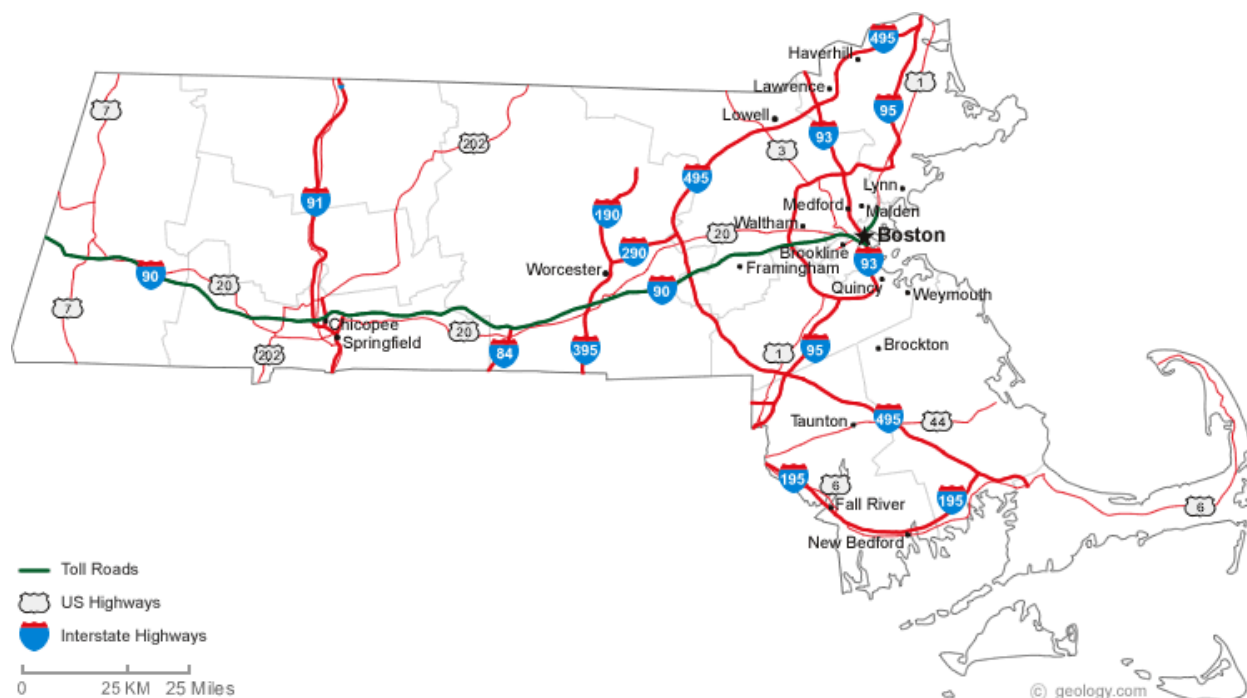


# Commonwealth of Massachusetts Highway Safety Performance Plan

Federal Fiscal Year 2014



*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) 2014 Massachusetts Highway Safety Plan (HSP) recognizes that traffic crashes are preventable and that Massachusetts is committed to reducing the number of fatalities, injuries, and economic losses resulting from these crashes.

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

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The hard work and dedication of EOPSS/HSD staff highway safety issues have contributed significantly to safer roadways in Massachusetts, including a 22 percent decline in roadway fatalities since 2007. Additionally, alcohol-related fatalities have declined 26 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, bicycles and pedestrians. Low seatbelt use rate continues to be an issue for Massachusetts. Increasing the seatbelt use rate to 77% is a key performance target for 2014. A main strategy to accomplish this will be the continuation of high-visibility mobilizations and implementation of sustained enforcement. We anticipate that this will also help to lower the Commonwealth's overall death and injury rates.

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

Ellen Frank  
Interim Director  
Highway Safety Division



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# 1.0 Introduction

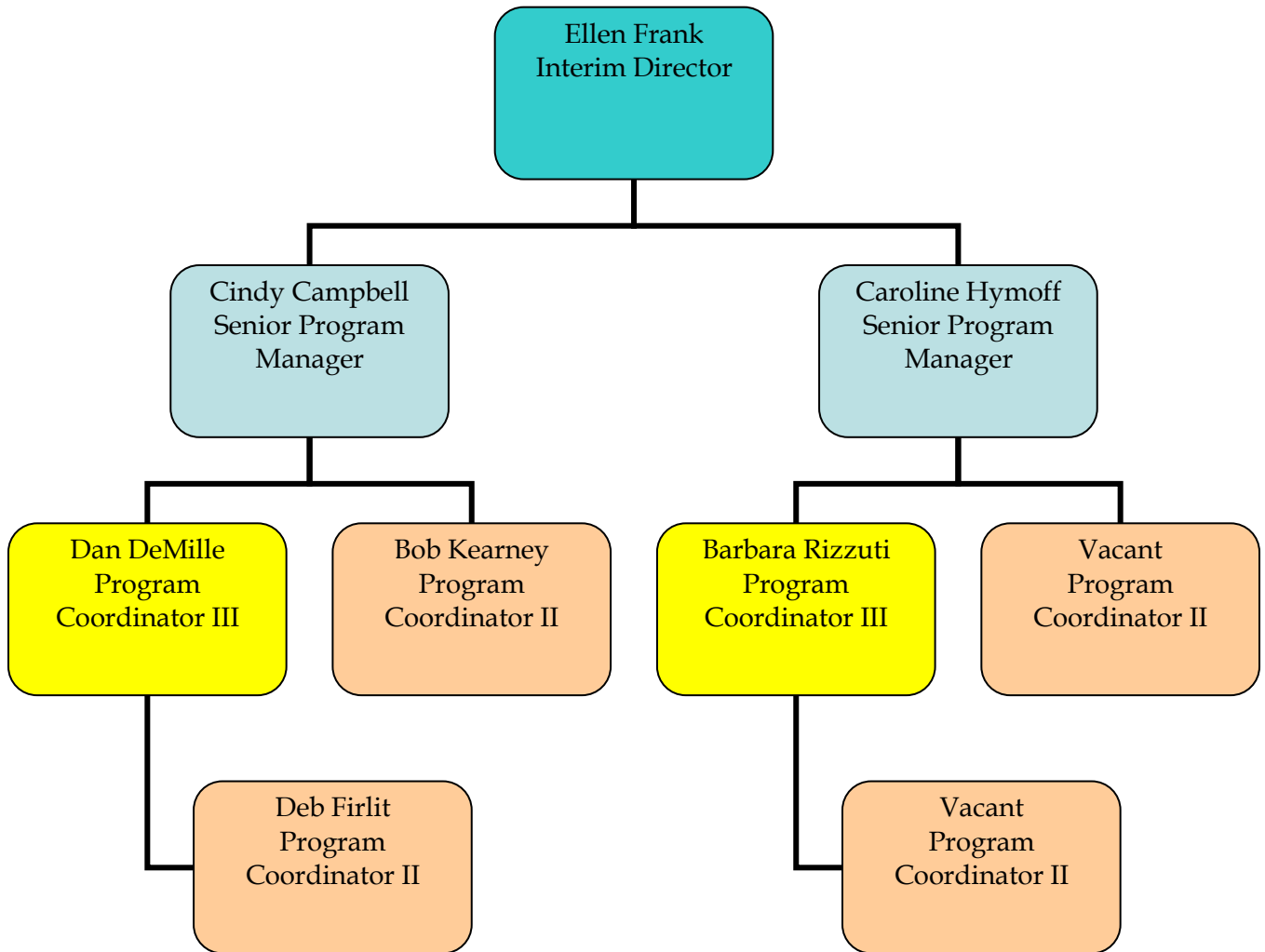
## ■ 1.1 HSP Calendar

January to March	HSD reviews progress of FFY 2013 programs with senior staff at EOPSS; analyzes federal, state, and local data to identify FFY 2014 key program areas; reviews National Highway Traffic Safety Administration (NHTSA) Region I response to the FFY 2013 HSP, FFY 2012 Annual Report, recent NHTSA assessments, and Regional Action Plan; reviews spending patterns and revenue estimates.
January to May	Staff at EOPSS/HSD conducts strategic planning/meetings with key stakeholders to present recent data analyses and discuss the issues facing their communities. EOPSS/HSD issues grant applications in order to identify grantees in HSP. EOPSS/HSD reviews proposals for funding consideration resulting from the website posting at <a href="http://www.mass.gov/highwaysafety">www.mass.gov/highwaysafety</a> .
March to June	HSD drafts the FFY 2014 HSP for review and approval by senior staff at EOPSS. HSD conducts pre-submission meeting with NHTSA Region I. 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 and the Federal Highway Administration (FHWA).
September to October	EOPSS/HSD begins to implement and award grants and contracts and begins work on the FFY 2013 Annual Report.
November to December	EOPSS/HSD oversees grants and projects in the HSP, finalizes the FFY 2013 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



### ■ 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 2014 serves as the Commonwealth of Massachusetts' application to NHTSA for federal funds available under the Moving Ahead for Progress in the 21<sup>st</sup> 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 2014 highway safety program, EOPSS/HSD relied primarily on 2007 to 2011 trend data but also considered 2012 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) in recent years. 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. EOPSS/HSD will submit any changes to the HSP to Region 1 for review and approval.

### FFY 2013 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* (DSGPO) Mobilizations. Of the 181 eligible local police departments, 91 participated in the December-January DSGPO and 126 participated in CIOT.
- During spring 2013 EOPSS/HSD, along with government and corporate partners, conducted a safe prom and graduation video contest, *Dance. Don't Chance*. The centerpiece of the initiative was a contest for high school students to submit 60-second videos with messages about safe, sober, and distraction-free driving all year, but especially during prom and graduation season. The 31 video submissions were available for viewing and voting online and were viewed nearly 13,000 times on YouTube. The winning videos came from Durfee High School in Fall River and Sutton High School in Sutton. The winners were honored and messages reinforced at

ceremonies at each high school and were attended by approximately 500 juniors and seniors.

- EOPSS/HSD was awarded one of only two grants for \$275,000 from NHTSA for the Texting Ban Demonstration High Visibility Campaign. Through this Cooperative Agreement, EOPSS/HSD will provide funds to the Massachusetts State Police (MSP) for up to four HVE mobilizations over the two year project period. These mobilizations called “Text With One Hand, Ticket in the Other” will consist of two to four week periods of enforcement and media activities. The dates of the mobilizations will be determined based on data and guidance from NHTSA. Enforcement will take place in the region northeast of Boston covered by MSP Troop A-1. Springfield will be used as a control community to allow for the effects of the demonstration project to be separated from other statewide influences such as ongoing efforts to modify cell phone/driving laws.
- As the lead agency, the Massachusetts Department of Transportation (MassDOT) conducted planning sessions for the development, update and implementation of the state SHSP which was first developed in 2006. EOPSS/HSD serves on the Executive Leadership Committee and Steering Committee to provide recommendations, planning and research on effective strategies, determine action steps, assign responsibilities, and identify resource needs and other challenges which are critical to achieving full implementation of the SHSP. The SHSP planning process is directly related to the HSP planning and implementation. The plan was released to the public in June 2013. EOPSS/HSD is the lead agency for the following SHSP emphasis areas: impaired driving, occupant protection, data systems and driver inattention.
- EOPSS and the Administrative Office of the Trial Court (AOTC), in conjunction with the National Center for DWI Courts conducted trainings that focused on implementation and administration of DWI courts as a means of successfully holding repeat offenders accountable while supervising them closely and providing rigorous alcohol treatment. Judges, prosecutors, defense attorneys, probation officers, law enforcement and treatment providers from 15 courts throughout the state attended two separate four and one half-day trainings to demonstrate a proactive approach to reducing drunk driving. These trainings represented a high level collaborative effort among the Secretary of EOPSS, the Chief Justices of the Trial Court and the District Court, NHTSA, and the Commissioner of Probation. Since the training in the fall of 2012, one OUI court has been created and five more districts are working to establish OUI Drug Courts.
- EOPSS/HSD was awarded the maximum of \$20,000 for the competitive 2013 Ford Driving Skills for Life grant through the Governors Highway Safety Association (GHSA) and Ford Motor Company. This is the second year HSD received this grant. A one-day event will be conducted in October to coincide with Teen Driver Safety Week. Younger driver activities will include, but not be limited to: driver exercises such as distracted driving and crash prevention training, MSP Bat Mobile and Roll Over Seat belt/Car Seat simulator demonstrations, and parent-specific activities. HSD will partner with media outlets and anticipates substantial matching in-kind funds.

