

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

Project Budget/Source – $68,351.46 of Section 408

Project Staff – Barbara Rizzuti

TR-15-07 Predictive Traffic Analytics Using MassTRAC Data

Funding will be provided to the Center for Leadership in Public Service at Fisher College to assess and contribute to the improvement of the accuracy and completeness of the crash data system as well as citation/adjudication data. The project will also demonstrate methods to improve data accessibility, in particular in the context of advanced data analysis (i.e. data mining, predictive analytics, and business or policy intelligence). One of the recommendations from the 2009 Traffic Records Assessment is to establish crash reporting improvement as a top priority of the TRCC and the member agencies. This is a continuation of an existing project and does not represent any new funds. This task will support traffic records performance targets 3.

Project Budget/Source – $156,845.76 (Sec. 408)

Project Staff – Barbara Rizzuti

TR-15-08 Investigation of Improved Linkage Strategy towards the Development of a Central and Uniformed Crash Analysis Database

Funding will be provided to UMassSAFE to investigate improved data linkage processes and strategies for linking highway safety data - crash, roadway inventory, citation, driver history (if available), emergency room, hospital and emergency medical services data. EOPSS/HSD will receive prior authorization for all equipment for any single item costing over $5,000. One of the recommendations from the 2009 Traffic Records Assessment was to partner with Crash Outcome Data Evaluation System (CODES) to provide stakeholders with a linked crash and citation database. This proposed project would replace CODES. This task will support traffic records performance target 2.

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

Project Staff – Barbara Rizzuti

TR-15-09 MSP Traffic Crash Quality Assurance Project

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

Project Budget/Source – $213,231 (Sec. 405c)

Project Staff – Barbara Rizzuti

TR-15-10 Crash Data System Stakeholder Data Improvement Project

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

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

Project Staff – Barbara Rizzuti

TR-15-11 Boston EMS Cyclist, Pedestrian & Vehicular Accident Information System Enhancement

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

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

Project Staff – Barbara Rizzuti

TR-15-12 Comprehensive Analysis of Accuracy and Completeness of the Crash Data File

The Center for Leadership in Public Service of Fisher College will evaluate the RMV crash data file and propose crash system improvements. This project will also result in the development and implementation of appropriate crash file quality control measures based on the Crash Data

Improvement Program (CDIP) conducted in September/October 2013 and the 2014 Traffic Records Assessment. EOPSS/HSD will receive prior authorization for all equipment for any single item costing over $5,000. This task will support traffic records performance targets 1 and 3.

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

Project Staff – Barbara Rizzuti

TR-15-13 MATRIS and Trauma Registry Data Accuracy, Completeness, Uniformity and Accessibility

The project will analyze and address issues with data quality in areas of accuracy, completeness, consistency/uniformity, timeliness, integration and accessibility of the MATRIS EMS and Trauma Registry surveillance systems maintained by the DPH. This includes analyzing, verifying and addressing data quality issues with the existing standards and migrating to the new national standards for NEMSIS 3.0 and ICD-10-CM. EOPSS/HSD will receive prior authorization for all equipment for any single item costing over $5,000. One of the recommendations from the 2009 Traffic Records Assessment was to continue to grow and promote MATRIS and the trauma registry. This task will support traffic records performance target 4.

Project Budget/Source – $616,400 (Sec. 405c)

Project Staff – Barbara Rizzuti

TR-15-14 Crash Data Audit - An Investigation of Police Crash Reports to Establish and Assess Current Obstacles and Future Performance Measures & Monitoring

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

Project Budget/Source – $123,648 (Sec. 405c) - Pending METRCC approval

Project Staff – Barbara Rizzuti

TR-15-15 Crash Reporting Training and Technical Assistance for Law Enforcement Agencies

There are, however, still a number of law enforcement agencies that struggle to submit their crash data to the RMV. The project is designed to provide training and technical assistance to law enforcement agencies in order to assist and improve the accessibility, timeliness, accuracy, completeness, integration, and uniformity of their crash data reporting. This will have a direct effect of the crash data quality submitted to the RMV. Fisher College will partner with the Massachusetts Association of Crime Analysts (MACA) to provide this technical assistance to local law enforcement agencies throughout the Commonwealth. MACA has approximately 200 members representing about 140 law enforcement agencies. MACA also has the most certified law enforcement analysts of any regional association in the United States and holds one of the premier technical data analysis conferences, including topics on DDACTS, in the country. Members of MACA have the knowledge and skills necessary to explain why it's important to have accurate and timely data and they are in a position to teach other members of law enforcement how to collect and analyze their own crash and citation data to make it more useful. This task will support traffic records performance targets 1 and 3.

Project Budget/Source – $81,272.65 (Sec. 405c) – Pending METRCC approval

Project Staff – Barbara Rizzuti

TR-15-16 Program Management

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

Project Budget/Source – $79,426.78 (Sec. 402)

Project Staff –Barbara Rizzuti and Bob Kearney

Traffic Records: Budget Summary

Project Number	Project Title	Budget	Budget Source
TR-15-01	MassTRAC	$ 100,000	402
TR-15-02	MassTRAC/DDACTS	$ 60,000	402

TR-15-03	FARS	$ 78,000 per calendar year	FARS Cooperative Agreement
TR-15-04	MACCS	$ 1,750,000	402
TR-15-05	Scanning Solution for Police Crash Reports	$ 200,000	405c
TR-15-06	E-Submission	$ 68,351.46	408
TR-15-07	Predictive Traffic Analytics Using MassTRAC Data	$ 156,845.76	408
TR-15-08	Investigation of Improved Linkage Strategy towards the Development of a Central and Uniformed Crash Analysis Database	$ 124,209	405c
TR-15-09	State Police Traffic Crash Quality Assurance Project	$ 213,231	405c
TR-15-10	Crash Data System Stakeholder Data Improvement Project	$ 168,907	405c
TR-15-11	Boston EMS Cyclist, Pedestrian & Vehicular Accident Information System Enhancement	$ 275,003	405c
TR-15-12	Comprehensive Analysis of Accuracy and Completeness of the Crash Data File	$ 259,500	405c
TR-15-13	MATRIS and Trauma Registry Data Accuracy, Completeness, Uniformity and Accessibility	$ 616,400	405c
TR-15-14	Crash Data Audit - An Investigation of Police Crash Reports to Establish and Assess Current	$ 123,648	405c

	Obstacles and Future Performance Measures & Monitoring		
TR-15-15	Crash Reporting Training and Technical Assistance for Law Enforcement Agencies	$ 81,272.65	405c
TR-15-16	Program Management	$ 79,426.78	402
	Total All Funds	**$ 4,354,794.65**	

8.0 Distracted Driving

Problem Identification and Analysis

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

Massachusetts passed a Safe Driving Bill in 2010. This is a primary law which bans all operators of motor vehicles from text messaging and prohibits junior operators from using any type of mobile phone device. In 2012, there were 41 fatal crashes involving distracted driving. This is a 4.6% drop from 2011, yet 28% higher than 2010. Trendline equation projects distracted driving fatal crashes to rise substantially to nearly 66 by 2015. Interestingly, the breakdown of drivers by age involved in those 41 fatal crashes reported in 2012 dispels the common notion that

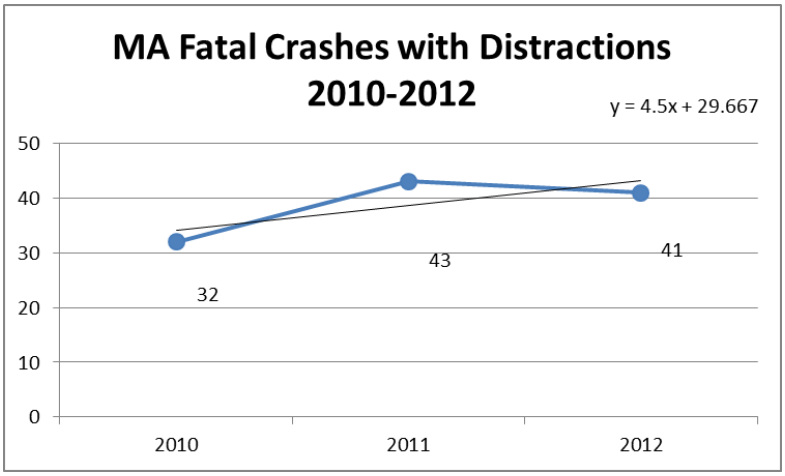


Figure 8.1
Source: FARS

teenage drivers are usually the cause of distracted driving crashes. As shown in Table 8.1 on the next page, nearly half of the drivers (46%) were age 45 or older, while younger drivers (age 20 or less) were responsible for 19% of the fatal crashes.

Distracted Driving Fatal Crashes by Driver's Age 2012	
Age 20 or less	8
Age 21-30	9
Age 31-45	5
Age 45 or older	19

Table 8.1
Source: FARS

Further analysis of 2012 distracted driving data reveals that Middlesex County had the highest number of fatal crashes with 11, followed by Bristol County (6) and Norfolk (5). With over 25% of the fatal crashes related to distracted driving, EOPSS/HSD plans to make an increase effort of outreach to municipalities in Middlesex County to participate in traffic enforcement mobilizations.

Table 8.2
Source: FARS

In Table 8.2, the breakdown of distracted driving fatal crashes by time of day is provided. The 12pm – 5:59pm time frame accounts for 49% of all distracted driving fatal crashes. This time range encompasses the time when schools dismiss students, after-school youth sports and organizations take place, and 'rush hour' period for commuters to head home.

Time of Day	Fatal Crashes
12am – 5:59am	8
6am – 11:59am	8
12pm – 5:59pm	20
6pm – 11:59pm	5

Day of Week	Fatal Crashes
Sunday	6
Monday	3
Tuesday	4
Weds	4
Thursday	10
Friday	5
Saturday	9

Table 8.3
Source: FARS

Distracted driving fatal crashes by day of week are detailed in Table 8.3. The three highest days for crashes were Thursday (10), Saturday (9), and Sunday (6). More analysis needs to be done to determine what factors come into play that led to Thursday accounting for nearly 25% of all fatal crashes.

EOPSS/HSD will provide the data in this section to MSP and local law enforcement agencies to assist in their respective distracted driving enforcement programs in FFY 2015.

Figure 8.2 on the following page shows the number of citations for mobile device violations in Massachusetts 2010-2013. This violation type did not exist until midway through 2010. The chart reveals a steep rise in distracted driving violations from 2010 to 2013 from 305 to 3,400 – an increase of more than 1,000%.

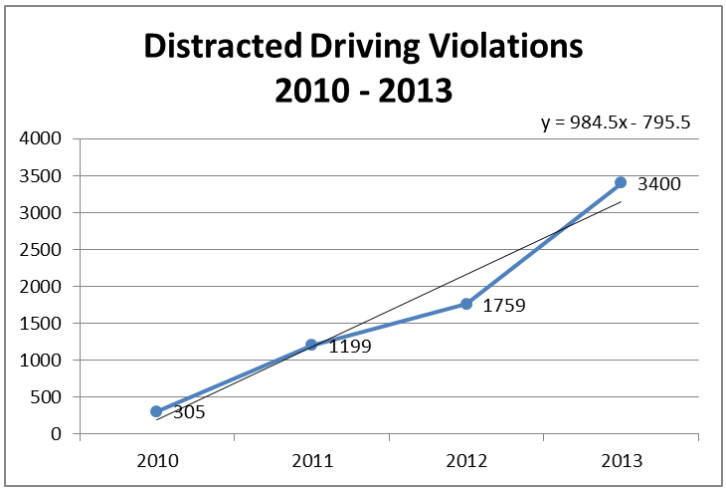


Figure 8.1
[Comprised of Electr MSG send/receive (90 13B) and JOL Mobile Dev/Phone (90 8M)]

Despite concerns about distracted driving, a recent report issued by the Centers for Disease Control and Prevention revealed that Massachusetts high school students report they text and drive less than their New England counterparts.

The report titled, "Youth Risk Behavior Surveillance – United States 2013"in the June 13, 2014 edition of *Morbidity and Mortality Weekly Report* (Vol. 63/No. 4). One element of the study focused on texting while driving. The study found 41.4% of all surveyed high school students admitted to texting or emailing while driving a car. Massachusetts students reported a 32.3% usage rate while driving, almost 10% lower than the national average. Connecticut and Rhode Island had 36.3% and 36.5% rates, respectively. New Hampshire was substantially higher with 47.7%. Maine and Vermont were not included in the survey section for texting and emailing while driving.

Below is a breakdown by county of estimated funding for Distracted Driving enforcement:**FFY 2015 Total DD Funding by County**	
Barnstable	$25,500
Berkshire	$10,500
Bristol	$49,500
Dukes	$ -------
Essex	$51,000
Franklin	$2,500
Hampden	$57,000
Hampshire	$20,500
Middlesex	$126,000
Norfolk	$64,000
Plymouth	$47,000
Suffolk	$34,000
Worcester	$107,000

Note – Funding totals are for DD-15-02 (Distracted Driving Enforcement). Funds for Massachusetts State Police were not included.

Performance Targets

Distracted Driving Performance Target #1

Decrease fatal crashes with one or more distractions by 5% from 2010-2012 calendar base year average of 38 to 36 by December 31, 2015

Performance Measures

Number of fatalities with one or more distractions

Strategies

1. Fund the MSP to enforce distracted driving laws
2. Fund the MSP and selected communities for sustained enforcement of traffic laws
3. Increase public awareness of the dangers of distracted driving, mobile device use and texting while driving
4. Educate law enforcement on the identification and citation of offending violators of mobile device laws
5. Document mobile device use as part of the annual seat belt observation survey
6. Promote the MPTC's online training for law enforcement on the importance of noting distracted driving as a factor on crash reports

Distracted Driving Program Area Projects

DD-15-01 MSP Distracted Driving Enforcement

Based on data collected through MassTRAC and task DD-15-02, the MSP will conduct activities to enforce distracted driving laws. Although the preliminary timeline for this project will be around Distracted Driving Awareness Month in April, the dates and locations of the activity will be determined based on data, guidance from NHTSA, and other nationwide distracted driving events. Funding for this task may change based on 405 E funds awarded. MSP will employ the roving patrol technique where texting drivers are actively sought out. Daytime shifts will be the preferred timeframe making it easier for the police to spot violators. Patrols will move between locations to take advantage of traffic patterns and known high-risk locations during the shifts. If this technique proves ineffective, using spotters where one stationary police officer notes the violation and a second officer pulls the driver over, will be considered. Since distracted driving is associated with driving behaviors such as inappropriate speeds, slow reaction times, and weaving among traffic lanes, these behaviors will receive special attention

during enforcement periods. This task is supported by CTW Chapter 4 Section 1.3 and 2.2. This task will support distracted driving performance target 1.

Project Budget/Source – $225,000 (Sec. 402)

Project Staff – Deb Firlit

DD-15-02 Local Distracted Driving Enforcement

Provide overtime funds to local municipal police departments to conduct activities to enforce distracted driving laws. Patrols by police will be conducted during Distracted Driving Awareness Month, which is set for April 2015. Not only will enforcement patrols seek out violators who use cellphones while driving, but also those who exhibit other distracted driving behaviors such as inappropriate speed, weaving, slow reaction times, and drifting. Participating municipalities are listed in the Appendix under Table 13.7. Participating municipalities are part of the selected grantees for 2015 Traffic Enforcement Grant, which includes DSOGPO, CIOT, Distracted Driving, and Speed mobilizations. This task is supported by CTW Chapter 4 Section 1.3 and 2.2. This task will support distracted driving performance target 1.