- EOPSS/HSD selected a second LEL representing the MSP to work closely with EOPSS/HSD, NHTSA and the Municipal Police Training Committee (MPTC) Executive Director to promote strategies and policies with state and local law enforcement to strengthen our mission. The two “volunteer” LELs are working with EOPSS/HSD to develop a plan for the expansion of the LEL program to incorporate a dedicated and paid LEL for statewide effectiveness.
- Senior Program Manager Cindy Campbell attended the Lifesavers National Conference on Highway Safety Priorities in Denver from April 14 to 16 and presented the interim results of the NHTSA Impaired Motorcycle Rider Demonstration grant. With this grant, EOPSS/HSD provided funds to the MSP for additional saturation patrols and sobriety checkpoints in Lowell and Springfield over the summer to decrease the incidence of impaired motorcycle riding and associated crashes.
- On June 6, NHTSA Region 1, EOPSS/HSD and the Massachusetts Major City Chiefs Association conducted a Leadership Roundtable to address law enforcement’s engagement with traffic safety, in particular, as it pertains to seat belt and impaired driving enforcement on a statewide basis. Topics included a data review, challenges to traffic enforcement, and what can be done to show improvement in the future. Attendees included Chiefs of Police from 10 key departments, the State Police and the Massachusetts Chiefs of Police Association. Mike Brown, NHTSA Headquarters Director of Impaired Driving and Occupant Protection served as facilitator.

## Partnerships

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

- EOPSS-led Massachusetts Executive Level Traffic Records Coordinating Committee METRCC
- EOPSS-led Traffic Records Coordinating Committee TRCC
- MassDOT-led Safe Routes to School Task Force
- MassDOT-led SHSP Plan Executive Leadership Committee
- MassDOT-led Work Zone Safety Committee
- MDPH-led Partnership for Passenger Safety Committee
- RMV-led Impaired Driving Advisory Board
- RMV-led Junior Operator License Advisory Committee
- Massachusetts Major City Chiefs Association
- Massachusetts Safety Officers League



# 2.0 Highway Safety Problem Identification

This HSP for FFY 2014 has been developed in coordination with the following plans:

- Massachusetts' SHSP (2006 and 2013 draft)
- NHTSA's Region I Action Plan (FFY 2011 and FFY 2012)
- 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 2013)
- NHTSA's Massachusetts Traffic Records Assessment Report (FFY 2009)
- 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 2014 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. Results of the data are then coordinated with the SHSP, analyzed, and weaknesses are determined. This step also uses ongoing exchanges with key federal, state, and local partners (such as the MSP, local police departments, MassDOT, DPH, Massachusetts Chiefs Association, TRCC and the GHSA) to identify major highway safety areas of concern and to try to gain consensus of priority areas. 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.

**Selection of Program Areas.** This step uses analyses of available data sources to identify ongoing 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 that met the minimum performance measure of three stops per hour are eligible. From there, funds are distributed based on population.

**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. While EOPSS/HSD coordinates performance targets and projects with the SHSP, the SHSP lists performance targets over a longer period of time. Because of this, the performance targets in the two documents do not match completely. Additionally, we cannot reference specifics of the SHSP's FFY 2014 performance targets nor compare the SHSP goals with HSD's because the plan is still in draft form and has not been accepted or finalized by FHWA.

**Table 2.1 Data Used for FFY 2014 HSP Problem Identification**

<b>Data Type</b>	<b>Data Set</b>	<b>Source/Owner</b>	<b>Year(s) Examined</b>
Fatality and Injury	FARS, Massachusetts Crash Data System, Injury Surveillance Program, Massachusetts Traffic Records Analysis Center (MassTRAC)	NHTSA, State Traffic Safety Information (STSI), RMV, Massachusetts Department of Public Health, EOPSS/HSD	2007 to 2011
Violation	Massachusetts Citation Data	RMV, Merit Rating Board (MRB)	2008 to 2012
Seat Belt Use	Massachusetts Seat Belt Use Observation Data	EOPSS/HSD	2007 to 2012
Licensed Drivers, Registrations and Vehicle Miles	Highway Statistics	FHWA, U.S. Census Bureau, RMV	2007 to 2011



Traveled (VMT)			
Operating Under the Influence	Crime Statistics	MRB, Federal Bureau of Investigation	2007 to 2011
Driver Attitude and Behavior Survey	Intercept Survey	EOPSS/HSD	2009 to 2010

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.

## ■ 2.2 Massachusetts Characteristics

Located in the northeastern United States, Massachusetts is the 6<sup>th</sup> smallest state with a land area of approximately 10,555 square miles and 351 cities and towns. Despite its small geographic size, Massachusetts is the 14<sup>th</sup> most populated state. According to the U.S. Census, in 2010, the Commonwealth's estimated population was 6,547,629, resulting in a density of approximately 620 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 76,200 road miles. Of these, 59,228 are urban and 16,272 are rural. Interstates, freeways, and expressways account for 4,543 of these miles and 48,437 miles are considered local roads. Major roadways include Interstates 90 (the Massachusetts Turnpike), 91, 93, 95, and 495. In 2010, motorists in Massachusetts traveled over 54 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 2012 there are 4,722,120 licensed drivers. Other demographics for Massachusetts based on 2010 U.S. Census Bureau data include:

Age distribution:

- Children (under 18 years old) 22 percent
- Adults (18 to 64 years old) 64 percent
- Older persons (65+) 14 percent

Non-Caucasians account for 19.6 percent of the population compared with 27.6 percent nationally.

The three largest minority populations in Massachusetts as of 2010 are Hispanic or Latino (9.6 percent), African American (6.6 percent), and Asian (4.7 percent).

The Massachusetts economy has become increasingly reliant on academic/research, tourism, technology, and financial services and less reliant on the manufacturing industry. 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 District Attorney 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	2010 County Population Estimates, per U.S. Census Bureau	County	2010 County Population Estimates, per U.S. Census Bureau
Barnstable	215,888	Hampshire	15,080
Berkshire	131,219	Middlesex	1,503,085
Bristol	548,285	Nantucket	10,172
Dukes	16,535	Norfolk	670,850
Essex	743,159	Plymouth	494,919
Franklin	71,372	Suffolk	722,023
Hampden	463,490	Worcester	798,552

## ■ 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**

	2007		2009		2009		2010		2011	
	MA	U.S.	MA	U.S.	MA	U.S.	MA	U.S.	MA	U.S.
Population (100K)	64.50	3,016	64.98	3,041	65.93	3,055	65.47	3,087	66.01	3,126
VMT (100M)	54.017	30,323	54.505	29,735	54.317	29,765	54.361	29,665	54.792	29,629
Licensed Drivers (100K)	46.99	2,057	46.74	2,083	46.56	2,100	46.45	2,101	46.83	2,187
Total Fatalities	434	41,259	364	37,423	340	33,883	347	32,999	337	32,367

Source: U.S. Census March 2013; RMV July 2012; FHWA March 2013; NHTSA Traffic Safety Facts 2007 to 2011; FARS May 2012

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**

<b>Fatalities</b>	<b>2007</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>	<b>2011</b>	<b>2007-2011 % change</b>
MA Fatalities	434	364	340	347	337	-22%
US Fatalities	41,259	37,423	33,883	32,999	32,367	-22%
MA Fatalities - Male	288	264	245	243	180	-38%
MA Fatalities - Female	129	99	94	105	97	-25%
MA Fatal Crashes	408	337	313	330	265	-35%
<b>Fatality Rate</b>	<b>2007</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>	<b>2011</b>	<b>2007-2011 % change</b>
MA Fatality Rate/ 100 Million VMT	0.79	0.67	0.64	0.64	0.62	-22%
US Fatality Rate/ 100 Million VMT	1.36	1.26	1.20	1.11	1.10	-19%
MA Urban Fatality Rate/100 Million VMT	0.85	0.87	0.62	0.72	0.57	-33%
MA Rural Fatality Rate/100 Million VMT	0.85	0.87	0.82	0.72	1.10	23%
<b>Crashes and Injuries</b>	<b>2007</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>	<b>2011</b>	<b>2007-2011 % change</b>
MA Number of Motor Vehicle Crashes of All Types	144,509	136,384	117,776	115,643	118,316	-18%
MA Number of Incapacitating Injuries (as measured by hospital stays)	4,999	4,946	4,782	3,477	4,858	-3%

MA Number of Crash Injuries	49,826	47,233	41,999	42,376	42,996	-14%
<b>Alcohol</b>						
	<b>2007</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>	<b>2011</b>	<b>2007-2011 % change</b>
MA Number of Fatalities Involving Driver or Motorcycle Operator w/ $\geq 0.08$ BAC	155	120	106	122	114	-26%
US Number of Fatalities Involving Driver or Motorcycle Operator w/ $\geq 0.08$ BAC	13,041	11,711	10,759	10,136	9,878	-24%
MA Alcohol-Related Fatalities (Actual) BAC = 0.01+	203	164	143	166	144	-29%
MA Percent of All Fatalities that are Alcohol-Related (BAC $\geq 0.08$ )	36%	33%	31%	35%	34%	-6%
US Percent of All Fatalities that are Alcohol-Related (BAC $\geq 0.08$ )	32%	31%	32%	31%	31%	31%
MA Alcohol-Related Fatality Rate/ 100 Million VMT (new definition)	0.28	0.22	0.20	0.22	0.21	-25%
US Alcohol-Related Fatality Rate/ 100 Million VMT (new definition)	0.43	0.39	0.38	0.34	0.34	-21%
<b>Occupant Protection</b>						
	<b>2007</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>	<b>2011</b>	<b>2007-2011 % change</b>
MA Percent Observed Belt Use for Passenger Vehicles - Front Seat Outboard Occupants	69%	67%	74%	74%	73%	5%
US Percent Observed Belt Use for Passenger Vehicles - Front Seat Outboard Occupants	82%	83%	84%	85%	84%	2%
MA Unrestrained Passenger Vehicle Occupant Fatalities	148	122	116	102	108	-27%
MA Percent of Vehicle Occupant Fatalities Unrestrained	33%	34%	33%	29%	32%	-3%
US Percent of Vehicle Occupant Fatalities Unrestrained	35%	35%	34%	32%	31%	-11%
<b>Motorcycles</b>						
	<b>2007</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>	<b>2011</b>	<b>2007-2011 % change</b>
MA Number of Motorcyclist Fatalities	62	42	55	61	36	-42%
US Number of Motorcyclist Fatalities	5,174	5,132	4,469	4,518	4,612	-11%
MA Percent of all Fatalities that are Motorcyclists	14%	12%	16%	17%	11%	-21%
US Percent of all Fatalities that are Motorcyclists	13%	14%	13%	14%	14%	7%
MA Number of Unhelmeted Motorcyclist Fatalities	3	1	6	7	4	25%
MA Motorcyclist Serious Injuries (As measured by hospital stays)	612	667	656	663	654	6%
MA Number of Motorcycle Fatalities with Motorcycle Operator w/ $\geq 0.08$ BAC	19	9	10	16	11	-42%

US Number of Motorcycle Fatalities with Motorcycle Operator w/ $\geq$ .08 BAC	1,357	1,490	1,238	1,205	1,298	-4%
MA Percent of Motorcycle Fatalities with Motorcycle Operator w/ $\geq$ .08 BAC	31%	22%	20%	27%	32%	3%
US Percent of Motorcycle Fatalities with Motorcycle Operator w/ $\geq$ .08 BAC	28%	30%	30%	29%	30%	7%
<b>Pedestrians</b>	<b>2007</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>	<b>2011</b>	<b>2007-2011 % change</b>
MA Number of Pedestrian Fatalities	66	76	46	68	58	-12%
US Number of Pedestrian Fatalities	4,699	4,414	4,109	4,302	4,432	-6%
MA Percent of all Fatalities that are Pedestrians	15%	21%	14%	20%	17%	12%
US Percent of all Fatalities that are Pedestrians	11%	12%	12%	13%	14%	21%
MA Pedestrian Serious Injuries (as measured by hospital stays)	710	677	714	759	740	4%
<b>Bicycles</b>	<b>2007</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>	<b>2011</b>	<b>2007-2011 % change</b>
MA Bicyclist Fatalities	11	10	6	7	5	-55%
US Bicyclist Fatalities	701	718	628	623	677	-3%
MA Percent of all Fatalities that are Bicyclists	3%	3%	2%	2%	1%	-67%
US Percent of all Fatalities that are Bicyclists	2%	2%	2%	2%	2%	0%
MA Bicyclist Serious/Incapacitating Injuries	153	158	185	485	147	-4%
<b>Distracted Driving</b>	<b>2007</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>	<b>2011</b>	<b>2007-2011 % change</b>
MA Crashes with $\geq$ 1 distractions reported	N/A	N/A	N/A	32	43	N/A
US Crashes with $\geq$ 1 distractions reported	N/A	N/A	N/A	3,527	3,458	N/A
MA Percent of all Fatalities with Distractions	N/A	N/A	N/A	10%	13%	N/A
US Percent of all Fatalities with Distractions	N/A	N/A	N/A	12%	12%	N/A
<b>Speed</b>	<b>2007</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>	<b>2011</b>	<b>2007-2011 % change</b>
MA Number of Speed-Related Fatalities	143	97	77	83	103	-28%
US Number of Speed-Related Fatalities	13,140	11,167	10,664	10,508	9,944	-24%
MA Percent of All Fatalities that are Speed-Related	33%	27%	23%	24%	31%	-6%
US Percent of All Fatalities that are Speed-Related	32%	31%	31%	31%	31%	-3%
MA Speed-Related Fatality Rate/ 100 Million VMT	0.26	0.18	0.14	0.15	0.19	-27%
US Speed-Related Fatality Rate/ 100 Million VMT	0.43	0.40	0.38	0.35	0.34	-21%

<b>Younger Drivers</b>	<b>2007</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>	<b>2011</b>	<b>2007-2011 % change</b>
MA Number Fatalities involving a Younger Driver (age 16-20)	81	67	55	54	47	-42%
US Number Fatalities involving a Younger Driver (age 16-20)	7,552	6,311	5,544	4,936	4,711	-38%
MA Percent of all Fatalities that involve a Younger Driver	19%	18%	16%	16%	14%	-26%
US Percent of all Fatalities that involve a Younger Driver	18%	17%	16%	15%	15%	-17%
MA Serious Injuries that involve a Younger Driver	810	842	656	632	596	-26%
MA Number of Younger Driver (age 15-20) Fatalities with Younger Driver BAC w/ $\geq$ .01 BAC	11	13	7	7	10	-9%
MA Percent of Younger Driver (age 15-20) Fatalities with Younger Driver BAC w/ $\geq$ .01 BAC	31%	43%	33%	35%	43%	28%
<b>Older Drivers</b>						
<b>Older Drivers</b>	<b>2007</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>	<b>2011</b>	<b>2007-2011 % change</b>
MA Fatalities Involving an Older Driver (age 65+) Involved	70	53	63	69	59	-16%
US Fatalities Involving an Older Driver (age 65+)	6,169	5,825	5,613	5,787	5,684	-8%
MA Percent of all Fatalities that Involve an Older Driver	16%	15%	19%	20%	18%	11%
US Percent of all Fatalities that Involve an Older Driver	15%	16%	17%	18%	19%	21%
MA Serious Injuries Involving an Older Driver	505	540	425	471	484	-4%
<b>Traffic Enforcement Grants</b>						
<b>Traffic Enforcement Grants</b>	<b>2007</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>	<b>2011</b>	<b>2012</b>
MA Number of Seat Belt Citations Issued During Grant-Funded Enforcement Activities*	22,463	12,216	16,159	13,815	6,118	8,394
MA Number of Impaired Driving Arrests Made During Grant-Funded Enforcement Activities*	420	542	364	221	147	73
MA Number of Speeding Citations Issued During Grant-Funded Enforcement Activities*	37,251	24,939	17,590	14,161	6,990	8,790

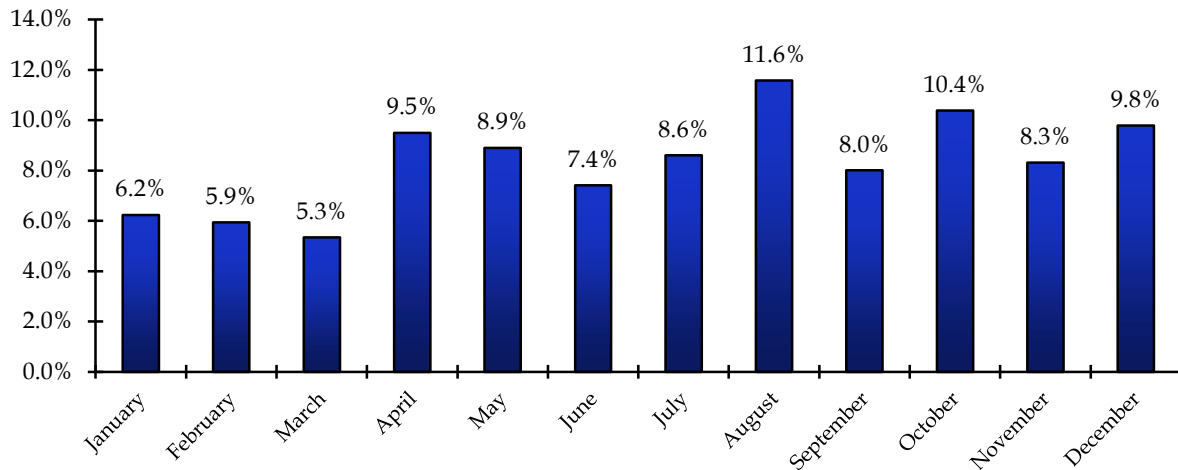
Source: STSI May 2013; RMV July 2012; FARS May 2013; 2007 to 2011 Massachusetts Seat belt Use Observation Surveys; HSD grant data 2007-2012, MassTRAC May 2013; Health Injury Surveillance Program February 2013; MA Crash Data System February 2013

\*Based on FFY activity

Note: 1) Some numbers reported in this FFY 2014 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.

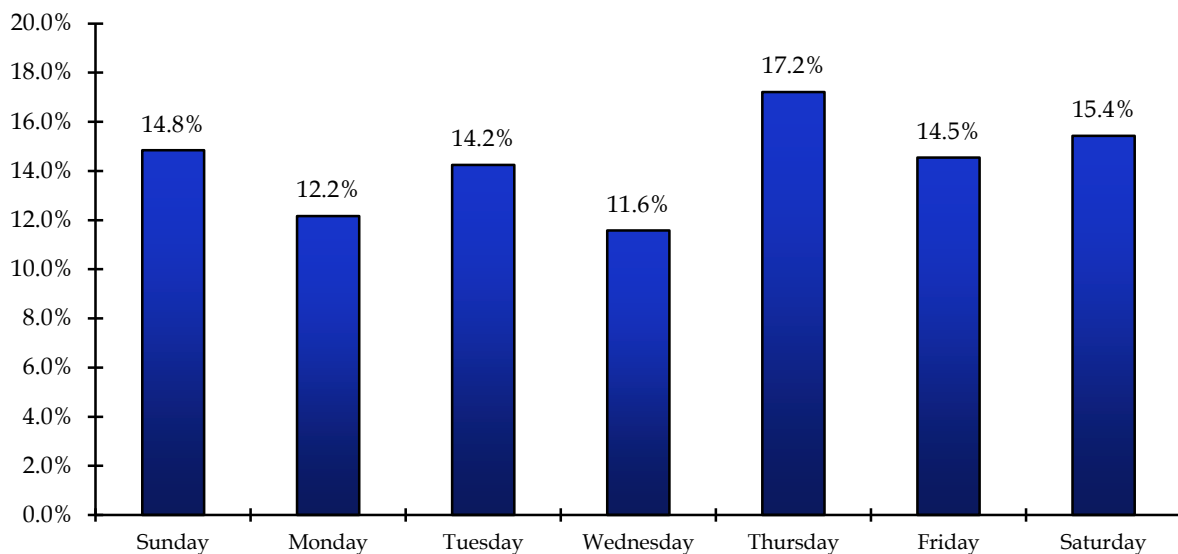
As shown in Figures 2.1 and 2.2, the greatest percentage of fatal crashes occurred in August, and on Thursday. Fatal crashes occurred most frequently between the hours of 3:00 and 5:59 p.m., as shown in Figure 2.3.

**Figure 2.1 Percent of Massachusetts Fatal Crashes by Month-of-Year 2011**



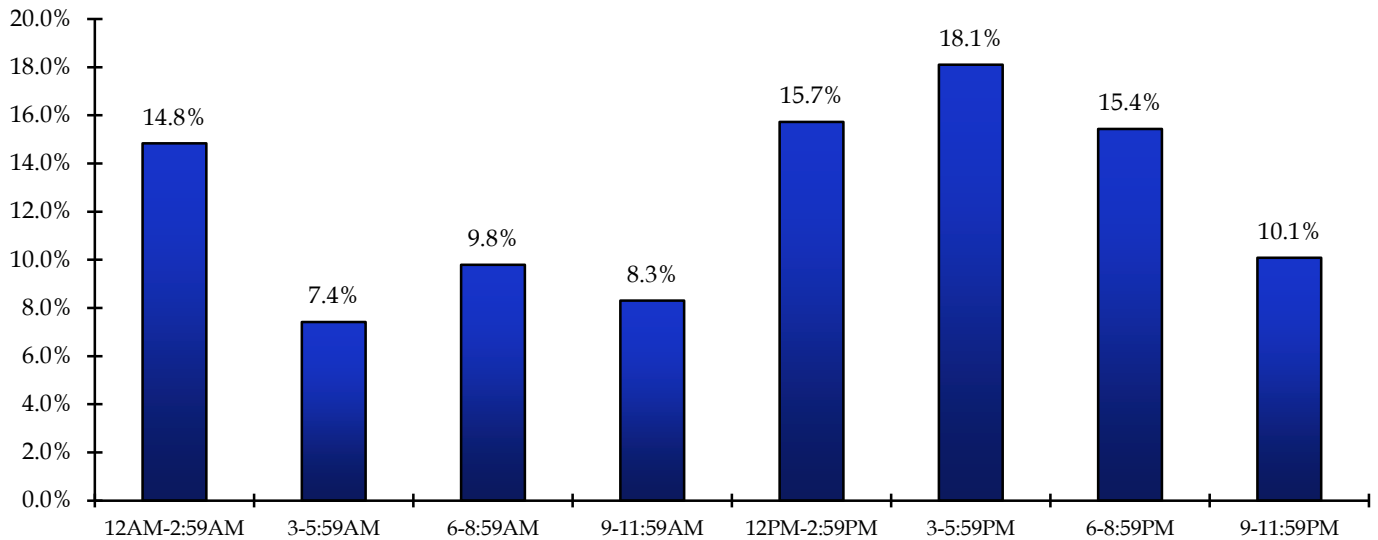
Note: 2011 data is preliminary  
 Source: MassTRAC June 2013

**Figure 2.2 Percent of Massachusetts Fatal Crashes by Day-of-Week 2010**



Note: 2011 data is preliminary  
 Source: MassTRAC June 2013

**Figure 2.3 Percent of Massachusetts Fatal Crashes by Time-of-Day 2010**



Note: 2011 data is preliminary  
Source: MassTRAC June 2013

## ■ 2.4 FFY 2014 Performance Targets

The performance targets identified below 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 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 2014 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

Police Traffic Services and Planning and Administration are neither noted above nor specifically noted in the performance target section. These topics do, however, have tasks associated with them in the Program Area sections of this document. Also, there are some topics such as, older and younger drivers that do not have specific tasks linked to the program area. This is because specific tasks in these areas are incorporated throughout other program areas.