Project Budget/Source – $500,000 (Sec. 402)

$94,500 (Sec. 402) – Amendment #5, 10/17/14

Project Staff – Lindsey Phelan

DD-15-03 Educational Outreach to Young Drivers

Funding will be provided to an organization (yet to be determined) to educate young drivers on the dangers of distracted driving. According to the 2011 MYHS, conducted by DPH, of the students who reported driving a car, 42% also reported that they have texted while driving. Students in the 12th grade were more likely to report texting while driving than students in any other high school grade and 11thgrade students were more likely to report texting while driving than 10th grade students. An AGF will be released in August 2014 to solicit proposals from organizations to address this issue. Methods for outreach can include, but are not limited to, school presentations, peer-to-peer workshops, safety fairs, and informational campaigns. An evaluation component will be included. This task is supported by CTW Chapter 4, Section 2.1. This task will support all overall performance targets.

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

Project Staff – Lindsey Phelan

DD-15-04 Distracted Driving Media

Provide funding for media campaign in support of local distracted driving mobilization planned for FFY2015. Advertising space purchases will be evaluated based on the criteria in the 402 Advertising Space Guidance. EOPSS/HSD follows a system like the NHTSA Communications Pyramid. Strong internal policies are followed noting that all media and communications activities should be in support of our data-driven objectives and in coordination with our other activities and programs, in particular, enforcement. Crash and citation data are used not only for targeting enforcement activities but also to determine the primary audience and location and types of media that we purchase. NHTSA's guidelines are followed for messaging, demographics, best practices and target groups for each media effort. This task is supported by CTW Chapter 4, Section 2.2. This task will support distracted driving performance target 1.

Project Budget/Source – $150,000 in earned media (Sec. 402)

Project Staff – Deb Firlit

DD-15-05 Program Management

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

Project Budget/Source – $41,835.42 (Sec. 402)

Project Staff – Deb Firlit, Barbara Rizzuti, and Lindsey Phelan

Distracted Driving: Budget Summary

Project Number	Project Title	Budget	Budget Source
DD-15-01	MSP Distracted Driving Enforcement	$ 225,000	402
DD-15-02	Local Distracted Driving Enforcement	$ 500,000	402
DD-15-03	Educational Outreach to Young Drivers	$ 50,000	402
DD-15-04	Distracted Driving Media	$ 150,000	402
DD-15-05	Program Management	$ 41,835.42	402
	Total All Funds	**$ 966,835.42**	

9.0 Speed and Aggressive Driving Program Area

Problem Identification and Analysis

Speed-related fatalities and injuries are a significant highway safety problem often over-shadowed by the high-profile attention given to occupant protection and impaired driving at the national and state levels. In Massachusetts, 30 percent of crash fatalities were speed-related in 2012, matching the nationwide rate. EOPSS/HSD will continue to treat speeding as a major highway safety program area in FFY 2015 by targeting speed during all traffic enforcement mobilizations and the sustained traffic enforcement program.

Speed-Related Violations

In 2013, speeding violations declined 11% from 2012. Aggressive driving violations also decreased in 2013, down 8% as shown in Table 9.1.

Table 9.1 Massachusetts Speeding and Aggressive Driving Violations

	2009	2010	2011	2012	2013
Speeding Violations[a]	274,244	241,933	209,883	221,591	196,332
Aggressive Driving Violations[b]	172,462	154,947	132,843	139,010	128,349

Source: MRB Quarterly Violations Report

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

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

While speeding and aggressive driving violations have dropped since 2009, the overall number of speeding fatalities has risen 38% from 77 to 106. An analysis of speeding fatalities (Figure 9.1) by county form 2008-2012 reveals the top three counties as Worcester, Bristol, and Middlesex. These three counties account for 39.3% of all speeding fatalities recorded from 2008-2012.

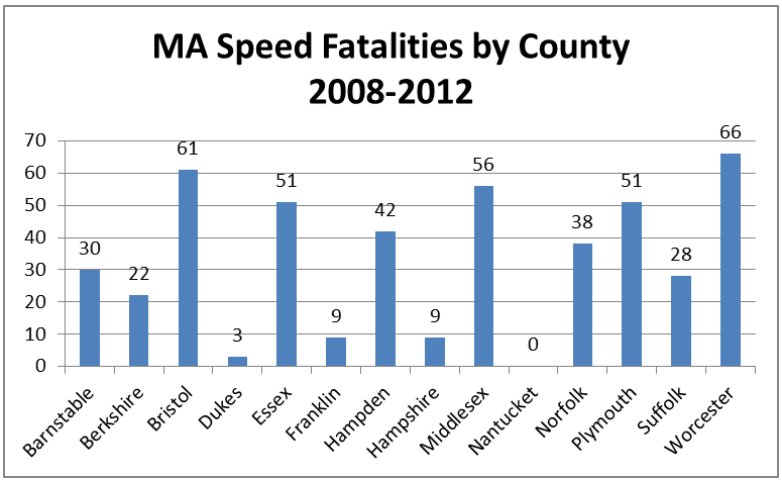
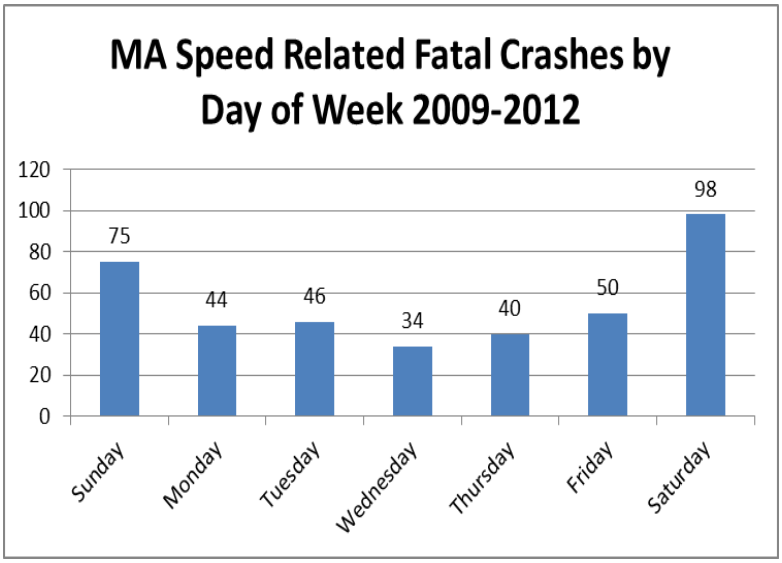


Figure 9.1
Source: FARS

Below, in Figure 9.2, the total speed related crashes by day from 2009-2012 is detailed. Saturday and Sunday recorded the highest totals for speed-related fatal crashes in Massachusetts.

Figure 9.2
Source: FARS



In Figure 9.3, the worst time of day for speed-related fatalities was midnight to 3am, which accounted for 50% of all fatalities from 2009-2012.

On the next page, Figure 9.4 reveals that the age group from 21-24 had the highest speed-related fatalities of any age group during 2009-2012. Furthermore, the age range from 16 to 34 represented 60% of all speeding fatalities. Males made up the majority of fatalities with 293 (76%).

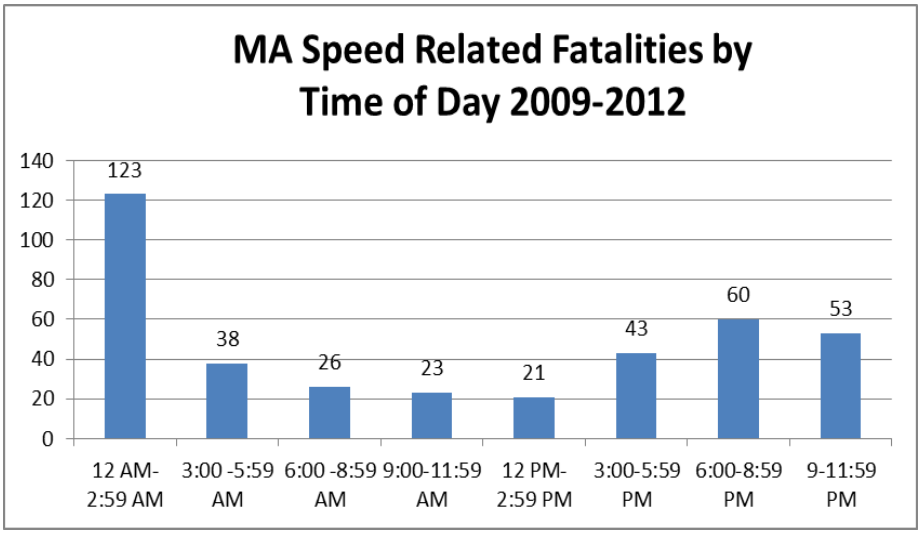


Figure 9.3
Source: FARS

Speed enforcement activities have been incorporated into the CIOT, DSGPO, and distracted driving Mobilizations as well as sustained enforcement programs described earlier. The data presented in this section will be presented toparticipating departments to encourage enforcement during peak times and locations. More localized data and resource availability will also factor into where resources are deployed. This enforcement plan may be adjusted based on new data and effectiveness of ongoing activities.

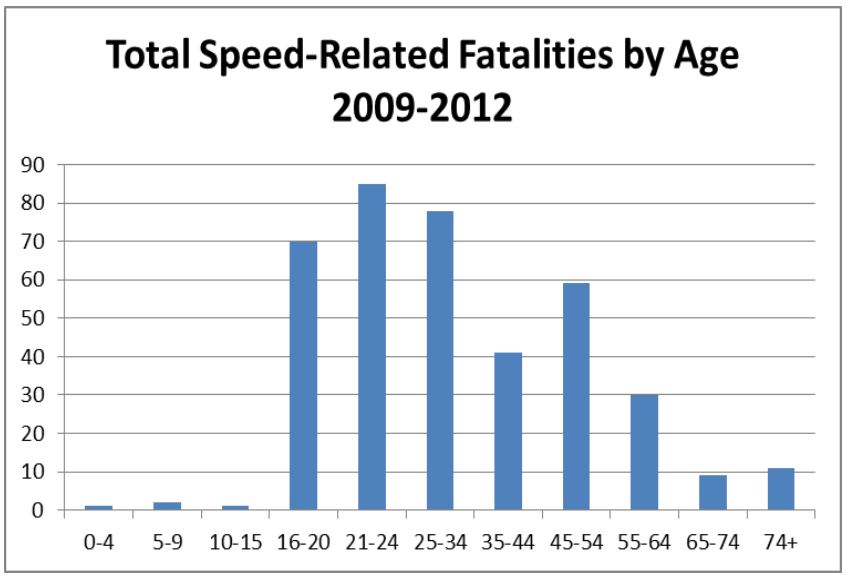


Figure 9.4
Source: FARS

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

The chart below details the funding amounts for Speed Enforcement Mobilization (SC-15-02) by county:

FFY 2015 Total SC Funding by County	
Barnstable	$25,500
Berkshire	$10,500
Bristol	$49,500
Dukes	$-------
Essex	$51,000
Franklin	$2,500
Hampden	$57,000
Hampshire	$20,500
Middlesex	$126,000
Norfolk	$64,000
Plymouth	$47,000
Suffolk	$34,000
Worcester	$107,000

Note – Funding does not include Massachusetts State Police funds.

Performance Targets

Speed Performance Target #1

Decrease speed-related fatalities by 12% from 2008-2012 calendar base year average of 97 to 85 by December 31, 2015

Performance Measures

Number of speed-related fatalities

Strategies

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

Speed and Aggressive Driving Program Area Projects

SC-15-01 LiDAR Equipment

Funds will be provided to the MSP to purchase 275 LiDAR units. Currently MSP is using outdated radar technology that is in some cases over 15 years old. The MSP does not have another mechanism to replace these units. These units will be used throughout the Commonwealth throughout the year. Purchase will be in addition to units bought in FFY 2014. This task is supported by CTW Chapter 3 Sections 2.2 and 2.3. This task will support speed performance targets 1 and 2.

Project Staff – Deb Firlit

Project Budget/Source – $350,000 (Sec. 402)

SC-15-02 Local Speed Enforcement Mobilization

Funds will be provided to 191 municipalities to conduct speed-related enforcement overtime activities aimed at decreasing incidence of speeding violations as well as reducing the rate of speed-related motor vehicles crashes in their community. Eligibility was based upon 2010-2012 crash data, subtracting crashes the MSP responded to, and then normalized by state population. Any community with a crash rate equal to or above 0.45 is deemed eligible for this program. Mobilization will take place in October 2014. Participating municipalities are listed in the Appendix under Table 13.8. This task is supported by CTW Chapter 3 Section 2.2. This task will support speed performance targets 1 and 2.

Project Budget/Source – $594,000 (Sec. 402)

$500 (Sec. 402) – Amendment #4, 10/17/14

Project Staff –Lindsey Phelan

SC-15-03 MSP Speed Enforcement Mobilization

Funds will be provided to Massachusetts State Police to conduct speed-related enforcement activities aimed at decreasing incidence of speeding violations as well as reducing the rate of speed-related motor vehicles crashes along the Commonwealth's major highways. MSP enforcement will take place at the same time local law enforcement (SC-15-02) conduct patrols. This task is supported by CTW Chapter 3 Sections 2.2. This task will support speed performance targets 1 and 2.

Project Budget/Source – $225,000 (Sec. 402)

Project Staff –Deb Firlit

SC-15-04 Educational Outreach to Young Drivers

Funding will be provided to educate young drivers on the dangers of speeding and aggressive driving. In 2012, over 25,000 citations were given to drivers under 21 for speeding. An Availability of Grant Funding (AGF) will be released in August 2014 to solicit proposals from organizations to address this issue. Methods for outreach can include, but are not limited to, school presentations, peer-to-peer workshops, safety fairs, and informational campaigns. An evaluation component will be included. This task is supported by CTW Chapter 3, Section 2.2. This task will support speed performance target 1, younger driver target 1 & 2, core performance targets 1, 2, and 3.

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

Project Staff – Lindsey Phelan

SC-15-05 Speed Media

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

Project Budget/Source – $150,000 in earned media (Sec. 402)

Project Staff – Deb Firlit

SC-15-06 Program Management

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

Project Budget/Source – $33,352.11 (Sec. 402)

Project Staff –Deb Firlit, Barbara Rizzuti, Lindsey Phelan

Speed and Aggressive Driving: Budget Summary

Project Number	Project Title	Budget	Budget Source
SC-15-01	MSP LiDAR	$ 350,000	402
SC-15-02	Speed Enforcement Mobilization - Local	$ 594,000	402
SC-15-03	Speed Enforcement Mobilization – MSP	$ 225,000	402
SC-15-04	Educational Outreach to Young Drivers	$ 50,000	402
SC-15-05	Speed Media	$ 150,000	402
SC-15-06	Program Management	$ 33,352.11	402
	Total All Funds	**$ 1,402,352.11**	

10.0 Younger and Older Drivers

Problem Identification and Analysis

In 2012, younger drivers (age 20 or younger) accounted for 9.4% of all drivers involved in fatal crashes in Massachusetts. This represents a slight decrease from 10% reported in 2011. Overall, the number of young drivers involved in fatal crashes has dropped 31% from 61 in 2008 to 42 in 2012. EOPSS/HSD's continued outreach and educational initiatives aimed at young drivers are having a positive impact on driving behavior.

Older drivers (age 65+) represented 15.4% of all drivers involved in fatal crashes during 2012. The nationwide rate was 12.7%. Since 2008, older drivers involvement has risen 30%, while the number of older population (age 65+) fatalities in fatal crashes increased 12%.

EOPSS/HSD has primarily focused on younger driver behavior and educational outreach in conjunction with the strengthening of JOL laws. In light of the increase in older driver fatal crash involvement, funding may be allocated for educational or enforcement initiatives to lower the involvement rate in either FFY2015 or FFY2016.