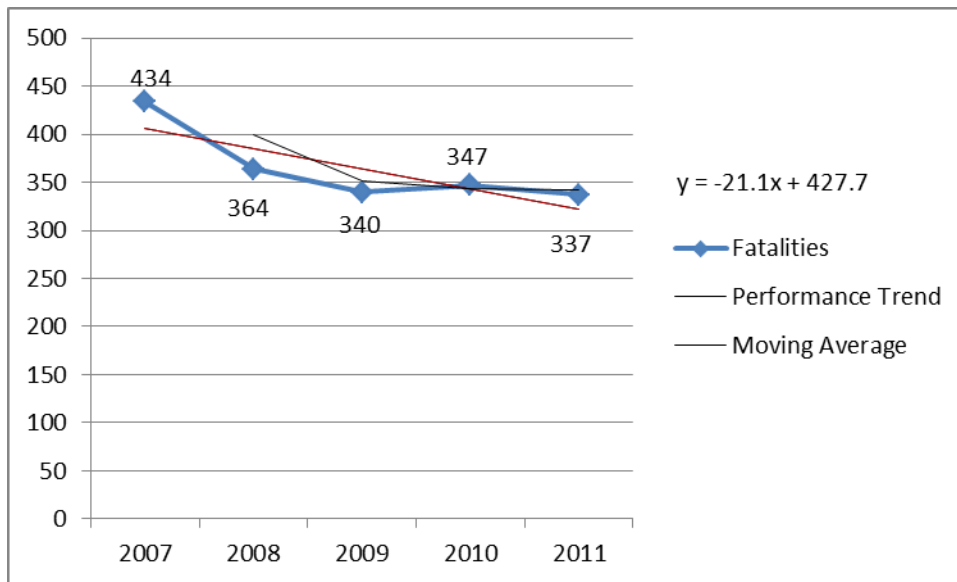
### OVERALL PERFORMANCE TARGETS

Figure 2.4 presents the number of motor vehicle fatalities in Massachusetts from 2007 to 2011. The number of fatalities has shown a declining trend during this time period, although the trend has flattened more recently. The performance trend line suggests a decline in 2014 to 280 fatalities. Due to the large decline in fatalities 2007-2008, a more appropriate goal is based on the trend from the 2009-2011 time frame which is also supported by the moving average that has flattened more recently.

Overall Performance Target #1 To decrease motor-vehicle fatalities 5% from the 2009-2011 calendar base year average of 341 to 324 by December 31, 2014

Performance Measure Number of motor vehicle-related fatalities

**Figure 2.4 Fatalities**



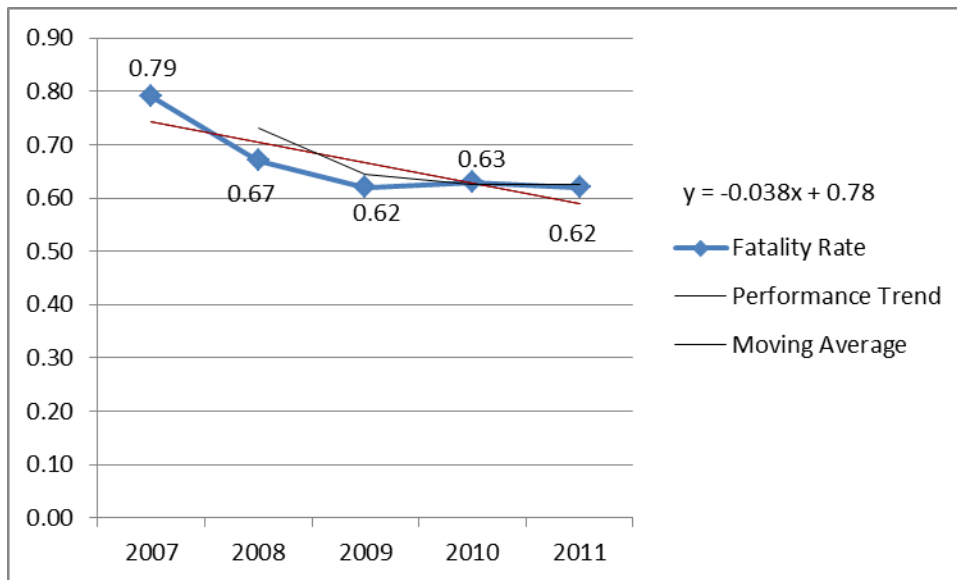
Source: FARS May 2013

Figure 2.5 presents the motor vehicle fatality rate in Massachusetts per 100 million VMT between 2007 and 2011. During this period the fatality rate per 100 million VMT declined approximately 22 percent and as of 2010 remains the lowest of any state in the nation (nationwide 2011 data is not yet available). The trend line suggests a decrease to 0.51 in 2014. However, after a large decrease 2007-2008, this rate has remained steady for several years and may be difficult to significantly reduce further.

Overall Performance Target #2 To decrease fatalities/VMT 2% from the 2009-2011 calendar base year average of 0.62 to 0.61 by December 31, 2014

Performance Measure Fatality rate per 100 M VMT

**Figure 2.5 Fatality Rate**



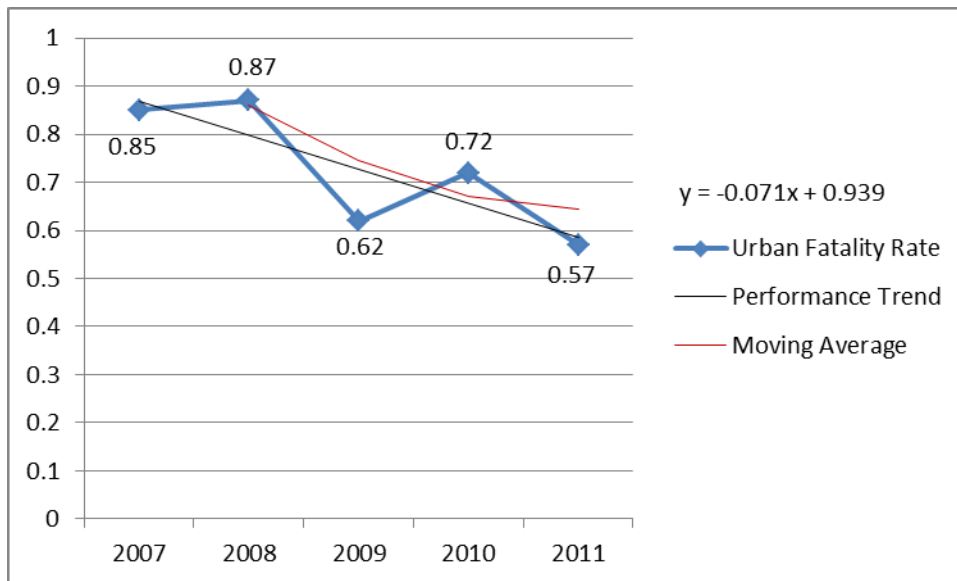
Source: FARS May 2013

Figure 2.6 presents the urban motor vehicle fatality rate in Massachusetts per 100 million VMT between 2007 and 2011. Although this rate has fluctuated greatly from year to year, there has been a steady overall decline. The trend line suggests a decrease to 0.44 in 2014. Due to the spike in 2010, a significant substantial reduction in the three year average in 2014 is realistic and appropriate.

Overall Performance Target #3 To decrease urban fatalities/VMT 15% from the 2009-2011 calendar base year average of 0.64 to 0.54 by December 31, 2014

Performance Measure Urban fatality rate per 100 M VMT

**Figure 2.6 Urban Fatality Rate**



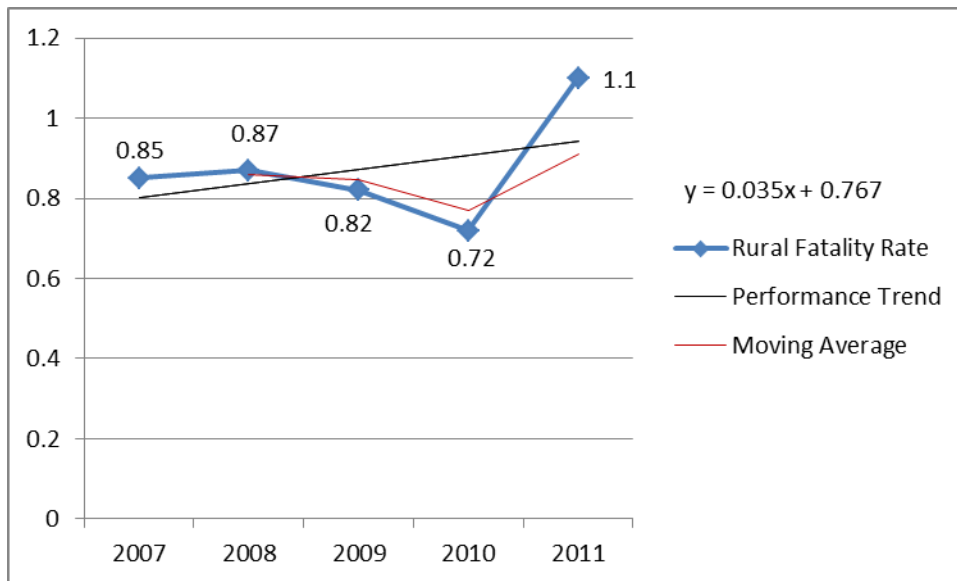
Source: FARS May 2013

Figure 2.7 presents the rural motor vehicle fatality rate in Massachusetts per 100 million VMT between 2007 and 2011. After a three year steady decline, this number rose in 2011, making the five year average and three year average nearly identical. The trend line indicates a reduction to 1.01 in 2014. It is unclear if the 2011 spike is the start of a trend or an outlier so a reduction from the three year average in 2014 is reasonable.

Overall Performance Target #4 To decrease rural fatalities/VMT 10% from the 2008-2011 calendar base year average of 0.87 to 0.78 by December 31, 2014

Performance Measure Rural fatality rate per 100 M VMT

**Figure 2.7 Rural Fatality Rate**



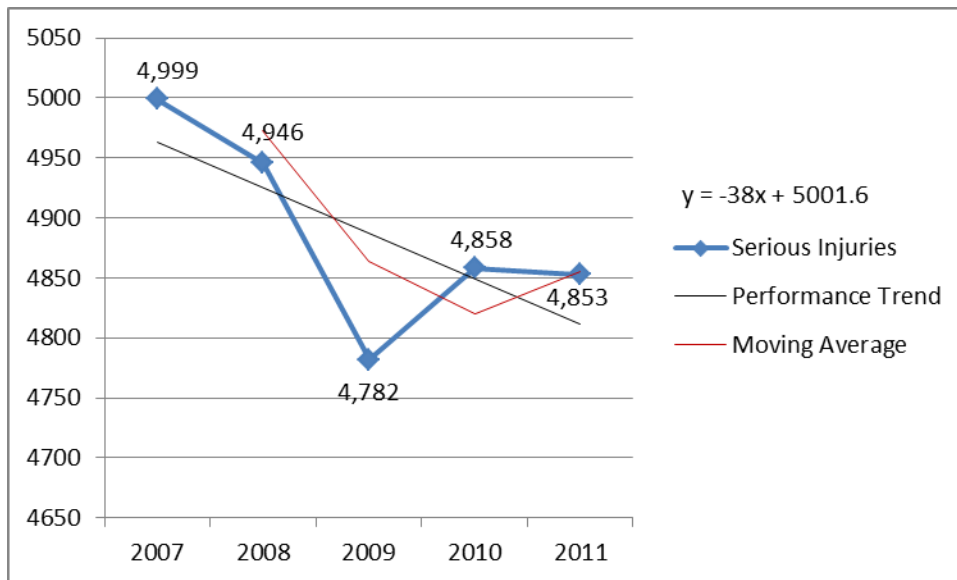
Source: FARS May 2013

Figure 2.8 presents the number of serious injuries in Massachusetts between 2007 and 2011 as measured by hospital stays. This number has slowly but steadily declined over the time frame. The trend line suggests a small decrease to 4,736 injuries in 2014. This performance target is nearly identical to the trend prediction.