JOL Law Violations

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

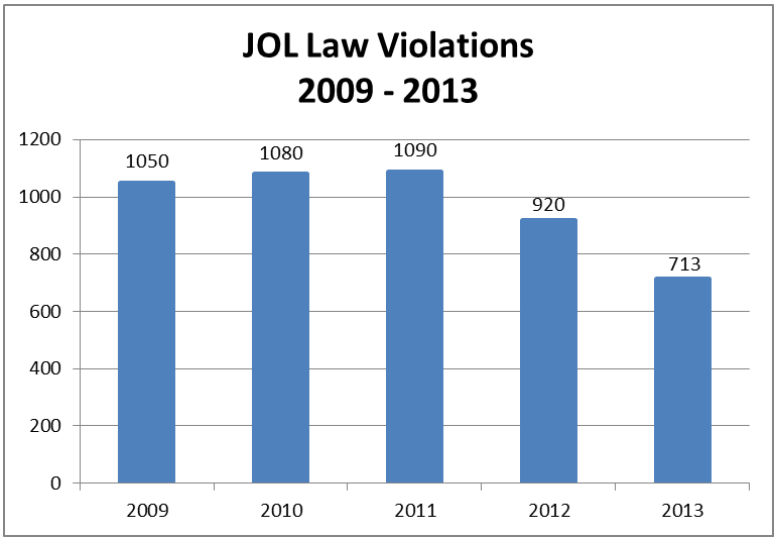


Figure 10.1
Source: MRB Quarterly Violations Report January 2014

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

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

Not only has the number of JOL violations been declining, but also the number of young drivers involved in fatal crashes. In 2008, young drivers accounted for 13.8% of all fatal crashes. By 2012, the rate had dropped to 9.4%.

Based upon trendline analysis (Figure 10.2), the number of fatal crashes will further decrease to 30.4. This represents a projected drop of -27.6% from 2012.

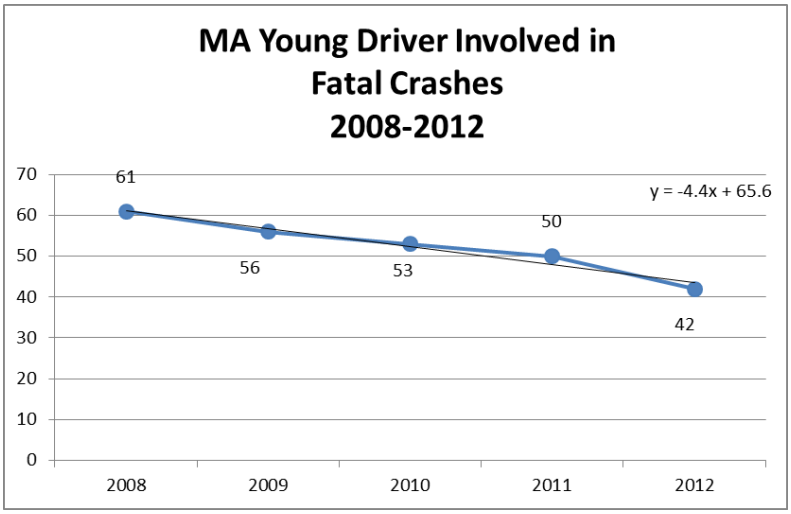
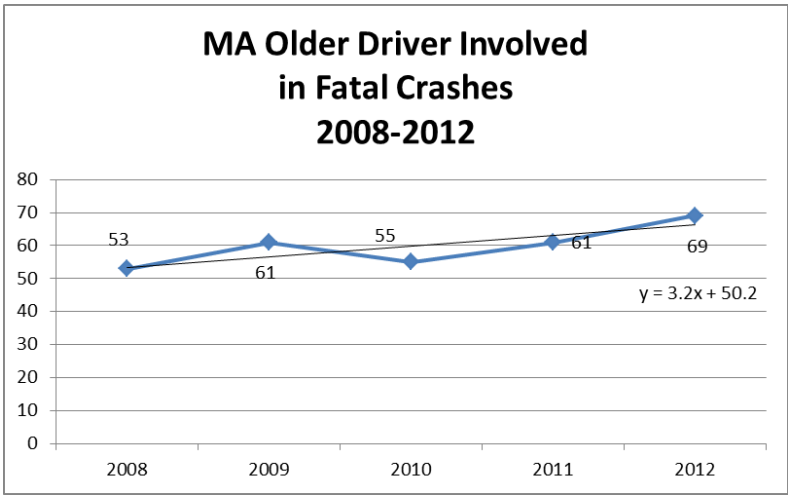


Figure 10.2
Source: FARS

If JOL violations continue along this downward course, EOPSS/HSD expects young driver involvement in fatal crashes to follow suit as well.

In comparison, older drivers are becoming a concern on the roads of the Commonwealth. Not only are they accounting for a higher proportion of involvement in fatal crashes in 2012 (15.4%) than in 2008 (13.8%), older driver fatalities jumped from 53 in 2008 to 69 in 2012, representing a 30% increase.

Figure 10.3
Source: FARS



The trendline in Figure 10.3 projects older driver involvement in fatal crashes to rise to 75.8 by 2015. Coupled with the fact that older population (65+) fatalities in traffic crashes has risen 3.1 percentage points since 2008, EOPSS/HSD plans to address this concerning trend in FFY2015 or FFY2016, depending on funding availability.

As of the present time, there are no specific programs listed in this section for younger and older drivers. However, enforcement and media activities for these age groups will be incorporated into other tasks. For instance, EOPSS/HSD will be conducting programs specifically for young drivers and occupants to increase seat belt use (OP-15-09) and reduce underage drinking/impaired driving (AL-15-04, AL-15-05, AL-15-11, and AL-15-17), speeding (SC-15-04) and distracted driving (DD-15-03). In addition, EOPSS/HSP will be working with MassDOT on an HSIP-funded project to conduct an Older Driver Mobility and Safety Summit in June 2015. This one-day summit will bring together medical professionals, engineers, law

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

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

Performance Targets

Younger Driver Performance Target #1

Decrease fatal crashes involving a younger driver (age 20 or younger) by 30% from 2008-2012 calendar base year average of 52 to 36 by December 31, 2015

Younger Driver Performance Target #2

Decrease younger driver (ages 15-20) fatalities by 20% from 2008-2012 calendar base year average of 23 to 18 by December 31, 2015

Older Driver Performance Target #1

Decrease fatal crashes involving an older driver (65+) by 5% from 2008-2012 calendar base year average of 59 to 56 by December 31, 2015

Performance Measures

Number of fatalities involving a younger driver

Number of young driver fatalities with younger driver + 0.01 BAC

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

11.0 Additional Program Areas

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

■ 11.1 Police Traffic Services Program Area

PT-15-01 Municipal Police Training

Provide funding to MPTC to conduct up to 16 classes for municipal police departments to improve enforcement of laws pertinent to current traffic safety issues such as speeding, pedestrian and bicyclist safety, and distracted driving. Topics will include Advanced Traffic Crash Investigation, Traffic Crash Investigation, Speed Measurement, fair and impartial policing, and LiDAR training. This task is supported by CTW Chapter 1, Sections 2.1, 2.5, Chapter 2 Section 2.3, Chapter 3 Section 2.2, Chapter 4 Section 1.3, Chapter 8 Section 4.4, and Chapter 9 Section 3.3. This task will support all performance targets.

Project Budget/Source – $65,000 (Sec. 402) and $18,201.96 (Racial Profiling)

Project Staff – Bob Kearney

PT-15-02 Law Enforcement Liaison (LEL)

Funds will be used to hire up to three part-time LELs. In this capacity, the contract LELs will work in conjunction with EOPSS/HSD, the MPTC Executive Director, and the MSP representative assigned to LEL responsibilities to promote strategies and policies with state and local law enforcement to strengthen our mission and make the roadways safer. EOPSS/HSD is hoping to begin the contracting process in early FFY 2015. Funds will also be provided for LEL travel related expenses related to state and national conferences and trainings, and in-state travel. This task is supported by CTW Chapter 1, Sections 2.5, Chapter 2 Sections 2.1, 2.2, 2.3, Chapter 3 Section 2.2, and Chapter 4 Section 1.3. This task will support all performance targets.

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

Project Staff –Bob Kearney

PT-15-03 MDAA/TSRP

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

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

Project Staff – Barbara Rizzuti

PT-15-04 Training for Campus Law Enforcement

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

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

Project Staff - Bob Kearney

PT-15-05 Program Management

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

Project Staff –Barbara Rizzuti, Bob Kearney, and Lindsey Phelan

Project Budget/Source – $58,460.38 (Sec. 402)

PT-15-06 Travel Costs for LEL from MSP to Attend Meetings, Trainings and National Conferences

Provide funds to MSP for travel-related expenses for the LEL to attend meetings, trainings and national conferences in support of major traffic safety issues including but not limited to impaired and distracted driving, occupant protection and drug recognition expert training.

National conferences will include the International Association of Chiefs of Police Conference in October 2014 ($650 registration fee) and the Lifesavers Conference ($400 registration fee) in March 2015. Funding will also be used to cover the cost of local travel for the LEL to attend meetings and trainings with local law enforcement and other traffic safety stakeholders.

Project Staff – Deb Firlit

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

Police Traffic Services: Budget Summary

Project Number	Project Title	Budget	Budget Source
PT-15-01	Municipal Police Training	$ 65,000 $ 18,201.96	402 Racial Profiling
PT-15-02	LEL	$ 200,000	402
PT-15-03	MDAA/TSRP	$ 50,000 $ 125,000	402 405d
PT-15-04	Training for Campus Police	$ 25,000	402
PT-15-05	Program Management	$ 58,460.38	402
PT-15-06	Travel Costs for LEL from MSP to Attend Meetings, Trainings and National Conferences	$5,000	402
	Total all Funds	**$ 546,662.34**	

■ 11.2 Planning and Administration Program Areas

PA-15-01 Administration of Statewide Traffic Safety Program

Funding will be used to plan, implement, monitor, and evaluate programs and projects for the FFY 2015 HSP and produce the FFY 2014 Annual Report and FFY 2016 HSP. Provide required staff salaries, professional development, travel, office space, equipment, materials, and fiscal support.

Project Budget/Source – $210,000 (Sec. 402)

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

PA-15-02 Americans with Disabilities Act (ADA) Compliance Services

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

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

Project Staff –Bob Kearney

Planning and Administration: Budget Summary

Project Number	Project Title	Budget	Budget Source
PA-15-01	Administration of Statewide Traffic Safety Program	$ 210,000	402
PA-15-02	ADA Compliance Services	$ 25,000 $ 3,000	402 2011
	Total all Funds	**$ 238,000**	

12.0 Highway Safety Plan Cost Summary

Table 12.1 Highway Safety Plan Cost Summary

Program Area	Project	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/(Decre)	Current Balance	Share to Local
NHTSA 402							
Planning and Administration							
	PA-2015-PA-15-01	$.00	$235,000.00	$.00	$210,000.00	$210,000.00	$.00
	PA-2015-PA-15-02	$.00	$.00	$.00	$25,000.00	$25,000.00	$.00
	Planning and Administration Total	$.00	$235,000.00	$.00	$235,000.00	$235,000.00	$.00
Alcohol							
	AL-2015-AL-15-10	$.00	$.00	$.00	$500,000.00	$500,000.00	$500,000.00
	AL-2015-AL-15-12	$.00	$ 1,000,000.00	$.00	$800,000.00	$800,000.00	$500,000.00
	AL-2015-AL-15-15	$.00	$.00	$.00	$15,000.00	$15,000.00	$.00
	AL-2015-AL-15-18	$.00	$.00	$.00	$100,000.00	$100,000.00	$100,000.00
	AL-2015-AL-15-19	$.00	$.00	$.00	$249,601.00	$249,601.00	$.00
	Alcohol Total	$.00	$ 1,000,000.00	$.00	$1,664,601.00	$1,664,601.00	$1,100,000.00
Motorcycle Safety							
	MC-2015-MC-15-03	$.00	$.00	$.00	$37,500.00	$37,500.00	$.00
	Motorcycle Safety Total	$.00	$.00	$.00	$37,500.00	$37,500.00	$.00
Occupant Protection							
	OP-2015-OP-15-01	$.00	$.00	$.00	$50,000.00	$50,000.00	$.00
	OP-2015-OP-15-07	$.00	$.00	$.00	$800,000.00	$800,000.00	$800,000.00
	OP-2015-OP-15-08	$.00	$.00	$.00	$100,000.00	$100,000.00	$.00
	OP-2015-OP-15-13	$.00	$.00	$.00	$256,576.00	$256,576.00	$.00
	Occupant Protection Total	$.00	$.00	$.00	$1,206,576.00	$1,206,576.00	$800,000.00
Pedestrian/Bicycle Safety							
	PS-2015-PS-15-01	$.00	$.00	$.00	$150,000.00	$150,000.00	$.00
	PS-2015-PS-15-02	$.00	$.00	$.00	$285,000.00	$285,000.00	$285,000.00
	PS-2015-PS-15-03	$.00	$.00	$.00	$47,506.00	$47,506.00	$.00
	Pedestrian/Bicycle Safety Total	$.00	$.00	$.00	$482,506.00	$482,506.00	$285,000.00
Police Traffic Services							
	PT-2015-PT-15-01	$.00	$.00	$.00	$65,000.00	$65,000.00	$65,000.00
	PT-2015-PT-15-02	$.00	$.00	$.00	$200,000.00	$200,000.00	$200,000.00
	PT-2015-PT-15-03	$.00	$.00	$.00	$50,000.00	$50,000.00	$.00
	PT-2015-PT-15-04	$.00	$.00	$.00	$25,000.00	$25,000.00	$25,000.00
	PT-2015-PT-15-05	$.00	$.00	$.00	$58,461.00	$58,461.00	$.00
	PT-2015-PT-15-06	$0.00	$0.00	$0.00	$5,000.00	$5,000.00	
	Police Traffic Services Total	$.00	$.00	$.00	$403,000.00	$403,000.00	$290,000.00
Traffic Records							
	TR-2015-TR-15-01	$.00	$.00	$.00	$100,000.00	$100,000.00	$.00
	TR-2015-TR-15-02	$.00	$.00	$.00	$60,000.00	$60,000.00	$60,000.00
	TR-2015-TR-15-04	$.00	$.00	$.00	$1,750,000.00	$1,750,000.00	$.00
	TR-2015-TR-15-16	$.00	$.00	$.00	$79,427.00	$79,427.00	$.00
	Traffic Records Total	$.00	$.00	$.00	$1,989,427.00	$1,989,427.00	$60,000.00
Speed Management							
	SC-2015-SC-15-04	$.00	$.00	$.00	$50,000.00	$50,000.00	$50,000.00
	SC-2015-SC-15-05	$.00	$.00	$.00	$150,000.00	$150,000.00	$.00
	SC-2015-SC-15-06	$.00	$.00	$.00	$33,353.00	$33,353.00	$.00
	Speed Management Total	$.00	$.00	$.00	$233,353.00	$233,353.00	$50,000.00
Speed Enforcement							
	SE-2015-SC-15-01	$.00	$.00	$.00	$350,000.00	$350,000.00	$.00
	SE-2015-SC-15-02	$.00	$.00	$.00	$594,000.00	$594,000.00	$594,000.00
	SE-2015-SC-15-03	$.00	$ 1,000,000.00	$.00	$225,000.00	$225,000.00	$.00
	Speed Enforcement Total	$.00	$ 1,000,000.00	$.00	$1,169,000.00	$1,169,000.00	$594,000.00

Distracted Driving							
	DD-2015-DD-15-01	$.00	$ 335,000.00	$.00	$225,000.00	$225,000.00	$.00
	DD-2015-DD-15-02	$.00	$.00	$.00	$500,000.00	$500,000.00	$500,000.00
	DD-2015-DD-15-03	$.00	$.00	$.00	$50,000.00	$50,000.00	$50,000.00
	DD-2015-DD-15-04	$.00	$.00	$.00	$150,000.00	$150,000.00	$.00
	DD-2015-DD-15-05	$.00	$.00	$.00	$41,836.00	$41,836.00	$.00
	Distracted Driving Total	$.00	$ 335,000.00	$.00	$966,836.00	$966,836.00	$550,000.00
	NHTSA 402 Total	$.00	$ 2,570,000.00	$.00	$8,383,260.00	$8,383,260.00	$3,729,000.00
408 Data Program SAFETEA-LU							
	K9-2015-TR-15-06	$.00	$.00	$.00	$68,351.46	$68,351.46	$.00
	K9-2015-TR-15-07	$.00	$.00	$.00	$156,845.76	$156,845.76	$.00
	408 Data Program Incentive Total	$.00	$.00	$.00	$225,197.22	$225,197.22	$.00
	408 Data Program SAFETEA-LU Total	$.00	$.00	$.00	$225,197.22	$225,197.22	$.00
410 Alcohol SAFETEA-LU							
	K8-2015-AL-15-02	$.00	$ 1,800,000.00	$.00	$400,000.00	$400,000.00	$.00
	K8-2015-AL-15-17	$.00	$.00	$.00	$50,000.00	$50,000.00	$.00
	K8-2015-AL-15-18	$.00	$.00	$.00	$100,000.00	$100,000.00	$.00
	K8-2015-MC-15-02	$.00	$.00	$.00	$25,000.00	$25,000.00	$.00
	410 Alcohol SAFETEA-LU Total	$.00	$.00	$.00	$575,000.00	$575,000.00	$.00
410 Alcohol SAFETEA-LU Paid Media							
	K8PM-2015-MC-15-02	$.00	$.00	$.00	$25,000.00	$25,000.00	$.00
	410 Alcohol SAFETEA-LU Paid Media Total	$.00	$.00	$.00	$25,000.00	$25,000.00	$.00
	410 Alcohol SAFETEA-LU Total	$.00	$.00	$.00	$600,000.00	$600,000.00	$.00
2011 Child Seats							
	K3-2015-OP-15-04	$.00	$.00	$.00	$150,000.00	$150,000.00	$.00
	K3-2015-OP-15-05	$.00	$ 403,000.00	$.00	$150,000.00	$150,000.00	$.00
	K3-2015-OP-15-06	$.00	$.00	$.00	$10,000.00	$10,000.00	$.00
	K3-2015-OP-15-12	$.00	$.00	$.00	$90,000.00	$90,000.00	$.00
	K3-2015-PA-15-02	$.00	$.00	$.00	$3,000.00	$3,000.00	$.00
	2011 Child Seat Incentive Total	$.00	$ 403,000.00	$.00	$403,000.00	$403,000.00	$.00
	2011 Child Seats Total	$.00	$ 403,000.00	$.00	$403,000.00	$403,000.00	$.00
1906 Prohibit Racial Profiling							
	K10-2015-PT-15-01	$.00	$ 4,350.00	$.00	$18,201.96	$18,201.96	$.00
	1906 Prohibit Racial Profiling Total	$.00	$ 4,350.00	$.00	$18,201.96	$18,201.96	$.00
164 Transfer Funds							
	164AL-2015-AL-15-11	$.00	$.00	$.00	$17,399.22	$17,399.22	$17,399.22
	164 Alcohol Total	$.00	$.00	$.00	$17,399.22	$17,399.22	$17,399.22
	164 Transfer Funds Total	$.00	$.00	$.00	$17,399.22	$17,399.22	$17,399.22
MAP 21 405b OP Low							
	M2HVE-2015-OP-15-02	$.00	$ 707,500.00	$.00	$450,000.00	$450,000.00	$.00
	M2HVE-2015-OP-15-03	$.00	$.00	$.00	$500,000.00	$500,000.00	$.00
	M2HVE-2015-OP-15-07	$.00	$.00	$.00	$800,000.00	$800,000.00	$.00
	405b Low HVE Total	$.00	$ 707,500.00	$.00	$1,750,000.00	$1,750,000.00	$.00
405b Low Public Education							
	M2PE-2015-OP-15-01	$.00	$.00	$.00	$1,000,000.00	$1,000,000.00	$.00
	M2PE-2015-OP-15-09	$.00	$.00	$.00	$50,000.00	$50,000.00	$.00
	M2PE-2015-OP-15-10	$.00	$.00	$.00	$15,000.00	$15,000.00	$.00
	M2PE-2015-OP-15-11	$.00	$.00	$.00	$15,000.00	$15,000.00	$.00
	405b Low Public Education Total	$.00	$.00	$.00	$1,080,000.00	$1,080,000.00	$.00
	MAP 21 405b OP Low Total	$.00	$ 707,500.00	$.00	$2,830,000.00	$2,830,000.00	$.00
MAP 21 405c Data Program							
	M3DA-2015-TR-15-05	$.00	$.00	$.00	$200,000.00	$200,000.00	$.00
	M3DA-2015-TR-15-08	$.00	$.00	$.00	$124,209.00	$124,209.00	$.00
	M3DA-2015-TR-15-09	$.00	$.00	$.00	$213,231.00	$213,231.00	$.00
	M3DA-2015-TR-15-10	$.00	$692,426.00	$.00	$168,907.00	$168,907.00	$.00
	M3DA-2015-TR-15-11	$.00	$.00	$.00	$275,003.00	$275,003.00	$.00
	M3DA-2015-TR-15-12	$.00	$.00	$.00	$259,500.00	$259,500.00	$.00
	M3DA-2015-TR-15-13	$.00	$.00	$.00	$616,400.00	$616,400.00	$.00
	M3DA-2015-TR-15-14	$.00	$.00	$.00	$123,648.00	$123,648.00	$.00
	M3DA-2015-TR-15-15	$.00	$.00	$.00	$81,273.00	$81,273.00	$.00
	405c Data Program Total	$.00	$692,426.00	$.00	$2,062,171.00	$2,062,171.00	$.00
	MAP 21 405c Data Program Total	$.00	$692,426.00	$.00	$2,062,171.00	$2,062,171.00	$.00

MAP 21 405d Impaired Driving Low							
	M6OT-2015-AL-15-01	$.00	$ 1,821,250.00	$.00	$1,800,000.00	$1,800,000.00	$.00
	M6OT-2015-AL-15-02	$.00	$.00	$.00	$800,000.00	$800,000.00	$.00
	M6OT-2015-AL-15-03	$.00	$.00	$.00	$130,000.00	$130,000.00	$.00
	M6OT-2015-AL-15-04	$.00	$.00	$.00	$150,000.00	$150,000.00	$.00
	M6OT-2015-AL-15-05	$.00	$.00	$.00	$25,000.00	$25,000.00	$.00
	M6OT-2015-AL-15-06	$.00	$.00	$.00	$100,000.00	$100,000.00	$.00
	M6OT-2015-AL-15-07	$.00	$.00	$.00	$70,000.00	$70,000.00	$.00
	M6OT-2015-AL-15-08	$.00	$.00	$.00	$100,000.00	$100,000.00	$.00
	M6OT-2015-AL-15-09	$.00	$.00	$.00	$210,000.00	$210,000.00	$.00
	M6OT-2015-AL-15-10	$.00	$.00	$.00	$500,000.00	$500,000.00	$.00
	M6OT-2015-AL-15-11	$.00	$.00	$.00	$500,000.00	$500,000.00	$.00
	M6OT-2015-AL-15-12	$.00	$.00	$.00	$800,000.00	$800,000.00	$.00
	M6OT-2015-AL-15-13	$.00	$.00	$.00	$1,000,000.00	$1,000,000.00	$.00
	M6OT-2015-AL-15-14	$.00	$.00	$.00	$750,000.00	$750,000.00	$.00
	M6OT-2015-AL-15-16	$.00	$.00	$.00	$200,000.00	$200,000.00	$.00
	M6OT-2015-MC-15-01	$.00	$.00	$.00	$25,000.00	$25,000.00	$.00
	M6OT-2015-PT-15-03	$.00	$.00	$.00	$125,000.00	$125,000.00	$.00
	405d Low Other Based on Problem ID Total	$.00	$ 1,821,250.00	$.00	$7,285,000.00	$7,285,000.00	$.00
	MAP 21 405d Impaired Driving Low Total	$.00	$ 1,821,250.00	$.00	$7,285,000.00	$7,285,000.00	$.00
MAP 21 405f Motorcycle Programs							
	M9MT-2015-MC-15-01	$.00	$ 37,500.00	$.00	$100,000.00	$100,000.00	$.00
	405f Motorcyclist Training Total	$.00	$ 37,500.00	$.00	$100,000.00	$100,000.00	$.00
405f Motorcyclist Awareness							
	M9MA-2015-MC-15-01	$.00	$.00	$.00	$50,000.00	$50,000.00	$.00
	405f Motorcyclist Awareness Total	$.00	$.00	$.00	$50,000.00	$50,000.00	$.00
	MAP 21 405f Motorcycle Programs Total	$.00	$ 37,500.00	$.00	$150,000.00	$150,000.00	$.00
	NHTSA Total	$.00	$ 8,036,026.00	$.00	$21,979,229.40	$21,979,229.40	$3,746,399.22
	Total	$.00	$ 8,036,026.00	$.00	$21,979,229.40	$21,979,229.40	$3,746,399.22

Figure 12.1 The planned funding distribution by program area for FFY 2015.

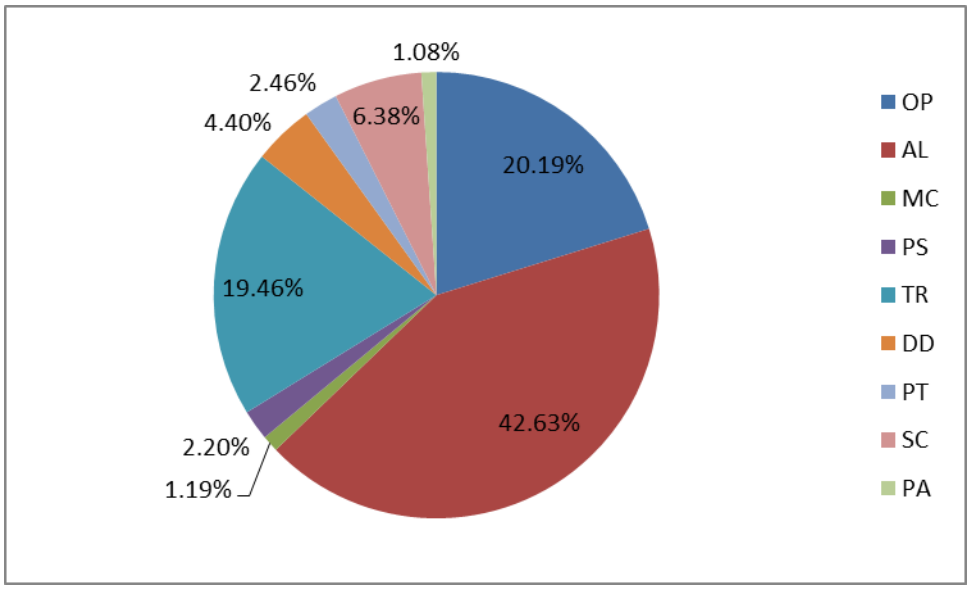


Table 12.2 Acronym Glossary

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

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

13.0 HSP Appendix

Table 13.1 AL-15-10 DSOGPO Eligible Communities

Grant #	Grantee	Award Amount		Grant #	Grantee	Award Amount
AL-15-10-01	Abington	$5,000		AL-15-10-96	Medway	$5,000
AL-15-10-02	Acton	$5,000		AL-15-10-97	Melrose	$5,000
AL-15-10-03	Acushnet	$5,000		AL-15-10-98	Mendon	$5,000
AL-15-10-04	Agawam	$5,000		AL-15-10-99	Methuen	$6,000
AL-15-10-05	Amesbury	$5,000		AL-15-10-100	Middleborough	$5,000
AL-15-10-06	Amherst	$6,000		AL-15-10-101	Middleton	$5,000
AL-15-10-07	Andover	$6,000		AL-15-10-102	Milford	$5,000
AL-15-10-08	Arlington	$6,000		AL-15-10-103	Millbury	$5,000
AL-15-10-09	Ashland	$5,000		AL-15-10-104	Milton	$5,000
AL-15-10-10	Athol	$5,000		AL-15-10-105	Natick	$6,000
AL-15-10-11	Attleboro	$6,000		AL-15-10-106	Needham	$5,000
AL-15-10-12	Auburn	$5,000		AL-15-10-107	New Bedford	$8,000
AL-15-10-13	Avon	$5,000		AL-15-10-108	Newburyport	$5,000
AL-15-10-14	Bedford	$5,000		AL-15-10-109	Newton	$8,000
AL-15-10-15	Belchertown	$5,000		AL-15-10-110	North Adams	$5,000
AL-15-10-16	Bellingham	$5,000		AL-15-10-111	North Andover	$5,000
AL-15-10-17	Belmont	$5,000		AL-15-10-112	North Attleboro	$5,000
AL-15-10-18	Beverly	$6,000		AL-15-10-113	North Reading	$5,000
AL-15-10-19	Billerica	$6,000		AL-15-10-114	Northampton	$5,000
AL-15-10-20	Bolton	$5,000		AL-15-10-115	Northborough	$5,000
AL-15-10-21	Boston	$56,000		AL-15-10-116	Northbridge	$5,000
AL-15-10-22	Bourne	$5,000		AL-15-10-117	Norton	$5,000
AL-15-10-23	Braintree	$6,000		AL-15-10-118	Norwell	$5,000
AL-15-10-24	Brewster	$5,000		AL-15-10-119	Norwood	$5,000
AL-15-10-25	Bridgewater	$5,000		AL-15-10-120	Orleans	$5,000
AL-15-10-26	Brockton	$8,000		AL-15-10-121	Oxford	$5,000
AL-15-10-27	Brookline	$6,000		AL-15-10-122	Palmer	$5,000
AL-15-10-28	Burlington	$5,000		AL-15-10-123	Peabody	$6,000
AL-15-10-29	Cambridge	$14,000		AL-15-10-124	Pembroke	$5,000
AL-15-10-30	Canton	$5,000		AL-15-10-125	Pepperell	$5,000
AL-15-10-31	Carver	$5,000		AL-15-10-126	Pittsfield	$6,000
AL-15-10-32	Charlton	$5,000		AL-15-10-127	Plainville	$5,000
AL-15-10-33	Chelmsford	$6,000		AL-15-10-128	Plymouth	$6,000
AL-15-10-34	Chelsea	$6,000		AL-15-10-129	Quincy	$8,000