Overall Performance Target #5 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

Performance Measure Number of serious traffic injuries

**Figure 2.8 Serious Injuries**



Source: Injury Surveillance Program February 2013

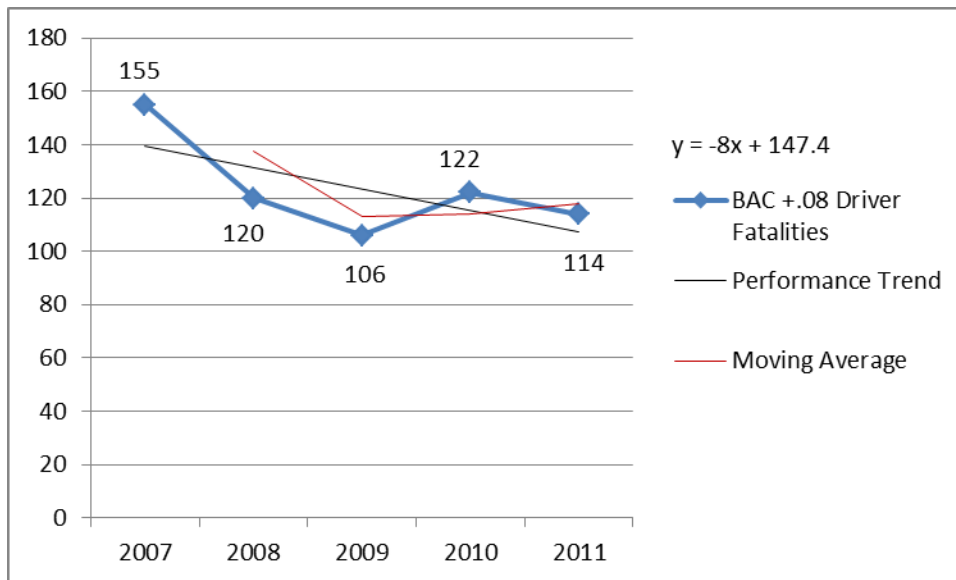
## IMPAIRED DRIVING PERFORMANCE TARGETS

Figure 2.9 presents the number of alcohol-impaired fatalities in Massachusetts involving a driver with a BAC of 0.08 or greater between 2007 and 2011. After a large decrease 2007-2008, this number has remained steady with no apparent trend making substantial reductions in one year unrealistic. Because of this, the trend line prediction of 91 fatalities in 2014 is more aggressive than this performance target.

Impaired Driving Performance Target #1 To decrease alcohol impaired driving fatalities 6% from the 2009-2011 calendar base year average of 114 to 107 by December 31, 2014

Performance Measure Number of alcohol-impaired fatalities

**Figure 2.9 BAC 0.08+ Driver Fatalities**



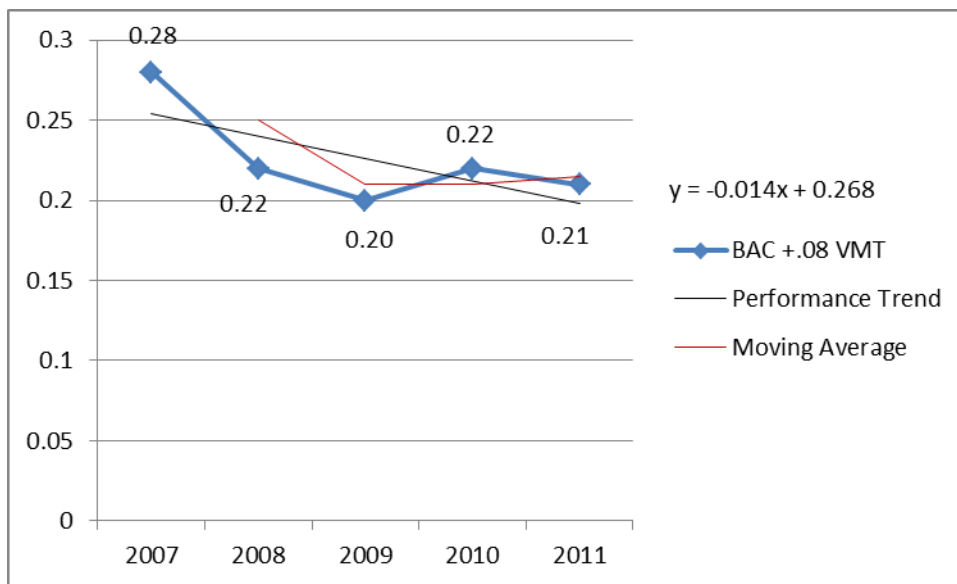
Source: FARS May 2013

Figure 2.10 presents the alcohol-related motor vehicle fatality rate in Massachusetts per 100 million VMT between 2007 and 2011. After a large decrease 2007-2008, this rate has remained steady with minimal fluctuations. Further significant reductions may be difficult over a one year period. Because of this, the trend line prediction of a reduction to 0.17 in 2014 is more aggressive than this performance target.

Impaired Driving Performance Target #2 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

Performance Measure Alcohol-related fatality rate per 100 M VMT

**Figure 2.10 Alcohol-Related Fatality Rate**



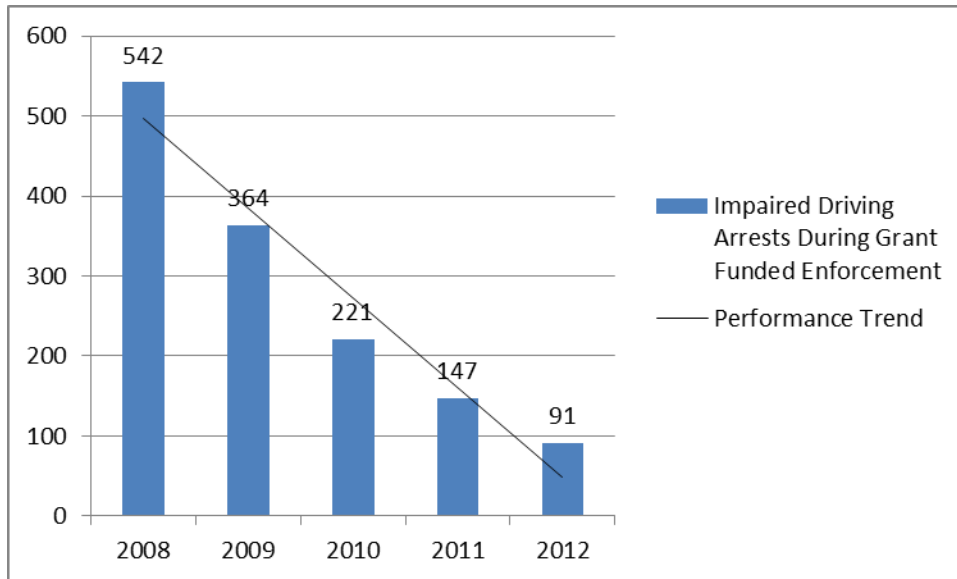
Source: FARS May 2013

Figure 2.11 presents the number of OUI arrests made in Massachusetts during traffic enforcement mobilizations between 2008 and 2012. This number has steadily declined over the period. This coincides with the drop in alcohol-related fatalities and injuries in Massachusetts and throughout the nation. Additionally, there have been fewer mobilizations and fewer eligible departments which may partly account for the decrease. Because of the additional CIOT Mobilization, a modest increase in this area is appropriate.

Impaired Driving Performance Target #3 To increase the number of OUI arrests (91) made during FFY 2012 grant-funded mobilizations by 10% to 100 in FFY 2014

Performance Measure Number of OUI arrests made during grant-funded mobilizations

**Figure 2.11 OUI Arrests Made During Grant-Funded Mobilizations**



Source: HSD Grant Data 2008-2012



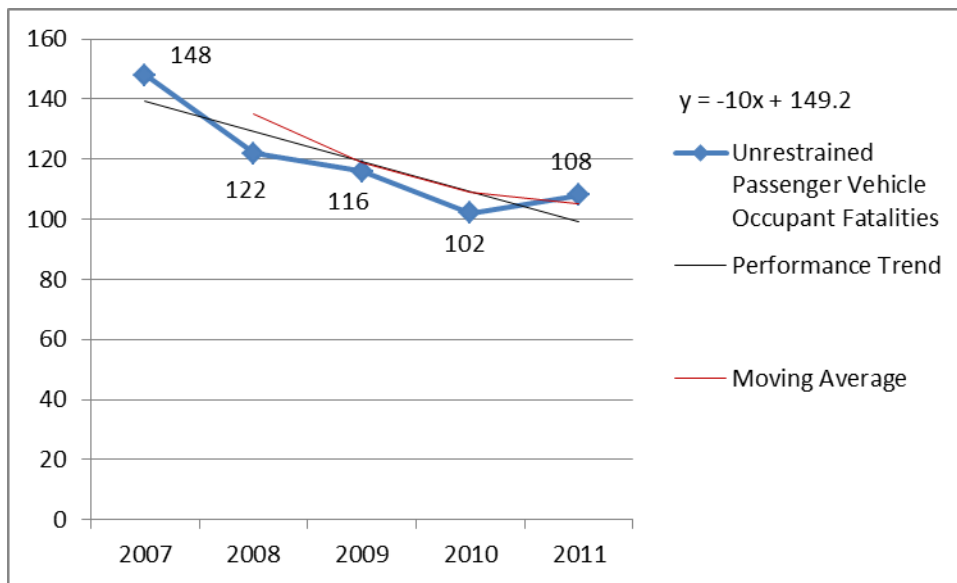
## OCCUPANT PROTECTION PERFORMANCE TARGETS

Figure 2.12 presents the unrestrained passenger vehicle occupant fatalities in Massachusetts between 2007 and 2011. The number of fatalities declined every year since 2007 but increased in 2011. Massachusetts will start a new sustained traffic enforcement program with the intention of raising seat belt use which may assist in reducing this number further. However, since there was an increase seen with the most recently available data, the trend line prediction of 79 fatalities in 2014 is more aggressive than this performance target.

Occupant Protection Performance Target #1 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

Performance Measure Number of unrestrained passenger vehicle occupant fatalities

**Figure 2.12 Unrestrained Passenger Vehicle Occupant Fatalities**



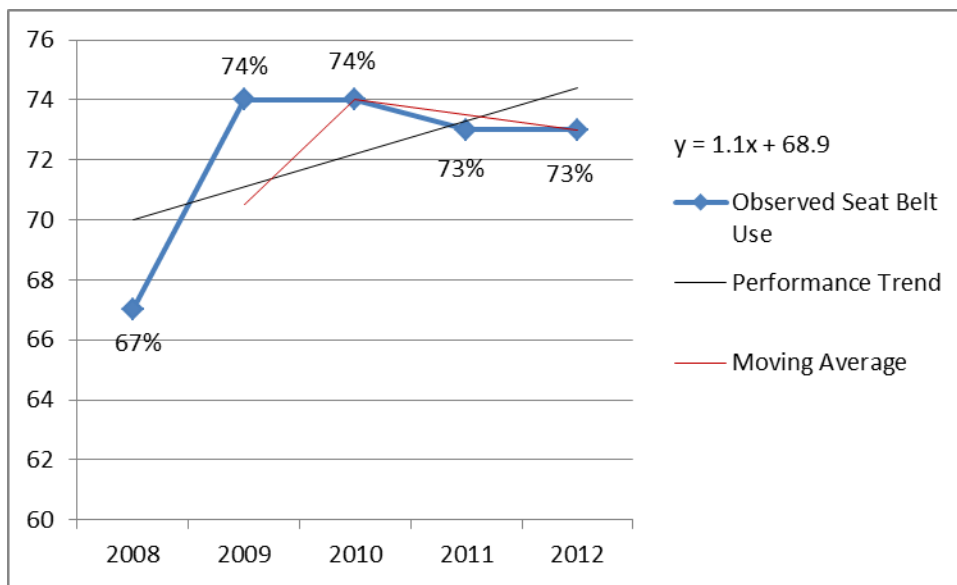
Source: FARS May 2013

Figure 2.13 presents the observed seat belt use rate in Massachusetts between 2008 and 2012. The rate increased seven percentage points in 2008 and 2009 to 74 percent, the highest the Commonwealth has ever seen. In 2012 the belt use rate remained at the 73 percent rate observed in 2011. Increased and sustained traffic enforcement may lead to a higher seat belt use rate. The trend line suggests an increase to 76% in 2014. Our performance target is slightly more aggressive due to the addition of the sustained traffic enforcement program.

Occupant Protection Performance Target #2 To increase by five percentage points the statewide observed seat belt use of front seat outboard occupants in passenger vehicles, from 73 percent in 2012 to 77 percent in 2014

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

**Figure 2.13 Observed Seat Belt Use**



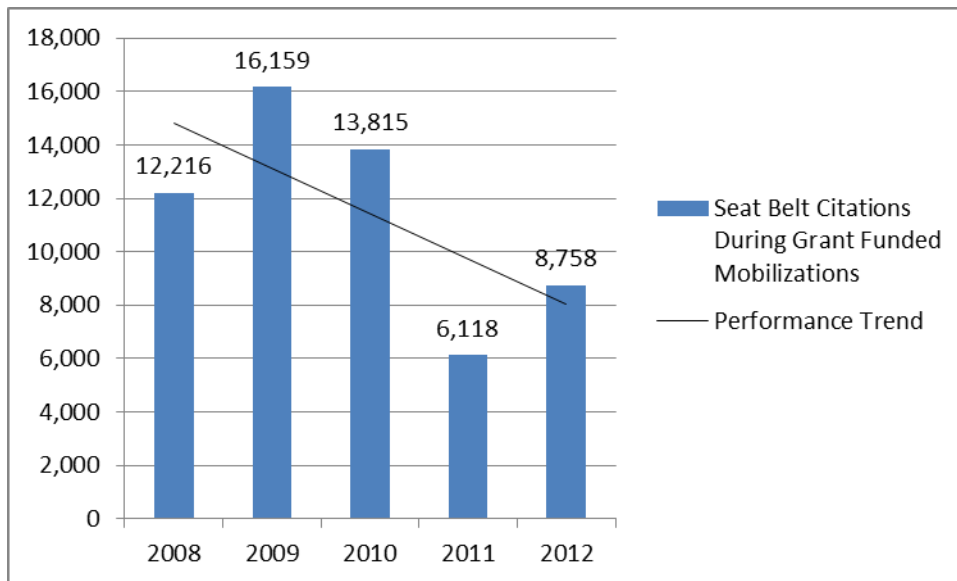
Source: Massachusetts Seat belt Use Observation Data 2007-2012

Figure 2.14 presents the number of seat belt citations issued in Massachusetts during traffic enforcement mobilizations between 2008 and 2012. This number has declined steeply over the time period with an increase in 2012. There have been fewer mobilizations and fewer eligible departments which may partly account for the decrease. Due to the additional CIOT Mobilization, an increase for this performance target is anticipated.

Occupant Protection Performance Target #3 To increase the number of seat belt citations (8,758) during FFY 2012 grant-funded mobilizations by 20% to 10,510 in FFY 2014

Performance Measure Number of seat belt citations during grant funded mobilizations

**Figure 2.14 Seat Belt Citations During Grant-Funded Mobilizations**



Source: HSD Grant Data 2008-2012

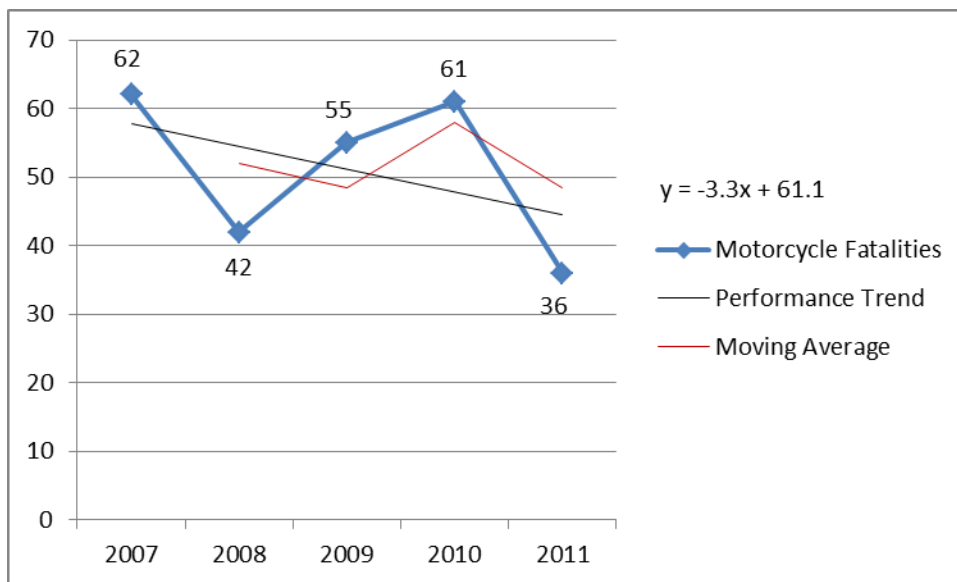
## MOTORCYCLE PERFORMANCE TARGETS

Figure 2.15 presents the number of motorcyclist fatalities in Massachusetts between 2007 and 2011. 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 five year average and three year average are nearly identical because of this pattern. The trend line suggests an overall decrease to 38 fatalities in 2014 which is similar to this performance trend.

Motorcycle Performance Target #1 To decrease motorcycle fatalities by 20% from 2007-2011 calendar base year average of 51 to 41 by December 31, 2014

Performance Measure Number of motorcycle fatalities

**Figure 2.15 Motorcyclist Fatalities**



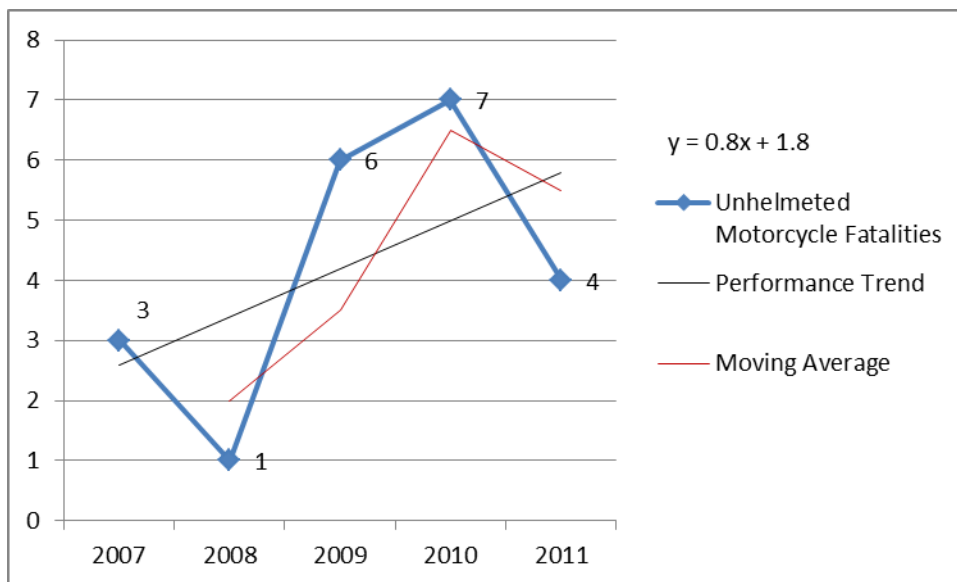
Source: FARS May 2013

Figure 2.16 presents the number of unhelmeted motorcycle fatalities from 2007 to 2011. Although this number has fluctuated largely over the period with no obvious pattern, the overall number remains low, making substantial reductions unlikely. The trend line suggests an increase to 7 fatalities in 2014, but this performance target will be more aggressive based on the decrease shown in the most recently available data.

Motorcycle Performance Target #2 To decrease unhelmeted motorcycle fatalities by 25% from 2007-2011 calendar base year average of four to three by December 31, 2014

Performance Measure Number of unhelmeted motorcycle fatalities

**Figure 2.16 Unhelmeted Motorcyclist Fatalities**



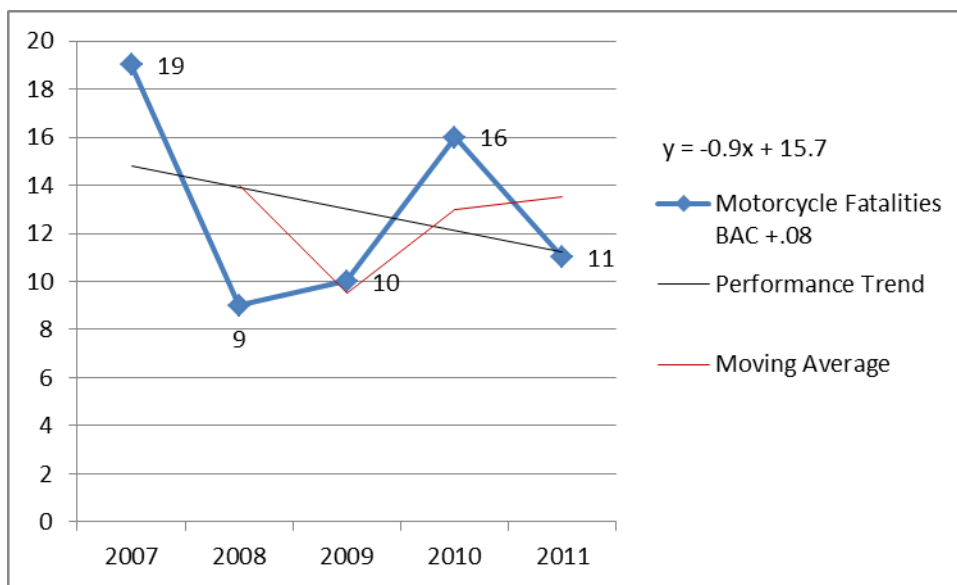
Source: FARS May 2013

Figure 2.17 presents the number of motorcycle fatalities where the motorcycle operator had a +0.08 BAC from 2007 to 2011. The overall number has decreased over the time period, but shows variations from year to year. The trend line suggests a decrease to 9 fatalities in 2014. As with unhelmeted fatalities, the overall number is small, making substantial reductions unlikely.

Motorcycle Performance Target #2 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

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

**Figure 2.17 Motorcycle Fatalities where the Motorcycle Operator + 0.08 BAC**



Source: FARS May 2013

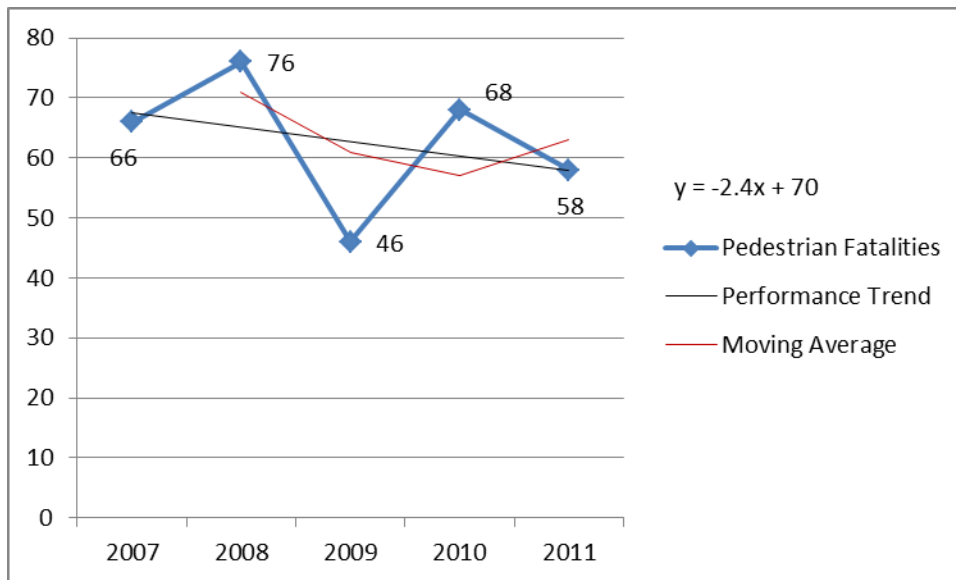
## PEDESTRIAN AND BICYCLE PERFORMANCE TARGETS

Figure 2.18 presents the number of pedestrian fatalities in Massachusetts between 2007 and 2011. Although this number shows an overall decline during the period, there have been large fluctuations from year to year. Because of this, the five year average will be used for this performance target. The trend line prediction of 53 in 2014 is similar to this performance target.