AL-15-10-35	Chicopee	$6,000		AL-15-10-130	Randolph	$6,000
AL-15-10-36	Concord	$5,000		AL-15-10-131	Raynham	$5,000
AL-15-10-37	Danvers	$5,000		AL-15-10-132	Reading	$5,000
AL-15-10-38	Dartmouth	$6,000		AL-15-10-133	Rehoboth	$5,000
AL-15-10-39	Dedham	$5,000		AL-15-10-134	Revere	$6,000
AL-15-10-40	Dennis	$5,000		AL-15-10-135	Rockland	$5,000
AL-15-10-41	Douglas	$5,000		AL-15-10-136	Salem	$6,000
AL-15-10-42	Dracut	$5,000		AL-15-10-137	Salisbury	$5,000
AL-15-10-43	Dudley	$5,000		AL-15-10-138	Sandwich	$5,000
AL-15-10-44	East Bridgewater	$5,000		AL-15-10-139	Saugus	$5,000
AL-15-10-45	East Longmeadow	$5,000		AL-15-10-140	Seekonk	$5,000
AL-15-10-46	Eastham	$5,000		AL-15-10-141	Sharon	$5,000
AL-15-10-47	Easthampton	$5,000		AL-15-10-142	Sherborn	$5,000
AL-15-10-48	Easton	$5,000		AL-15-10-143	Shrewsbury	$6,000
AL-15-10-49	Everett	$6,000		AL-15-10-144	Somerset	$5,000
AL-15-10-50	Fairhaven	$5,000		AL-15-10-145	Somerville	$8,000
AL-15-10-51	Fall River	$8,000		AL-15-10-146	South Hadley	$5,000
AL-15-10-52	Falmouth	$6,000		AL-15-10-147	Southborough	$5,000
AL-15-10-53	Fitchburg	$6,000		AL-15-10-148	Southbridge	$5,000
AL-15-10-54	Foxboro	$5,000		AL-15-10-149	Southwick	$5,000
AL-15-10-55	Framingham	$6,000		AL-15-10-150	Spencer	$5,000
AL-15-10-56	Franklin	$6,000		AL-15-10-151	Springfield	$56,000
AL-15-10-57	Freetown	$5,000		AL-15-10-152	Stoneham	$5,000
AL-15-10-58	Gardner	$5,000		AL-15-10-153	Stoughton	$5,000
AL-15-10-59	Grafton	$5,000		AL-15-10-154	Sturbridge	$5,000
AL-15-10-60	Granby	$5,000		AL-15-10-155	Sudbury	$5,000
AL-15-10-61	Great Barrington	$5,000		AL-15-10-156	Swampscott	$5,000
AL-15-10-62	Greenfield	$5,000		AL-15-10-157	Swansea	$5,000
AL-15-10-63	Groton	$5,000		AL-15-10-158	Taunton	$6,000
AL-15-10-64	Hadley	$5,000		AL-15-10-159	Tewksbury	$5,000
AL-15-10-65	Hanover	$5,000		AL-15-10-160	Topsfield	$5,000
AL-15-10-66	Harwich	$5,000		AL-15-10-161	Townsend	$5,000
AL-15-10-67	Haverhill	$6,000		AL-15-10-162	Tyngsboro	$5,000
AL-15-10-68	Hingham	$5,000		AL-15-10-163	Upton	$5,000
AL-15-10-69	Holbrook	$5,000		AL-15-10-164	Uxbridge	$5,000
AL-15-10-70	Holden	$5,000		AL-15-10-165	Wakefield	$5,000
AL-15-10-71	Holliston	$5,000		AL-15-10-166	Walpole	$5,000
AL-15-10-72	Holyoke	$6,000		AL-15-10-167	Waltham	$6,000
AL-15-10-73	Hopkinton	$5,000		AL-15-10-168	Ware	$5,000

AL-15-10-74	**Hudson**	**$5,000**		**AL-15-10-169**	**Wareham**	**$5,000**
AL-15-10-75	**Ipswich**	**$5,000**		**AL-15-10-170**	**Watertown**	**$6,000**
AL-15-10-76	**Kingston**	**$5,000**		**AL-15-10-171**	**Wayland**	**$5,000**
AL-15-10-77	**Lakeville**	**$5,000**		**AL-15-10-172**	**Webster**	**$5,000**
AL-15-10-78	**Lancaster**	**$5,000**		**AL-15-10-173**	**Wellesley**	**$5,000**
AL-15-10-79	**Lawrence**	**$8,000**		**AL-15-10-174**	**West Boylston**	**$5,000**
AL-15-10-80	**Leicester**	**$5,000**		**AL-15-10-175**	**West Bridgewater**	**$5,000**
AL-15-10-81	**Lenox**	**$5,000**		**AL-15-10-176**	**West Springfield**	**$5,000**
AL-15-10-82	**Leominster**	**$6,000**		**AL-15-10-177**	**Westborough**	**$5,000**
AL-15-10-83	**Lexington**	**$6,000**		**AL-15-10-178**	**Westfield**	**$6,000**
AL-15-10-84	**Longmeadow**	**$5,000**		**AL-15-10-179**	**Westford**	**$5,000**
AL-15-10-85	**Lowell**	**$14,000**		**AL-15-10-180**	**Westminster**	**$5,000**
AL-15-10-86	**Ludlow**	**$5,000**		**AL-15-10-181**	**Weston**	**$5,000**
AL-15-10-87	**Lunenburg**	**$5,000**		**AL-15-10-182**	**Westport**	**$5,000**
AL-15-10-88	**Lynn**	**$8,000**		**AL-15-10-183**	**Westwood**	**$5,000**
AL-15-10-89	**Malden**	**$6,000**		**AL-15-10-184**	**Weymouth**	**$6,000**
AL-15-10-90	**Mansfield**	**$5,000**		**AL-15-10-185**	**Whitman**	**$5,000**
AL-15-10-91	**Marlborough**	**$6,000**		**AL-15-10-186**	**Wilbraham**	**$5,000**
AL-15-10-92	**Marshfield**	**$5,000**		**AL-15-10-187**	**Wilmington**	**$5,000**
AL-15-10-93	**Mashpee**	**$5,000**		**AL-15-10-188**	**Woburn**	**$6,000**
AL-15-10-94	**Medfield**	**$5,000**		**AL-15-10-189**	**Worcester**	**$56,000**
AL-15-10-95	**Medford**	**$6,000**		**AL-15-10-190**	**Wrentham**	**$5,000**
				AL-15-10-191	**Yarmouth**	**$5,000**

Table 13.2 AL-15-11 Underage Alcohol Enforcement Communities

Grant #	Grantee	Award Amount		Grant #	Grantee	Award Amount
AL-15-11-01	Abington PD	$ 5,000		AL-15-11-36	Newton PD	$ 10,000
AL-15-11-02	Amesbury PD	$ 5,000		AL-15-11-37	North Andover PD	$ 5,000
AL-15-11-03	Amherst PD	$ 10,000		AL-15-11-38	North Attleboro PD	$ 5,000
AL-15-11-04	Andover PD	$ 5,000		AL-15-11-39	North Reading PD	$ 5,000
AL-15-11-05	Attleboro PD	$ 10,000		AL-15-11-40	Northampton PD	$ 5,000
AL-15-11-06	Auburn PD	$ 5,000		AL-15-11-41	Norton PD	$ 5,000
AL-15-11-07	Barnstable PD	$ 10,000		AL-15-11-42	Oak Bluffs PD	$ 5,000
AL-15-11-08	Billerica PD	$ 10,000		AL-15-11-43	Orleans PD	$ 5,000
AL-15-11-09	Blackstone PD	$ 5,000		AL-15-11-44	Plymouth PD	$ 10,000
AL-15-11-10	Bourne PD	$ 5,000		AL-15-11-45	Quincy PD	$ 10,000
AL-15-11-11	Bridgewater PD	$ 5,000		AL-15-11-46	Randolph PD	$ 10,000
AL-15-11-12	Brookline PD	$ 10,000		AL-15-11-47	Reading PD	$ 5,000
AL-15-11-13	Canton PD	$ 5,000		AL-15-11-48	Revere PD	$ 10,000
AL-15-11-14	Chelsea PD	$ 10,000		AL-15-11-49	Salem PD	$ 10,000
AL-15-11-15	Dennis PD	$ 5,000		AL-15-11-50	Salem State Campus Police	$ 5,000
AL-15-11-16	Dudley PD	$ 5,000		AL-15-11-51	Salisbury PD	$ 5,000
AL-15-11-17	East Bridgewater PD	$ 5,000		AL-15-11-52	Saugus PD	$ 5,000
AL-15-11-18	Fall River PD	$ 10,000		AL-15-11-53	Somerville PD	$ 10,000
AL-15-11-19	Fitchburg PD	$ 10,000		AL-15-11-54	South Hadley PD	$ 5,000
AL-15-11-20	Foxborough PD	$ 5,000		AL-15-11-55	Southbridge PD	$ 5,000
AL-15-11-21	Franklin PD	$ 10,000		AL-15-11-56	Springfield PD	$ 15,000
AL-15-11-22	Gardner PD	$ 5,000		AL-15-11-57	Sturbridge PD	$ 5,000
AL-15-11-23	Granby PD	$ 5,000		AL-15-11-58	Swampscott PD	$ 5,000
AL-15-11-24	Haverhill PD	$ 10,000		AL-15-11-59	Taunton PD	$ 10,000
AL-15-11-25	Hingham PD	$ 5,000		AL-15-11-60	Tewksbury PD	$ 5,000
AL-15-11-26	Holliston PD	$ 5,000		AL-15-11-61	Uxbridge PD	$ 5,000

AL-15-11-27	**Holyoke PD**	**$ 10,000**		**AL-15-11-62**	**Walpole PD**	**$ 5,000**
AL-15-11-28	**Hudson PD**	**$ 5,000**		**AL-15-11-63**	**Waltham PD**	**$ 10,000**
AL-15-11-29	**Hull PD**	**$ 5,000**		**AL-15-11-64**	**Wareham PD**	**$ 5,000**
AL-15-11-30	**Ipswich PD**	**$ 5,000**		**AL-15-11-65**	**Westfield PD**	**$ 10,000**
AL-15-11-31	**Longmeadow PD**	**$ 5,000**		**AL-15-11-66**	**Westford PD**	**$ 5,000**
AL-15-11-32	**Lowell PD**	**$ 15,000**		**AL-15-11-67**	**Weymouth PD**	**$ 10,000**
AL-15-11-33	**Lynn PD**	**$ 10,000**		**AL-15-11-68**	**Whitman PD**	**$ 5,000**
AL-15-11-34	**Methuen PD**	**$ 10,000**		**AL-15-11-69**	**Wilmington PD**	**$ 5,000**
AL-15-11-35	**Milford PD**	**$ 5,000**		**AL-15-11-70**	**Worcester PD**	**$ 15,000**
				AL-15-11-71	**Ayer PD**	**$ 5,000**

Table 13.3 Sustained Traffic Enforcement Program [AL-15-12 & OP-15-07]

Grant #	Grantee	Award Amount		Grant #	Grantee	Award Amount
AL-15-12-01	Boston	$150,000		OP-15-07-01	Boston	$150,000
AL-15-12-02	Brockton	$75,000		OP-15-07-02	Brockton	$75,000
AL-15-12-03	Cambridge	$75,000		OP-15-07-03	Cambridge	$75,000
AL-15-12-04	Chicopee	$75,000		OP-15-07-04	Chicopee	$75,000
AL-15-12-05	Fall River	$75,000		OP-15-07-05	Fall River	$75,000
AL-15-12-06	Framingham	$75,000		OP-15-07-06	Framingham	$75,000
AL-15-12-07	Holyoke	$75,000		OP-15-07-07	Holyoke	$75,000
AL-15-12-08	Lowell	$75,000		OP-15-07-08	Lowell	$75,000
AL-15-12-09	Lynn	$75,000		OP-15-07-09	Lynn	$75,000
AL-15-12-10	New Bedford	$75,000		OP-15-07-10	New Bedford	$75,000
AL-15-12-11	Quincy	$75,000		OP-15-07-11	Quincy	$75,000
AL-15-12-12	Springfield	$125,000		OP-15-07-12	Springfield	$125,000
AL-15-12-13	Taunton	$75,000		OP-15-07-13	Taunton	$75,000
AL-15-12-14	Worcester	$125,000		OP-15-07-14	Worcester	$125,000
AL-15-12-15	MSP	$375,000		OP-15-07-15	MSP	$375,000

Table 13.4 OP-15-03 Local Police CIOT Enforcement Campaign

Grant #	Grantee	Award Amount		Grant #	Grantee	Award Amount
OP-15-03-01	Abington	$2,500		OP-15-03-96	Medway	$2,500
OP-15-03-02	Acton	$2,500		OP-15-03-97	Melrose	$2,500
OP-15-03-03	Acushnet	$2,500		OP-15-03-98	Mendon	$2,500
OP-15-03-04	Agawam	$2,500		OP-15-03-99	Methuen	$3,000
OP-15-03-05	Amesbury	$2,500		OP-15-03-100	Middleborough	$2,500
OP-15-03-06	Amherst	$3,000		OP-15-03-101	Middleton	$2,500
OP-15-03-07	Andover	$3,000		OP-15-03-102	Milford	$2,500
OP-15-03-08	Arlington	$3,000		OP-15-03-103	Millbury	$2,500
OP-15-03-09	Ashland	$2,500		OP-15-03-104	Milton	$2,500
OP-15-03-10	Athol	$2,500		OP-15-03-105	Natick	$3,000
OP-15-03-11	Attleboro	$3,000		OP-15-03-106	Needham	$2,500
OP-15-03-12	Auburn	$2,500		OP-15-03-107	New Bedford	$4,000
OP-15-03-13	Avon	$2,500		OP-15-03-108	Newburyport	$2,500
OP-15-03-14	Bedford	$2,500		OP-15-03-109	Newton	$4,000
OP-15-03-15	Belchertown	$2,500		OP-15-03-110	North Adams	$2,500
OP-15-03-16	Bellingham	$2,500		OP-15-03-111	North Andover	$2,500
OP-15-03-17	Belmont	$2,500		OP-15-03-112	North Attleboro	$2,500
OP-15-03-18	Beverly	$3,000		OP-15-03-113	North Reading	$2,500
OP-15-03-19	Billerica	$3,000		OP-15-03-114	Northampton	$2,500
OP-15-03-20	Bolton	$2,500		OP-15-03-115	Northborough	$2,500
OP-15-03-21	Boston	$28,000		OP-15-03-116	Northbridge	$2,500
OP-15-03-22	Bourne	$2,500		OP-15-03-117	Norton	$2,500
OP-15-03-23	Braintree	$3,000		OP-15-03-118	Norwell	$2,500
OP-15-03-24	Brewster	$2,500		OP-15-03-119	Norwood	$2,500
OP-15-03-25	Bridgewater	$2,500		OP-15-03-120	Orleans	$2,500
OP-15-03-26	Brockton	$4,000		OP-15-03-121	Oxford	$2,500
OP-15-03-27	Brookline	$3,000		OP-15-03-122	Palmer	$2,500
OP-15-03-28	Burlington	$2,500		OP-15-03-123	Peabody	$3,000
OP-15-03-29	Cambridge	$7,000		OP-15-03-124	Pembroke	$2,500
OP-15-03-30	Canton	$2,500		OP-15-03-125	Pepperell	$2,500
OP-15-03-31	Carver	$2,500		OP-15-03-126	Pittsfield	$3,000
OP-15-03-32	Charlton	$2,500		OP-15-03-127	Plainville	$2,500
OP-15-03-33	Chelmsford	$3,000		OP-15-03-128	Plymouth	$3,000
OP-15-03-34	Chelsea	$3,000		OP-15-03-129	Quincy	$4,000

OP-15-03-35	Chicopee	$3,000		OP-15-03-130	Randolph	$3,000
OP-15-03-36	Concord	$2,500		OP-15-03-131	Raynham	$2,500
OP-15-03-37	Danvers	$2,500		OP-15-03-132	Reading	$2,500
OP-15-03-38	Dartmouth	$3,000		OP-15-03-133	Rehoboth	$2,500
OP-15-03-39	Dedham	$2,500		OP-15-03-134	Revere	$3,000
OP-15-03-40	Dennis	$2,500		OP-15-03-135	Rockland	$2,500
OP-15-03-41	Douglas	$2,500		OP-15-03-136	Salem	$3,000
OP-15-03-42	Dracut	$2,500		OP-15-03-137	Salisbury	$2,500
OP-15-03-43	Dudley	$2,500		OP-15-03-138	Sandwich	$2,500
OP-15-03-44	East Bridgewater	$2,500		OP-15-03-139	Saugus	$2,500
OP-15-03-45	East Longmeadow	$2,500		OP-15-03-140	Seekonk	$2,500
OP-15-03-46	Eastham	$2,500		OP-15-03-141	Sharon	$2,500
OP-15-03-47	Easthampton	$2,500		OP-15-03-142	Sherborn	$2,500
OP-15-03-48	Easton	$2,500		OP-15-03-143	Shrewsbury	$3,000
OP-15-03-49	Everett	$3,000		OP-15-03-144	Somerset	$2,500
OP-15-03-50	Fairhaven	$2,500		OP-15-03-145	Somerville	$4,000
OP-15-03-51	Fall River	$4,000		OP-15-03-146	South Hadley	$2,500
OP-15-03-52	Falmouth	$3,000		OP-15-03-147	Southborough	$2,500
OP-15-03-53	Fitchburg	$3,000		OP-15-03-148	Southbridge	$2,500
OP-15-03-54	Foxboro	$2,500		OP-15-03-149	Southwick	$2,500
OP-15-03-55	Framingham	$3,000		OP-15-03-150	Spencer	$2,500
OP-15-03-56	Franklin	$3,000		OP-15-03-151	Springfield	$28,000
OP-15-03-57	Freetown	$2,500		OP-15-03-152	Stoneham	$2,500
OP-15-03-58	Gardner	$2,500		OP-15-03-153	Stoughton	$2,500
OP-15-03-59	Grafton	$2,500		OP-15-03-154	Sturbridge	$2,500
OP-15-03-60	Granby	$2,500		OP-15-03-155	Sudbury	$2,500
OP-15-03-61	Great Barrington	$2,500		OP-15-03-156	Swampscott	$2,500
OP-15-03-62	Greenfield	$2,500		OP-15-03-157	Swansea	$2,500
OP-15-03-63	Groton	$2,500		OP-15-03-158	Taunton	$3,000
OP-15-03-64	Hadley	$2,500		OP-15-03-159	Tewksbury	$2,500
OP-15-03-65	Hanover	$2,500		OP-15-03-160	Topsfield	$2,500
OP-15-03-66	Harwich	$2,500		OP-15-03-161	Townsend	$2,500
OP-15-03-67	Haverhill	$3,000		OP-15-03-162	Tyngsboro	$2,500
OP-15-03-68	Hingham	$2,500		OP-15-03-163	Upton	$2,500
OP-15-03-69	Holbrook	$2,500		OP-15-03-164	Uxbridge	$2,500
OP-15-03-70	Holden	$2,500		OP-15-03-165	Wakefield	$2,500
OP-15-03-71	Holliston	$2,500		OP-15-03-166	Walpole	$2,500

OP-15-03-72	**Holyoke**	**$3,000**		**OP-15-03-167**	**Waltham**	**$3,000**
OP-15-03-73	**Hopkinton**	**$2,500**		**OP-15-03-168**	**Ware**	**$2,500**
OP-15-03-74	**Hudson**	**$2,500**		**OP-15-03-169**	**Wareham**	**$2,500**
OP-15-03-75	**Ipswich**	**$2,500**		**OP-15-03-170**	**Watertown**	**$3,000**
OP-15-03-76	**Kingston**	**$2,500**		**OP-15-03-171**	**Wayland**	**$2,500**
OP-15-03-77	**Lakeville**	**$2,500**		**OP-15-03-172**	**Webster**	**$2,500**
OP-15-03-78	**Lancaster**	**$2,500**		**OP-15-03-173**	**Wellesley**	**$2,500**
OP-15-03-79	**Lawrence**	**$4,000**		**OP-15-03-174**	**West Boylston**	**$2,500**
OP-15-03-80	**Leicester**	**$2,500**		**OP-15-03-175**	**West Bridgewater**	**$2,500**
OP-15-03-81	**Lenox**	**$2,500**		**OP-15-03-176**	**West Springfield**	**$2,500**
OP-15-03-82	**Leominster**	**$3,000**		**OP-15-03-177**	**Westborough**	**$2,500**
OP-15-03-83	**Lexington**	**$3,000**		**OP-15-03-178**	**Westfield**	**$3,000**
OP-15-03-84	**Longmeadow**	**$2,500**		**OP-15-03-179**	**Westford**	**$2,500**
OP-15-03-85	**Lowell**	**$7,000**		**OP-15-03-180**	**Westminster**	**$2,500**
OP-15-03-86	**Ludlow**	**$2,500**		**OP-15-03-181**	**Weston**	**$2,500**
OP-15-03-87	**Lunenburg**	**$2,500**		**OP-15-03-182**	**Westport**	**$2,500**
OP-15-03-88	**Lynn**	**$4,000**		**OP-15-03-183**	**Westwood**	**$2,500**
OP-15-03-89	**Malden**	**$3,000**		**OP-15-03-184**	**Weymouth**	**$3,000**
OP-15-03-90	**Mansfield**	**$2,500**		**OP-15-03-185**	**Whitman**	**$2,500**
OP-15-03-91	**Marlborough**	**$3,000**		**OP-15-03-186**	**Wilbraham**	**$2,500**
OP-15-03-92	**Marshfield**	**$2,500**		**OP-15-03-187**	**Wilmington**	**$2,500**
OP-15-03-93	**Mashpee**	**$2,500**		**OP-15-03-188**	**Woburn**	**$3,000**
OP-15-03-94	**Medfield**	**$2,500**		**OP-15-03-189**	**Worcester**	**$28,000**
OP-15-03-95	**Medford**	**$3,000**		**OP-15-03-190**	**Wrentham**	**$2,500**
				OP-15-03-191	**Yarmouth**	**$2,500**

Table 13.5 OP-15-04 CPS Equipment Grantee Recipients

Grantee	Award Amount		Grantee	Award Amount
Amesbury PD	$2,000		Holbrook PD	$2,000
Amherst Fire Dept.	$2,000		Holliston PD	$2,000
Andover Fire Dept.	$2,000		Hull PD	$2,000
Aquinnah PD	$2,000		Ipswich PD	$2,000
Attleboro Fire Department	$2,000		Lakeville PD	$2,000
Attleboro PD	$2,000		Lowell PD	$2,000
Auburn PD	$2,000		Medford PD	$2,000
Ayer PD	$2,000		Milford PD	$2,000
Barre PD	$2,000		Millville PD	$2,000
Belmont PD	$2,000		Montague PD	$2,000
Berkley PD	$2,000		New Bedford PD	$2,000
Beverly PD	$2,000		North Andover PD	$2,000
Boston EMS	$7,500		Norwell PD	$2,000
Boston PD	$2,000		Quincy PD	$2,000
Braintree PD	$2,000		Rehoboth PD	$2,000
Brookline PD	$2,000		Revere PD	$2,000
Burlington PD	$2,000		Somerville PD	$2,000
Cambridge PD	$2,000		Spencer PD	$2,000
Cape and Islands EDDY	$7,500		Sturbridge PD	$2,000
Charlton PD	$2,000		Taunton PD	$2,000
Concord PD	$2,000		Tewksbury PD	$2,000
Danvers PD	$2,000		Umass Memorial	$7,500
Dudley PD	$2,000		Upham's Corner Health Center	$7,500
Eastham PD	$2,000		Wakefield PD	$2,000
Essex PD	$2,000		Wellesley PD	$2,000
Gardner PD	$2,000		Wellfleet PD	$2,000
Hamilton PD	$2,000		West Newbury PD	$2,000
Haverhill PD	$2,000		Whitman PD	$2,000

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

Table 13.6 PS-15-02 Pedestrian & Bicycle Enforcement

Grant #	Grantee	Award Amount		Grant #	Grantee	Award Amount
PS-15-02-01	Amesbury PD	$ 3,000		PS-15-02-36	Milford PD	$ 3,000
PS-15-02-02	Amherst PD	$ 5,000		PS-15-02-37	Millville PD	$ 3,000
PS-15-02-03	Andover PD	$ 5,000		PS-15-02-38	New Bedford PD	$ 5,000
PS-15-02-04	Arlington PD	$ 5,000		PS-15-02-39	Newton PD	$ 5,000
PS-15-02-05	Attleboro PD	$ 5,000		PS-15-02-40	North Andover PD	$ 3,000
PS-15-02-06	Auburn PD	$ 3,000		PS-15-02-41	Norton PD	$ 3,000
PS-15-02-07	Ayer PD	$ 3,000		PS-15-02-42	Orleans PD	$ 3,000
PS-15-02-08	Barnstable PD	$ 5,000		PS-15-02-43	Pittsfield PD	$ 5,000
PS-15-02-09	Beverly PD	$ 5,000		PS-15-02-44	Plymouth PD	$ 5,000
PS-15-02-10	Billerica PD	$ 5,000		PS-15-02-45	Quincy PD	$ 5,000
PS-15-02-11	Blackstone PD	$ 3,000		PS-15-02-46	Randolph PD	$ 5,000
PS-15-02-12	Bourne PD	$ 3,000		PS-15-02-47	Reading PD	$ 3,000
PS-15-02-13	Bridgewater PD	$ 3,000		PS-15-02-48	Rehoboth PD	$ 3,000
PS-15-02-14	Brookline PD	$ 5,000		PS-15-02-49	Revere PD	$ 5,000
PS-15-02-15	Burlington PD	$ 3,000		PS-15-02-50	Rockland PD	$ 3,000
PS-15-02-16	Cambridge PD	$ 7,500		PS-15-02-51	Salem PD	$ 5,000
PS-15-02-17	Canton PD	$ 3,000		PS-15-02-52	Salisbury PD	$ 3,000
PS-15-02-18	Chelmsford PD	$ 5,000		PS-15-02-53	Saugus PD	$ 3,000
PS-15-02-19	Chelsea PD	$ 5,000		PS-15-02-54	Somerville PD	$ 5,000
PS-15-02-20	Danvers PD	$ 3,000		PS-15-02-55	South Hadley PD	$ 3,000
PS-15-02-21	Dartmouth PD	$ 5,000		PS-15-02-56	Sturbridge PD	$ 3,000
PS-15-02-22	Dedham PD	$ 3,000		PS-15-02-57	Swampscott PD	$ 3,000
PS-15-02-23	Dennis PD	$ 3,000		PS-15-02-58	Taunton PD	$ 5,000
PS-15-02-24	East Bridgewater	$ 3,000		PS-15-02-59	Walpole PD	$ 3,000
PS-15-02-25	Falmouth PD	$ 5,000		PS-15-02-60	Waltham PD	$ 5,000

PS-15-02-26	**Fitchburg PD**	**$ 5,000**		**PS-15-02-61**	**Wareham PD**	**$ 3,000**
PS-15-02-27	**Haverhill PD**	**$ 5,000**		**PS-15-02-62**	**Wellesley PD**	**$ 3,000**
PS-15-02-28	**Hingham PD**	**$ 3,000**		**PS-15-02-63**	**Wellfleet PD**	**$ 3,000**
PS-15-02-29	**Holliston PD**	**$ 3,000**		**PS-15-02-64**	**Westfield PD**	**$ 5,000**
PS-15-02-30	**Holyoke PD**	**$ 5,000**		**PS-15-02-65**	**Westford PD**	**$ 3,000**
PS-15-02-31	**Hull PD**	**$ 3,000**		**PS-15-02-66**	**Weymouth PD**	**$ 5,000**
PS-15-02-32	**Ipswich PD**	**$ 3,000**		**PS-15-02-67**	**Whitman PD**	**$ 3,000**
PS-15-02-33	**Lawrence PD**	**$ 5,000**		**PS-15-02-68**	**Wilmington PD**	**$ 5,000**
PS-15-02-34	**Lowell PD**	**$ 7,500**		**PS-15-02-69**	**Worcester PD**	**$ 7,500**
PS-15-02-35	**Methuen PD**	**$ 5,000**		**PS-15-02-70**	**Wrentham PD**	**$ 3,000**

Table 13.7 DD-15-02 Local Distracted Driving Enforcement

Grant #	Grantee	Award Amount		Grant #	Grantee	Award Amount
DD-15-02-01	Abington	$2,500		DD-15-02-96	Medway	$2,500
DD-15-02-02	Acton	$2,500		DD-15-02-97	Melrose	$2,500
DD-15-02-03	Acushnet	$2,500		DD-15-02-98	Mendon	$2,500
DD-15-02-04	Agawam	$2,500		DD-15-02-99	Methuen	$3,000
DD-15-02-05	Amesbury	$2,500		DD-15-02-100	Middleborough	$2,500
DD-15-02-06	Amherst	$3,000		DD-15-02-101	Middleton	$2,500
DD-15-02-07	Andover	$3,000		DD-15-02-102	Milford	$2,500
DD-15-02-08	Arlington	$3,000		DD-15-02-103	Millbury	$2,500
DD-15-02-09	Ashland	$2,500		DD-15-02-104	Milton	$2,500
DD-15-02-10	Athol	$2,500		DD-15-02-105	Natick	$3,000
DD-15-02-11	Attleboro	$3,000		DD-15-02-106	Needham	$2,500
DD-15-02-12	Auburn	$2,500		DD-15-02-107	New Bedford	$4,000
DD-15-02-13	Avon	$2,500		DD-15-02-108	Newburyport	$2,500
DD-15-02-14	Bedford	$2,500		DD-15-02-109	Newton	$4,000
DD-15-02-15	Belchertown	$2,500		DD-15-02-110	North Adams	$2,500
DD-15-02-16	Bellingham	$2,500		DD-15-02-111	North Andover	$2,500
DD-15-02-17	Belmont	$2,500		DD-15-02-112	North Attleboro	$2,500
DD-15-02-18	Beverly	$3,000		DD-15-02-113	North Reading	$2,500
DD-15-02-19	Billerica	$3,000		DD-15-02-114	Northampton	$2,500
DD-15-02-20	Bolton	$2,500		DD-15-02-115	Northborough	$2,500
DD-15-02-21	Boston	$28,000		DD-15-02-116	Northbridge	$2,500
DD-15-02-22	Bourne	$2,500		DD-15-02-117	Norton	$2,500
DD-15-02-23	Braintree	$3,000		DD-15-02-118	Norwell	$2,500
DD-15-02-24	Brewster	$2,500		DD-15-02-119	Norwood	$2,500
DD-15-02-25	Bridgewater	$2,500		DD-15-02-120	Orleans	$2,500
DD-15-02-26	Brockton	$4,000		DD-15-02-121	Oxford	$2,500
DD-15-02-27	Brookline	$3,000		DD-15-02-122	Palmer	$2,500
DD-15-02-28	Burlington	$2,500		DD-15-02-123	Peabody	$3,000
DD-15-02-29	Cambridge	$7,000		DD-15-02-124	Pembroke	$2,500
DD-15-02-30	Canton	$2,500		DD-15-02-125	Pepperell	$2,500
DD-15-02-31	Carver	$2,500		DD-15-02-126	Pittsfield	$3,000
DD-15-02-32	Charlton	$2,500		DD-15-02-127	Plainville	$2,500
DD-15-02-33	Chelmsford	$3,000		DD-15-02-128	Plymouth	$3,000