Pedestrian and Bicycle Performance Target #1 To decrease pedestrian fatalities by 10% from 2007-2011 calendar base year average of 63 to 56 by December 31, 2014

Performance Measure Number of pedestrian fatalities

**Figure 2.18 Pedestrian Fatalities**



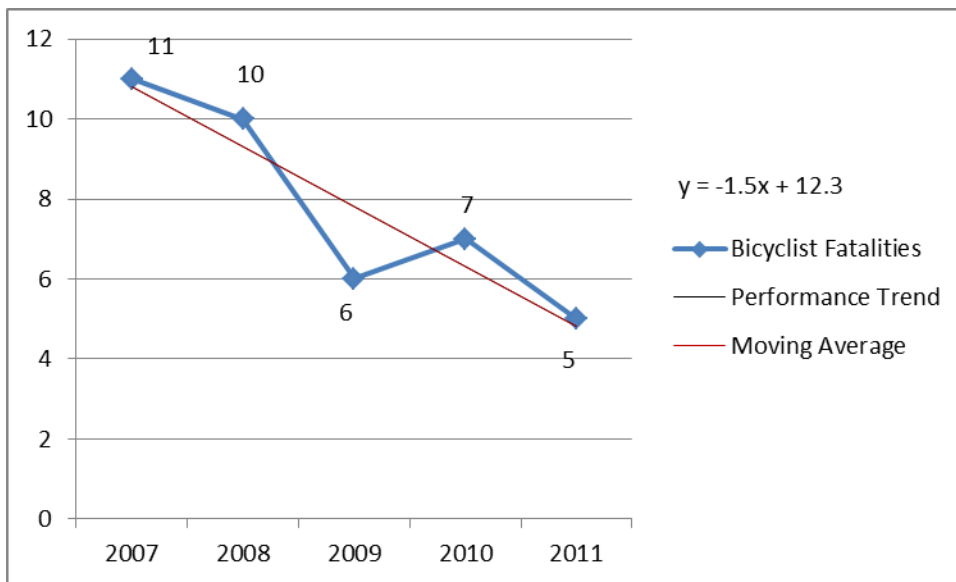
Source: FARS May 2013

Figure 2.19 presents the number of bicycle fatalities in Massachusetts between 2007 and 2011. This number has shown a steady decline over the period and has been cut by more than 50%. The trend line suggests a reduction to 2 fatalities in 2014. However, since this area has a low overall number, significant reductions may be difficult.

Pedestrian and Bicycle Performance Target #2 To decrease bicycle fatalities by 15% from 2009-2011 calendar base year average of six to five by December 31, 2014

Performance Measure Number of bicycle fatalities

**Figure 2.19 Bicycle Fatalities**



Source: FARS May 2013



## TRAFFIC RECORDS PERFORMANCE TARGETS

Based on 2007-2008 crash data, approximately, 89% of the crashes have been geocoded and were then able to be linked to the roadway file to obtain pertinent roadway data. However, approximately 9% of those crashes had to be manually geocoded by MassDOT staff to try to reconcile the roadway names used on the crash report with the roadway names contained in the road inventory file. Additionally, of the 11% of crashes that were not geocoded, some of them could have been if resources/staffing time allowed. Therefore, improving the data quality of the road inventory file roadway names will help to improve the overall geocoding rate to enhance data quality and integration (between roadway and crash).

Traffic Records Performance Target #1 Increase by five per cent 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

Performance Measure Percent of crashes that have been geocoded and linked to the roadway file

A completely linked dataset would enable highway safety specialists and analysts the unique ability to examine crashes with a complete sense of all related elements from beginning to end. This includes the associated citations, medical consequences, and costs. This would allow Massachusetts highway safety professionals to enhance the ability to identify and prioritize highway safety problems. By providing funding for a new project to link crashes with hospital records, a 10% increase in 2014 is expected.

Traffic Records Performance Target #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

Performance Measure Number of linked records

MassTRAC assists stakeholders to analyze data for problem identification, goal setting and other critical traffic safety needs. By continuing to perform outreach to stakeholders, by making enhancements, and by uploading more recent data, modestly increasing the number of MassTRAC users is expected.

Traffic Records Performance Target #3 To increase by 10% the number of agencies able to access MassTRAC from 120 in April 2013 to 132 in April 2014

Performance Measure Number of MassTRAC users

Improving the timeliness of crash data is important for all aspects of highway safety planning including problem identification, goal setting, and resource deployment. An improvement in this area is expected because of the continued outreach about the importance of this reporting to law enforcement.

Traffic Records Performance Target #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

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

Improving the completeness of the emergency medical services (EMS) injury database will aid Massachusetts in collecting injury surveillance data for use in problem identification. An increase in the number of ambulance services providing reports is expected due to the targeted outreach to these service providers MADPH.

Traffic Records Performance Target #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

Performance Measure Number of ambulance services with National Emergency Medical Services Information System (NEMSIS) compliant software submitting data to MATRIS

## DISTRACTED DRIVING PERFORMANCE TARGETS

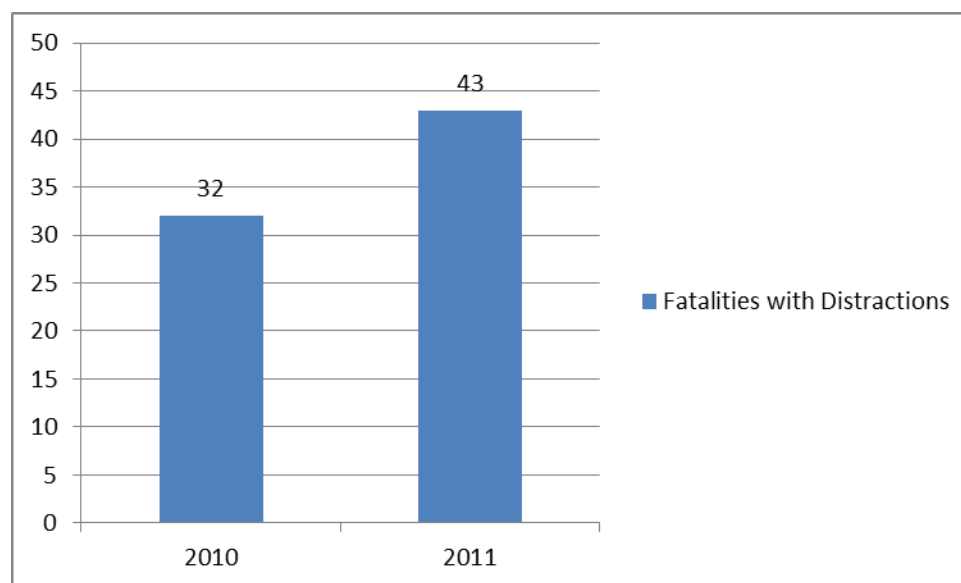
Massachusetts currently lacks reliable long-term data to properly document distracted driving as a major factor in traffic crashes. However, numerous national studies suggest distracted driving is a major problem, including over 3,000 deaths annually attributable to this problem. This highlights the need for countermeasures in this program area.

Figure 2.20 presents the number of fatalities with one or more distractions reported on crash forms. Although this number shows an increase, the time frame is too short to determine a trend. Please note that due to changes to the crash reporting form and more education for reporting officers, it is possible that incidents of fatalities with distractions may increase in the near future.

Distracted Driving Performance Target #1 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

Performance Measure Number of fatalities with one or more distractions

**Figure 2.20 Fatalities with One or More Distractions**



Source: FARS May 2013

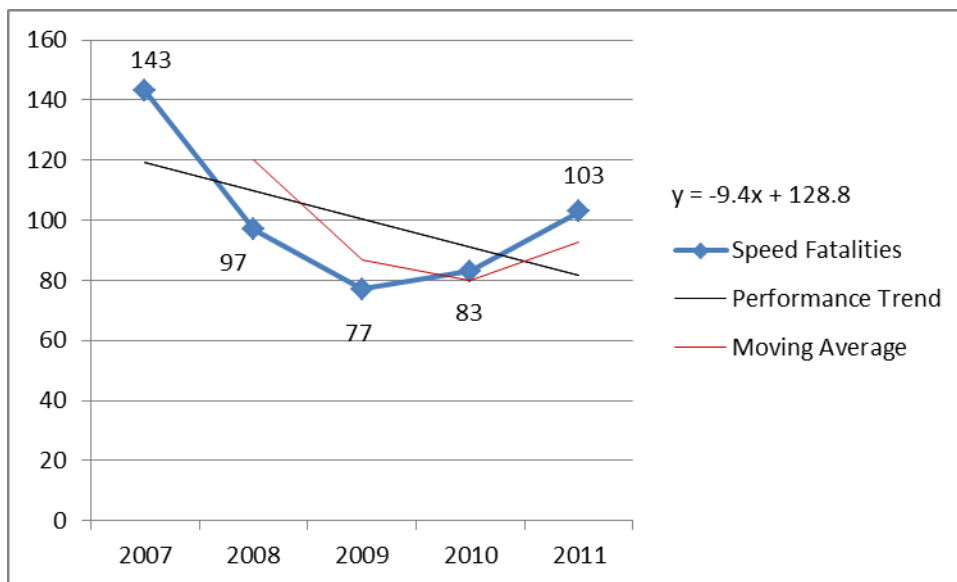
## SPEED PERFORMANCE TARGETS

Figure 2.21 presents the number of speed-related fatalities in Massachusetts between 2007 and 2011. This number decreased for the first three years of the period but has increased over the last two years. The trend line suggests a decrease to 63 fatalities in 2014. However, based on the increase over the last two years, a more modest performance target is set for this category.

Speed Performance Target #1 To decrease speed-related fatalities by 5% from 2009-2011 calendar base year average of 88 to 83 by December 31, 2014

Performance Measure Number of speed-related motor vehicle fatalities

**Figure 2.21 Speed-Related Fatalities**



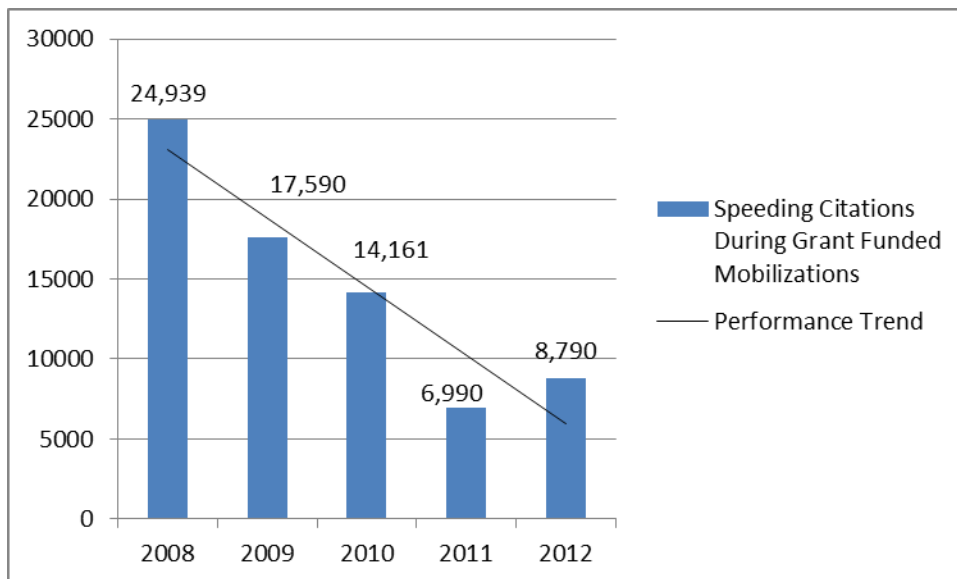
Source: FARS May 2013

Figure 2.22 presents the number of speed-related citations issued in Massachusetts during traffic enforcement mobilizations between 2008 and 2012. There had been a steady decline over the period until an increase in 2012. Decreases are in part attributable to the reduction in the number of mobilizations and number of eligible police departments. An increase is reasonable for this performance target due to the additional CIOT Mobilization.