DD-15-02-34	Chelsea	$3,000		DD-15-02-129	Quincy	$4,000
DD-15-02-35	Chicopee	$3,000		DD-15-02-130	Randolph	$3,000
DD-15-02-36	Concord	$2,500		DD-15-02-131	Raynham	$2,500
DD-15-02-37	Danvers	$2,500		DD-15-02-132	Reading	$2,500
DD-15-02-38	Dartmouth	$3,000		DD-15-02-133	Rehoboth	$2,500
DD-15-02-39	Dedham	$2,500		DD-15-02-134	Revere	$3,000
DD-15-02-40	Dennis	$2,500		DD-15-02-135	Rockland	$2,500
DD-15-02-41	Douglas	$2,500		DD-15-02-136	Salem	$3,000
DD-15-02-42	Dracut	$2,500		DD-15-02-137	Salisbury	$2,500
DD-15-02-43	Dudley	$2,500		DD-15-02-138	Sandwich	$2,500
DD-15-02-44	East Bridgewater	$2,500		DD-15-02-139	Saugus	$2,500
DD-15-02-45	East Longmeadow	$2,500		DD-15-02-140	Seekonk	$2,500
DD-15-02-46	Eastham	$2,500		DD-15-02-141	Sharon	$2,500
DD-15-02-47	Easthampton	$2,500		DD-15-02-142	Sherborn	$2,500
DD-15-02-48	Easton	$2,500		DD-15-02-143	Shrewsbury	$3,000
DD-15-02-49	Everett	$3,000		DD-15-02-144	Somerset	$2,500
DD-15-02-50	Fairhaven	$2,500		DD-15-02-145	Somerville	$4,000
DD-15-02-51	Fall River	$4,000		DD-15-02-146	South Hadley	$2,500
DD-15-02-52	Falmouth	$3,000		DD-15-02-147	Southborough	$2,500
DD-15-02-53	Fitchburg	$3,000		DD-15-02-148	Southbridge	$2,500
DD-15-02-54	Foxboro	$2,500		DD-15-02-149	Southwick	$2,500
DD-15-02-55	Framingham	$3,000		DD-15-02-150	Spencer	$2,500
DD-15-02-56	Franklin	$3,000		DD-15-02-151	Springfield	$28,000
DD-15-02-57	Freetown	$2,500		DD-15-02-152	Stoneham	$2,500
DD-15-02-58	Gardner	$2,500		DD-15-02-153	Stoughton	$2,500
DD-15-02-59	Grafton	$2,500		DD-15-02-154	Sturbridge	$2,500
DD-15-02-60	Granby	$2,500		DD-15-02-155	Sudbury	$2,500
DD-15-02-61	Great Barrington	$2,500		DD-15-02-156	Swampscott	$2,500
DD-15-02-62	Greenfield	$2,500		DD-15-02-157	Swansea	$2,500
DD-15-02-63	Groton	$2,500		DD-15-02-158	Taunton	$3,000
DD-15-02-64	Hadley	$2,500		DD-15-02-159	Tewksbury	$2,500
DD-15-02-65	Hanover	$2,500		DD-15-02-160	Topsfield	$2,500
DD-15-02-66	Harwich	$2,500		DD-15-02-161	Townsend	$2,500
DD-15-02-67	Haverhill	$3,000		DD-15-02-162	Tyngsboro	$2,500
DD-15-02-68	Hingham	$2,500		DD-15-02-163	Upton	$2,500
DD-15-02-69	Holbrook	$2,500		DD-15-02-164	Uxbridge	$2,500
DD-15-02-70	Holden	$2,500		DD-15-02-165	Wakefield	$2,500

DD-15-02-71	Holliston	$2,500		DD-15-02-166	Walpole	$2,500
DD-15-02-72	Holyoke	$3,000		DD-15-02-167	Waltham	$3,000
DD-15-02-73	Hopkinton	$2,500		DD-15-02-168	Ware	$2,500
DD-15-02-74	Hudson	$2,500		DD-15-02-169	Wareham	$2,500
DD-15-02-75	Ipswich	$2,500		DD-15-02-170	Watertown	$3,000
DD-15-02-76	Kingston	$2,500		DD-15-02-171	Wayland	$2,500
DD-15-02-77	Lakeville	$2,500		DD-15-02-172	Webster	$2,500
DD-15-02-78	Lancaster	$2,500		DD-15-02-173	Wellesley	$2,500
DD-15-02-79	Lawrence	$4,000		DD-15-02-174	West Boylston	$2,500
DD-15-02-80	Leicester	$2,500		DD-15-02-175	West Bridgewater	$2,500
DD-15-02-81	Lenox	$2,500		DD-15-02-176	West Springfield	$2,500
DD-15-02-82	Leominster	$3,000		DD-15-02-177	Westborough	$2,500
DD-15-02-83	Lexington	$3,000		DD-15-02-178	Westfield	$3,000
DD-15-02-84	Longmeadow	$2,500		DD-15-02-179	Westford	$2,500
DD-15-02-85	Lowell	$7,000		DD-15-02-180	Westminster	$2,500
DD-15-02-86	Ludlow	$2,500		DD-15-02-181	Weston	$2,500
DD-15-02-87	Lunenburg	$2,500		DD-15-02-182	Westport	$2,500
DD-15-02-88	Lynn	$4,000		DD-15-02-183	Westwood	$2,500
DD-15-02-89	Malden	$3,000		DD-15-02-184	Weymouth	$3,000
DD-15-02-90	Mansfield	$2,500		DD-15-02-185	Whitman	$2,500
DD-15-02-91	Marlborough	$3,000		DD-15-02-186	Wilbraham	$2,500
DD-15-02-92	Marshfield	$2,500		DD-15-02-187	Wilmington	$2,500
DD-15-02-93	Mashpee	$2,500		DD-15-02-188	Woburn	$3,000
DD-15-02-94	Medfield	$2,500		DD-15-02-189	Worcester	$28,000
DD-15-02-95	Medford	$3,000		DD-15-02-190	Wrentham	$2,500
				DD-15-02-191	Yarmouth	$2,500

Table 13.8 SC-15-02 Local Speed Enforcement Mobilization

Grant #	Grantee	Award Amount		Grant #	Grantee	Award Amount
SC-15-02-01	Abington	$2,500		SC-15-02-96	Medway	$2,500
SC-15-02-02	Acton	$2,500		SC-15-02-97	Melrose	$2,500
SC-15-02-03	Acushnet	$2,500		SC-15-02-98	Mendon	$2,500
SC-15-02-04	Agawam	$2,500		SC-15-02-99	Methuen	$3,000
SC-15-02-05	Amesbury	$2,500		SC-15-02-100	Middleborough	$2,500
SC-15-02-06	Amherst	$3,000		SC-15-02-101	Middleton	$2,500
SC-15-02-07	Andover	$3,000		SC-15-02-102	Milford	$2,500
SC-15-02-08	Arlington	$3,000		SC-15-02-103	Millbury	$2,500
SC-15-02-09	Ashland	$2,500		SC-15-02-104	Milton	$2,500
SC-15-02-10	Athol	$2,500		SC-15-02-105	Natick	$3,000
SC-15-02-11	Attleboro	$3,000		SC-15-02-106	Needham	$2,500
SC-15-02-12	Auburn	$2,500		SC-15-02-107	New Bedford	$4,000
SC-15-02-13	Avon	$2,500		SC-15-02-108	Newburyport	$2,500
SC-15-02-14	Bedford	$2,500		SC-15-02-109	Newton	$4,000
SC-15-02-15	Belchertown	$2,500		SC-15-02-110	North Adams	$2,500
SC-15-02-16	Bellingham	$2,500		SC-15-02-111	North Andover	$2,500
SC-15-02-17	Belmont	$2,500		SC-15-02-112	North Attleboro	$2,500
SC-15-02-18	Beverly	$3,000		SC-15-02-113	North Reading	$2,500
SC-15-02-19	Billerica	$3,000		SC-15-02-114	Northampton	$2,500
SC-15-02-20	Bolton	$2,500		SC-15-02-115	Northborough	$2,500
SC-15-02-21	Boston	$28,000		SC-15-02-116	Northbridge	$2,500
SC-15-02-22	Bourne	$2,500		SC-15-02-117	Norton	$2,500
SC-15-02-23	Braintree	$3,000		SC-15-02-118	Norwell	$2,500
SC-15-02-24	Brewster	$2,500		SC-15-02-119	Norwood	$2,500
SC-15-02-25	Bridgewater	$2,500		SC-15-02-120	Orleans	$2,500
SC-15-02-26	Brockton	$4,000		SC-15-02-121	Oxford	$2,500
SC-15-02-27	Brookline	$3,000		SC-15-02-122	Palmer	$2,500
SC-15-02-28	Burlington	$2,500		SC-15-02-123	Peabody	$3,000
SC-15-02-29	Cambridge	$7,000		SC-15-02-124	Pembroke	$2,500
SC-15-02-30	Canton	$2,500		SC-15-02-125	Pepperell	$2,500
SC-15-02-31	Carver	$2,500		SC-15-02-126	Pittsfield	$3,000
SC-15-02-32	Charlton	$2,500		SC-15-02-127	Plainville	$2,500
SC-15-02-33	Chelmsford	$3,000		SC-15-02-128	Plymouth	$3,000
SC-15-02-34	Chelsea	$3,000		SC-15-02-129	Quincy	$4,000

SC-15-02-35	Chicopee	$3,000		SC-15-02-130	Randolph	$3,000
SC-15-02-36	Concord	$2,500		SC-15-02-131	Raynham	$2,500
SC-15-02-37	Danvers	$2,500		SC-15-02-132	Reading	$2,500
SC-15-02-38	Dartmouth	$3,000		SC-15-02-133	Rehoboth	$2,500
SC-15-02-39	Dedham	$2,500		SC-15-02-134	Revere	$3,000
SC-15-02-40	Dennis	$2,500		SC-15-02-135	Rockland	$2,500
SC-15-02-41	Douglas	$2,500		SC-15-02-136	Salem	$3,000
SC-15-02-42	Dracut	$2,500		SC-15-02-137	Salisbury	$2,500
SC-15-02-43	Dudley	$2,500		SC-15-02-138	Sandwich	$2,500
SC-15-02-44	East Bridgewater	$2,500		SC-15-02-139	Saugus	$2,500
SC-15-02-45	East Longmeadow	$2,500		SC-15-02-140	Seekonk	$2,500
SC-15-02-46	Eastham	$2,500		SC-15-02-141	Sharon	$2,500
SC-15-02-47	Easthampton	$2,500		SC-15-02-142	Sherborn	$2,500
SC-15-02-48	Easton	$2,500		SC-15-02-143	Shrewsbury	$3,000
SC-15-02-49	Everett	$3,000		SC-15-02-144	Somerset	$2,500
SC-15-02-50	Fairhaven	$2,500		SC-15-02-145	Somerville	$4,000
SC-15-02-51	Fall River	$4,000		SC-15-02-146	South Hadley	$2,500
SC-15-02-52	Falmouth	$3,000		SC-15-02-147	Southborough	$2,500
SC-15-02-53	Fitchburg	$3,000		SC-15-02-148	Southbridge	$2,500
SC-15-02-54	Foxboro	$2,500		SC-15-02-149	Southwick	$2,500
SC-15-02-55	Framingham	$3,000		SC-15-02-150	Spencer	$2,500
SC-15-02-56	Franklin	$3,000		SC-15-02-151	Springfield	$28,000
SC-15-02-57	Freetown	$2,500		SC-15-02-152	Stoneham	$2,500
SC-15-02-58	Gardner	$2,500		SC-15-02-153	Stoughton	$2,500
SC-15-02-59	Grafton	$2,500		SC-15-02-154	Sturbridge	$2,500
SC-15-02-60	Granby	$2,500		SC-15-02-155	Sudbury	$2,500
SC-15-02-61	Great Barrington	$2,500		SC-15-02-156	Swampscott	$2,500
SC-15-02-62	Greenfield	$2,500		SC-15-02-157	Swansea	$2,500
SC-15-02-63	Groton	$2,500		SC-15-02-158	Taunton	$3,000
SC-15-02-64	Hadley	$2,500		SC-15-02-159	Tewksbury	$2,500
SC-15-02-65	Hanover	$2,500		SC-15-02-160	Topsfield	$2,500
SC-15-02-66	Harwich	$2,500		SC-15-02-161	Townsend	$2,500
SC-15-02-67	Haverhill	$3,000		SC-15-02-162	Tyngsboro	$2,500
SC-15-02-68	Hingham	$2,500		SC-15-02-163	Upton	$2,500
SC-15-02-69	Holbrook	$2,500		SC-15-02-164	Uxbridge	$2,500
SC-15-02-70	Holden	$2,500		SC-15-02-165	Wakefield	$2,500
SC-15-02-71	Holliston	$2,500		SC-15-02-166	Walpole	$2,500
SC-15-02-72	Holyoke	$3,000		SC-15-02-167	Waltham	$3,000

SC-15-02-73	Hopkinton	$2,500		SC-15-02-168	Ware	$2,500
SC-15-02-74	Hudson	$2,500		SC-15-02-169	Wareham	$2,500
SC-15-02-75	Ipswich	$2,500		SC-15-02-170	Watertown	$3,000
SC-15-02-76	Kingston	$2,500		SC-15-02-171	Wayland	$2,500
SC-15-02-77	Lakeville	$2,500		SC-15-02-172	Webster	$2,500
SC-15-02-78	Lancaster	$2,500		SC-15-02-173	Wellesley	$2,500
SC-15-02-79	Lawrence	$4,000		SC-15-02-174	West Boylston	$2,500
SC-15-02-80	Leicester	$2,500		SC-15-02-175	West Bridgewater	$2,500
SC-15-02-81	Lenox	$2,500		SC-15-02-176	West Springfield	$2,500
SC-15-02-82	Leominster	$3,000		SC-15-02-177	Westborough	$2,500
SC-15-02-83	Lexington	$3,000		SC-15-02-178	Westfield	$3,000
SC-15-02-84	Longmeadow	$2,500		SC-15-02-179	Westford	$2,500
SC-15-02-85	Lowell	$7,000		SC-15-02-180	Westminster	$2,500
SC-15-02-86	Ludlow	$2,500		SC-15-02-181	Weston	$2,500
SC-15-02-87	Lunenburg	$2,500		SC-15-02-182	Westport	$2,500
SC-15-02-88	Lynn	$4,000		SC-15-02-183	Westwood	$2,500
SC-15-02-89	Malden	$3,000		SC-15-02-184	Weymouth	$3,000
SC-15-02-90	Mansfield	$2,500		SC-15-02-185	Whitman	$2,500
SC-15-02-91	Marlborough	$3,000		SC-15-02-186	Wilbraham	$2,500
SC-15-02-92	Marshfield	$2,500		SC-15-02-187	Wilmington	$2,500
SC-15-02-93	Mashpee	$2,500		SC-15-02-188	Woburn	$3,000
SC-15-02-94	Medfield	$2,500		SC-15-02-189	Worcester	$28,000
SC-15-02-95	Medford	$3,000		SC-15-02-190	Wrentham	$2,500
				SC-15-02-191	Yarmouth	$2,500

OCCUPANT PROTECTION
ATTACHMENT A

Massachusetts Safety Belt Law

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

TITLE XIV. PUBLIC WAYS AND WORKS

CHAPTER 90. MOTOR VEHICLES AND AIRCRAFT - MOTOR VEHICLES

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

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

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

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

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

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

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

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

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

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

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

CREDIT(S)

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

HISTORICAL AND STATUTORY NOTES

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

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

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

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

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

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

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

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

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

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

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

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

OCCUPANT PROTECTION
ATTACHMENT B

Child Passenger Safety Law

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

TITLE XIV. PUBLIC WAYS AND WORKS

CHAPTER 90. MOTOR VEHICLES AND AIRCRAFT - MOTOR VEHICLES

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

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

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

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

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

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

OCCUPANT PROTECTION
ATTACHMENT C

Statewide Fitting Stations

Location / Name	Phone Number	Fitting Station	Hours / Time of Day / Schedules
Acushnet Police Department	508-771-8157	yes	once a week by appt.
Amesbury Police Department	978-388-1212	Yes	Four days a month / Four hour periods
Amherst Police Department	413-256-4011	Yes	7 days a week/8am - midnight, by appointment
Andover Police Department	978-475-0411		Appointment
Aquinnah Police Department	(508) 645-2313	Yes	Sun-Wed, 8am-4pm by appt or walk-in
Ashland Police Department	508-881-1212	Yes	appt. only
Attleboro Police Department	508-222-2324	Yes	Call in / Scheduled
Auburn Police Department	508-832-7777	Yes	Walk In-as long as officer is present
Barnstable Fire Department	508-362-3312	Yes	appoinment
Bay State Medical Center	413-794-2255	Yes	Every Thurs, 9am-5pm at Bay State Ambulance
Bay State Ambulance Service - Springfield	413-794-2255		Appointments Thursdays only
Bedford Police Department	781-275-1212	Yes	Appointments / Walk in
Belmont Police Department			
Belchertown Police Department	413-323-6685	Yes	Appointment
Bernardston Police Department	413-648-9208	Yes	Wednesday Evenings 4-7pm
Boston Police Department	617-343-5273	Yes	Appointment
Boston Police Department	617-343-4278	yes	one officer by appt.
Boston Public Health Commission/Boston EMS	617-534-2635	Yes	Appointment
Boxborough Police Department	978-263-8299		
Brewster Police Department	508-896-7011	Yes	Appointment
Brockton Police Department	508-897-5208	Yes	Weds. Nights by Appt.
Brookline Police Department	617-730-2609	Yes	4pm-7pm by appointment
Bourne Fire/Rescue Station 1	508-759-4412	Yes	Appointment
Bourne Fire/Rescue Station 4	508-563-2419	Yes	Appointment / Walk in
Bourne State Police	508-759-4488	Yes	Appoinment
C.O.M.M (Centerville, Osterville, Marston Mills) Fire Department	508-790-2375	Yes	Appointment
Canton Police Department	781-828-5090		
Carlisle Police Department	978-369-1155	Yes	Appointments
Centerville-Osterville Marstons Mills Fire Department	508-790-2375	Yes	Appointments
Charlton Police	508-248-2250		
Chatham Fire Rescue	508-945-2324	Yes	Appointment
Chelmsford Fire Department	978-250-5267	Yes	Appointments
Children's Hospital Boston	617-355-7332	Yes	By Appointment Fridays 11-1
Concord Police Department	978-318-3400	Yes	Appointment
Cotuit Fire Department	508-428-2210	Yes	Appointment
Danvers Fire Department	978-762-0245	Yes	Appointment
Dennis Fire Department	508-398-2242	Yes	Appointment, events
Dennis Police Department	508-394-1313	Yes	Appointment, events
Devens State Police	978-772-8800	Yes	Days are open (walk in) midnight shifts are appt.
Dighton Fire Department	508-669-6611	Yes	Appoinment
Dover Police Department	508-785-1130	Yes	Appointment
Dracut Fire Dept.	978-454-2113		Appointment
East Boston Neighborhood Health Center	617-568-4740	Yes	Appointment
East Bridgewater Police Department	508-378-7223	Yes	Appointments
Easton Police Department	508-230-3322	Yes	Appointments
Eastham Fire Department	508-255-2324	Yes	Appointment
Edgartown Police Department	508-627-4343	Yes	Leave a message
Fall River Police Department	508-676-8511	Yes	appointment
Gloucester Police	978-281-9898		
Grafton Police	508-839-2858		appointment

Groton Fire Department	978-448-5555	Yes	Appointments / Walk in
Hamilton Police Department	978-468-1212	Yes	Appointments
Hanover Police	781-826-3231		
Hanson Police Station	781-293-4625 ext 2	Yes	Appointment
Haverhill Police Department	978-373-1212	Yes	Appointment
Hingham Police Department	781-749-1212	Yes	Appointment
Holbrook Police and Fire	787-767-2233	Yes	Appointment
Holliston Police Department	508-429-1212	Yes	Appointment
Holyoke Fire Department	413-534-2250	yes	Appointment
Hopkinton Police Department	508-435-6365	Yes	Appointment
Hopkinton Fire Department	508-435-6365	yes	Appointment
Hudson Police	978-562-7122		Appointment
Hull Police	781-925-1212		
Hyannis Fire Department	508-775-1300	yes	walk in- call ahead his shift varies
Ipswich Fire Department	978-356-6630	Yes	Appointments / Walk in
Lakeville Police Department	508-947-0046	Yes	Appointment
Lawrence General Hospital	978-683-4000	Yes	Mon-Fri, 7am-3pm, by appt only
Leominster Police Department	978-537-0741		
Lexington Police Department	781-862-1212		
Lincoln Police Department	781-259-8111		
Littleton Police Department	978-952-2300	Yes	Appointments
Lowell Police Department	978-937-3200	yes	appt.
Lynn Fire Department	781-593-7528	Yes	Appointments
Lynnfield Fire Department	781-334-5152	Yes	Appointments
Mansfield Police Department	508-261-7300	Yes	Appointments
Martha's Vineyard/Oak Bluffs	506-693-0750	Yes	Appointments
MA State Police - Dartmouth	508-993-8373		
MA State Police - Framingham HQ	508-988-7021		Appointment
MA State Police - Holden	508-829-8300		
MA State Police - Middleboro	508-947-2222		
Mattapoisett Police Department	508-758-4141	Yes	Appointments / Walk in (One safety officer)
Medford Police Department	781-391-6770	Yes	Appointments
Medway Police Department	508-533-3212	Yes	Appointments / Walk in (One safety officer)
Melrose Police Department	781-665-1212	Yes	Only if officer has time
Mendon Police Department	508-478-2737	Yes	Appointments - Interior of the car MUST be cleaned / Carseat must be put in. Officer will make adjustments
Merrimac Police	978-346-8321		Appointment
Middleton Fire Department	978-774-4424	Yes	Appointments
Nantucket Fire Department	508-228-2324	Yes	Appointments
Natick Police Department	508-647-9500	Yes	Appointments / Residents only / 2 week notice
Needham Police Department	781-455-7570	n/a	Voicemail
New Bedford Police Department	508-991-6360	Yes	Appointments
Newburyport Police Department	978-462-4411	Yes	Appointments
Norfolk Fire Department	508-528-3207	Yes	Appointments / Walk in
North Adams Ambulance Service			
North Andover Police Department	978-683-3168		
North Attleboro Police Department	508-695-1212	Yes	Appointments / Walk in
North Attleboro Fire Department	508-699-0140	yes	appt
North Reading Police Department			
Northhampton Fire Department	413-587-1032	yes	appt.
Northampton Police Department	413-587-1100	Yes	Appointments / Wednesday
Norwood Police Department	781-440-5149	Yes	Appointments / Saturday
Oxford Police Department	508-987-0156	Yes	Appointments
Pepperell Police Department	978-433-2424	Yes	Appoinments
Pittsfield Police Department	413-448-9700	n/a	N/A
Plainville Fire Department	508-695-5252	Yes	Appointments / Walk in
Plainville Police Department	508-699-1212	yes	by appt.
Quincy Police Department	(617) 479-1212	Yes	7 days a week, 8:30am-3pm
Randolph Police	781-963-1212	yes	Mon-Fri, 7am-3pm, by appt only
Raynham Police Department			
Rochester Police Department			
Rutland Police Department			
Safe Kids of Western Massachusetts	413-794-2255	Yes	Appointments
Salisbury Fire Department	978-465-3121	Yes	Appointments
Seekonk Police	508-336-8123		
Sharon Police Department	781-784-1588	Yes	Appointments / Residents only
Shrewsbury Police	508-841-8577		
Somerset Police Department	508-679-2138	Yes	Walk in
Somerville Police Department	617-625-1600		
South Hadley Police Department	413-538-8231	Yes	Appointments
Southboro Police Department	508-485-2121	Yes	Appointments
Southbridge Police Department	508-764-5420		
Spencer Police Department	(508) 885-6333	Yes	Sat, 10am - 2pm
Springfield Police Department	413-787-6359		

Stoughton Police Department	781-344-2424	Yes	Appointments
Sturbridge Police Department	508-347-2525		Appointments
Swansea Police Department	508-674-8464		Appointments
Taunton Police	508-824-7522		Appointments
Tewksbury Police Department	978-851-7355		Appointments
Topsfield Fire Department	978-887-5148	Yes	Walk in
UMASS Amherst Police	413-545-2121	Yes	appointment
UMASS Memorial Medical Center	774-443-8626	Yes	Bi-weekly, by appointment only
Upton Police Department	508-529-3200	yes	by appt.
Village Ambulance Service	413-458-4889	Yes	Mon-Fri, 8am-4pm
Wakefield Police Department			
Waltham Police Department	781-314-3600	Yes	Once a month - Appointment
Wareham Police Department	508-295-1473		
Wayland Police Department	508-358-4721	Yes	Appointments
Wellesley Police Department	781-235-1212	Yes	Appointments / Residents only
Westborough Police Department	508-366-3060	Yes	Appointments
Westborough Fire Department	508-366-3040	Yes	Appointments
Westfield Police Department	413-562-4597	Yes	Appointments
Westford Fire Department	978-692-5542	Yes	Appoinments
Westford Police Department	978-692-2161	Yes	Appointments
Westminster Police Department	978-874-2900	Yes	By appointment, usually between 4-7 pm, only one per day
Westport Police Department	508-636-1122	Yes	appointment, fire department tries to have one trained fire figter on duty
Westwood Police Department	781-326-1903	Yes	Varies by officers scheudule
Whitman Police Department			
Wilmington Police Department	978-658-5071	Yes	Every Weds, 10am-2pm
Woburn Police Department	781-933-1212	Yes	Appoinments

FFY 2014 Checkup Events in Massachusetts

Date	Location	Time	Host Agency
11/19/13	Amesbury PD Sallyport	1-4pm	Amesbury PD
11/23/13	Hopkinton Police Department	3-6pm	Hopkinton PD
12/13/13	Amesbury PD Sallyport	10am-1pm	Amesbury PD
1/16/14	Amesbury PD Sallyport	1-4pm	Amesbury PD
1/26/14	Newton Camp Fair @ Newton North High School	12pm-4pm	Newton PD
2/3/14	Brookline DPW, 870 Hammond St	4-7pm	Brookline PD
2/15/14	Quincy Police Department	10am-2pm	Quincy PD
2/18/14	Amesbury PD Sallyport	10am-1pm	Amesbury PD
2/22/14	Amesbury PD Sallyport	10am-1pm	Amesbury PD
2/24/14	Brookline DPW, 870 Hammond St	4-7pm	Brookline PD
3/11/14	Amesbury PD Sallyport	1-4pm	Amesbury PD
3/15/14	Henry Wing School, 33 Water St, Sandwich	10am-1pm	Sandwich PD
3/29/14	North Village CPS Inspection Event, Umass-Amherst campus	10am-2pm	Amherst PD
4/5/14	Spencer Fire Department	9am-1pm	Spencer PD
4/5/14	St. Mary's School, Head Start Safety Day	10am-2pm	Taunton PD
4/12/14	Haddad Motors, 25 W Housatonic, Pittsfield	10am-2pm	SafeKids Western MA
4/12/14	Walmart, 1415 Curran Hwy, North Adams	10am-2pm	Village Ambulance Svcs
4/12/14	Taunton DPW, Ingell Street	10am-2pm	Taunton PD
4/22/14	Amesbury PD Sallyport	10am-1pm	Amesbury PD
4/26/14	Commonwealth Chevrolet, 115 Marston, Lawrence	10am-1pm	Lawrence General Hospital
4/26/14	Barton Rd Housing Complex, Wellesley	11am-1pm	Wellesley PD
4/26/14	Earth Day Event, 85 Masonic Home Road	10am-2pm	Charlton PD
4/26/14	Home Depot, County Street, Safety Day Event, Taunton	10am-2pm	Taunton PD
5/4/14	Wakefield Police Department	11:30am-3:30pm	Wakefield PD
5/10/14	Hannford's, 777 Rogers St, Lowell	11am-2pm	Lowell PD
5/14/14	Amesbury PD Sallyport	1-4pm	Amesbury PD
6/9/14	Amesbury PD Sallyport	10am-1pm	Amesbury PD
6/14/14	Quincy Police Department	10am-2pm	Quincy PD
6/28/14	Mosier MS, 101 Mosier St, South Hadley	10am-2pm	South Hadley PD

OCCUPANT PROTECTION
ATTACHMENT D

Communications Plan FFY 2015
Executive Office of Public Safety and Security Highway Safety Division

Events and Media Plan for FFY 2015 – (some dates & events are TBD & subject to change)

September 14-20, 2014 – Child Passenger Safety Week. National Seat Check Saturday is September 20. Earned media with the occupant protection message will be done through press releases about child passenger safety. Additionally, we will use this week to reiterate the 2015 CPS Equipment grant winners, their checkup events and fitting stations, and their local efforts to disseminate seats.

October 19-25, 2014 – National Teen Driver Safety week. Digital billboards on the junior operator aspects of the Massachusetts' safe driving law will be posted, as well as the Click it or Ticket and Seat Belts Save Lives messages.

November 27-29, 2014. Thanksgiving Holiday Travel period. We will emphasize holiday travel along with the occupant protection message "Buckle Up America. Every trip. Every time." We will also run the Click it or Ticket or Seat Belts Save Lives messages on digital billboards as well as VMS boards.

December 10-31, 2014 - A media event on the Drive Sober or Get Pulled Over mobilization will be held lead by the MSP. Media advisory and press release will be crafted; Sample news releases will be sent to all local police departments. In addition to a paid media buy, we plan to run digital billboards on the mobilization with the "Drive Sober" message.

March 17, 2015 – St. Patrick's Day impaired driving media outreach. We will run NHTSA's "Buzzed Driving is Drunk Driving" message via billboard.

April 2015 – National Distracted Driving Awareness month. Digital billboards with the "Drive Safely – you hold the keys" message will be aired, along with no texting while driving messages. Sample news releases will be sent to participating departments in the Sustained Enforcement program.

April 2015 TBD – Work Zone Safety and the Move Over Law. In conjunction with the start of the road construction season, we will run the "Move Over" billboard. Additionally, we will reach out to municipalities to have them run the move over message on their local VMS boards and work with the DOT to get the message out on their boards as well.

May 2015 – Motorcycle Safety Awareness Month and Bicycle Safety Awareness month. Primary message on motorcycles is "Motorists and Motorcyclists share the road." We can also discuss motorcycle safety awareness for the start of motorcycle season, perhaps with our "Ride Sober or Don't Ride" message. And for bicycle safety, we can use the "Be Seen. Be Safe" message.

May 11-25, 2015 - Click it or Ticket National Enforcement Mobilization. We will run digital billboard messages in addition to a paid media buy, press event and sample news releases to participating police departments. We should also have the 2015 seat belt survey results to release on or around that time.

July 4, 2015 – Fourth of July impaired driving message. We will run an impaired driving message "Drive Sober or Get Pulled Over" via digital billboards during this time. Also, an op-ed piece on drunk driving would be appropriate, too.

July 2015 – Move Over Law promotion for peak summer travel and construction period. We will run the "Move Over" billboard. Additionally, we will reach out to municipalities to have them run the move over message on their local VMS boards and work with the DOT to get the message out on their boards as well.

August 2015 – Focus on back to school safety messaging, "Walk, Bike and Ride to School Safely," particularly on the increased pedestrian traffic and school buses on the roads. We can write a press release about back to school pedestrian safety, safe routes to school, and the law relative to sharing the road with school buses.

August 14 – Sept. 4, 2015. Drive Sober or Get Pulled Over Mobilization. Press event on mobilization efforts is planned along with related communications items including a paid media buy.

September 13-19, 2015 – Child Passenger Safety week. We will run digital billboard messages relating to CPS.