Speed Performance Target #2 To increase the number of speeding citations (10,109) during FFY 2012 grant-funded mobilizations by 15% to 10,109 in FFY 2014

Performance Measure Number of speeding citations during grant-funded mobilizations

**Figure 2.22 Speeding Citations During Grant-Funded Mobilizations**



Source: HSD Grant Data 2008-2012

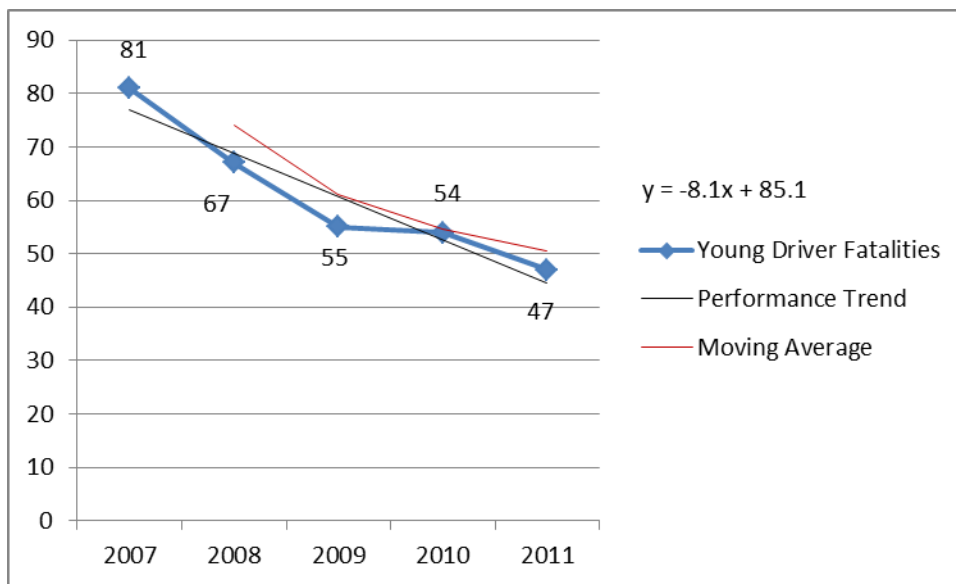
## YOUNGER DRIVER PERFORMANCE TARGETS

Figure 2.23 presents the number of fatalities involving a younger driver (age 16-20) in Massachusetts between 2007 and 2011. This number has declined every year over the period and EOPSS/HSD has set a performance target based on the continuation of this trend. The trend line suggests a decrease to 28 fatalities in 2014 which is more aggressive than this performance target.

Younger Driver Performance Target #1 To decrease fatalities involving a younger driver by 15% from 2009-2011 calendar base year average of 52 to 44 by December 31, 2014

Performance Measure Number of fatalities involving a younger driver

**Figure 2.23 Fatalities Involving a Younger Driver (Age 16-20)**



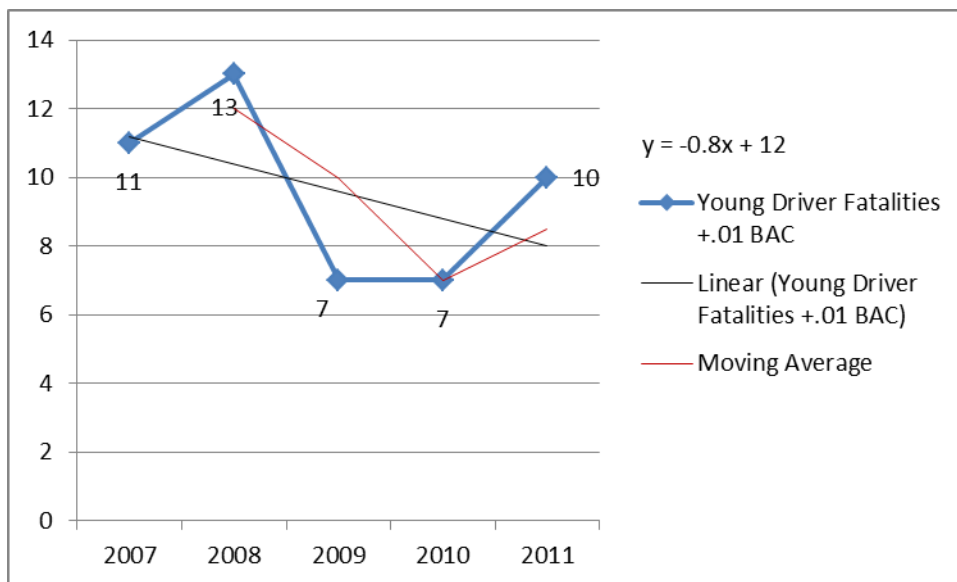
Source: FARS May 2013

Figure 2.24 presents the number of young drivers (ages 15-20) fatalities in Massachusetts where the younger driver had a + 0.01 BAC between 2007 and 2011. This number has fluctuated over the time period showing an increase in 2011. With a small overall number, it may be difficult to bring substantial reductions in a one-year period. The trend line suggests a decrease to six fatalities in 2014. Due to the small overall numbers, this performance target is slightly less aggressive than the trend line prediction.

Younger Driver Performance Target #2 To decrease young driver (ages 15-20) fatalities with a younger driver +0.01 BAC by 20% from 2007-2011 calendar base year average of 10 to 8 by December 31, 2014

Performance Measure Number of younger driver fatalities with younger driver + 0.01 BAC

**Figure 2.24 Younger Drivers (Ages 15-20) Fatalities with Younger Driver + 0.01 BAC**



Source: FARS May 2013

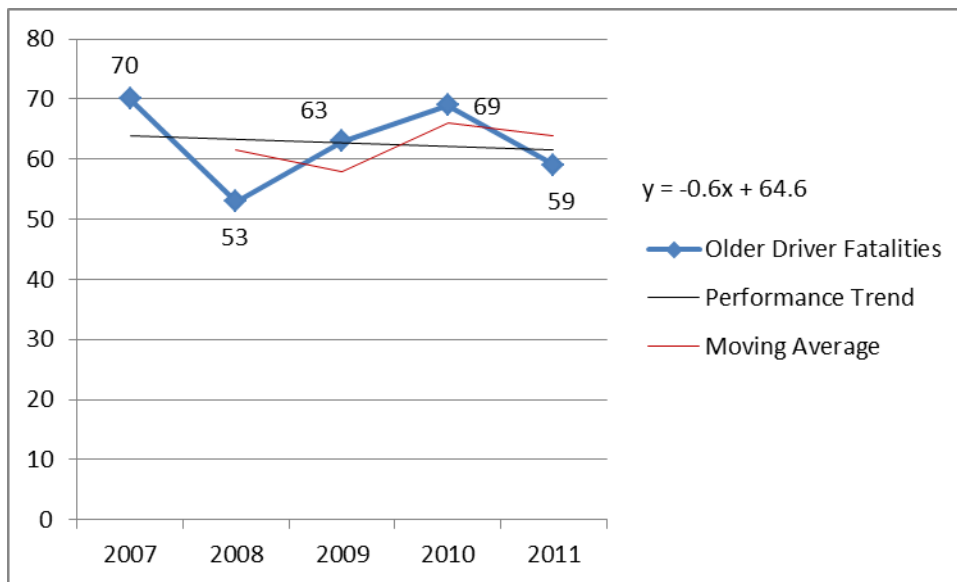
## OLDER DRIVER PERFORMANCE TARGETS

Figure 2.25 presents the number of fatalities involving an older driver in Massachusetts between 2007 and 2011. This number has fluctuated within the time period, but as the trend line shows, has remained steady over time. The trend line suggests an increase in 2014 to 60 fatalities. However, this performance target is based on the overall decline over the period.

Older Driver Performance Target #1 To decrease fatalities involving an older driver (age 65 or older) by 10% from 2007-2011 calendar base year average of 63 to 57 by December 31, 2014

Performance Measure Number of fatalities involving an older driver

**Figure 2.25 Fatalities Involving an Older Driver (Age 65 or Older)**



Source: FARS May 2013



Table 2.5 below presents progress on the performance targets set in the FFY 2013 HSP. The time period for most of the performance targets is still open so this is a progress report only.

**Table 2.5 Progress for FFY 2013 Highway Safety Performance targets**

<b>Program Area</b>	<b>Performance Target</b>	<b>Performance Measure</b>	<b>Update</b>
Overall	To reduce the rolling five-year average (2006-2010) of motor vehicle-related fatalities from 383 by five percent to no more than 364 (2009-2013)	Number of motor vehicle related crash fatalities	The five-year rolling average for 2007-2011 has been reduced to 364.
Overall	To reduce the rolling five-year average (2006-2010) of serious traffic injuries from 3,993 by five percent to no more than 3,793 (2009-2013)	Number of serious traffic injuries	EOPSS/HSD has changed the tracking method for this category so data may not be comparable in the future. Based on the new tracking method, there was a three percent decrease in the 2007-2011 period.
Overall	To reduce the rolling five-year average (2006-2010) of fatalities per 100 M VMT by 5 percent from 0.70 to no more than 0.67 in (2009-2013)	Fatality rate per 100 M VMT	The five-year rolling average for 2007-2011 has been reduced to 0.67.
Overall	To reduce the rolling five-year average (2006-2010) of rural fatalities per 100 M VMT by 5 percent from 0.83 to no more than 0.79 in (2009-2013)	Rural fatality rate per 100 M VMT	The five-year rolling average for 2007-2011 has increased to 0.87 due to a spike in 2011.
Overall	To reduce the rolling five-year average (2006-2010) of urban fatalities per 100 M VMT by 5 percent from 0.67 to no more than 0.64 in (2009-2013)	Urban fatality rate per 100 M VMT	The five-year rolling average for 2007-2011 has increased to 0.73. However, the 0.64 goal was based on incorrect data. The rolling average has reduced from three percent from 0.66 (2006-2010) to 0.64 (2007-2011).
Impaired Driving	To reduce the rolling five-year average (2006-2010) of alcohol-impaired fatalities (with BAC of 0.08 or greater) from 151 by five percent to no more than 145 (2009-2013)	Number of fatalities involving a driver or motorcycle operator with a BAC of 0.08 or greater	The five-year rolling average for 2007-2011 has been reduced to 123.

Impaired Driving	To increase the number of Vehicles Passed Through at MSP Sobriety Checkpoints from 14,624 in 2011 by five percent to 15,355 in 2013	Number of Vehicles Passed Through at MSP Sobriety Checkpoints	The number of vehicles passed through in 2012 was 37,554. More checkpoints were held in 2012 than 2011, accounting for the large increase.
Impaired Driving	To maintain the number of OUI arrests made during comparable grant-funded mobilizations December 2011-January 2012 (28- local police only) May-June 2012 (10- local police and MSP) August-September 2011 (91 local police only)	Number of OUI arrests made during grant-funded mobilizations	There were 40 OUI arrests during the December 2012-January 2013 mobilization. Remaining mobilization data will not be available until after HSP submission.
Occupant Protection	To increase by two percentage points the statewide observed seat belt use of front seat outboard occupants in passenger vehicles, from 73 percent in 2012 to 75 percent in 2013	Percent of front seat outboard vehicle occupants who are observed to be using seat belts	2013 survey results will not be available until after the HSP submission date.
Occupant Protection	To reduce the rolling five-year average (2007-2011) of unrestrained passenger vehicle occupant fatalities, in all seat positions, from 127 by 5 percent to no more than 121 (2009-2013)	Number of unrestrained passenger vehicle occupant fatalities (all seat positions)	The five-year rolling average for 2007-2011 has been reduced to 119.
Occupant Protection	To maintain the number of seat belt citations during comparable grant-funded mobilizations December 2011-January 2012 (483- local police only) May-June 2012 (5,943- local police and MSP) August-September 2010 (1,429- local police only)	Number of seat belt citations during grant-funded mobilizations	There were 750 seat belt citations during the December 2012-January 2013 mobilization. Remaining mobilization data will not be available until after HSP submission.
Speed and Distracted Driving	To reduce the rolling five-year average (2007-2011) of speed-related fatalities from of 107 by five percent to no more than 102 (2009-2013)	Number of speed-related fatalities	The five-year rolling average for 2007-2011 has been reduced to 101.

Speed and Distracted Driving	To maintain the number of speeding citations during comparable grant-funded mobilizations December 2011-January 2012 (1,118- local police only) May-June 2012 (4,765 local police and MSP) August-September 2011 (2,406- local police only)	Number of speeding citations issued during grant-funded mobilizations	There were 1,035 speeding citations during the December 2012-January 2013 mobilization. Remaining mobilization data will not be available until after HSP submission.
Younger Drivers	To reduce the rolling five-year average (2007 to 2011) of younger drivers (age 20 or younger) fatalities from 63 by five percent to no more than 60 (2009-2013)	Number of younger driver (age 20 or younger) crash fatalities	The five-year rolling average for 2007-2011 has been reduced to 61.
Older Drivers	To reduce the rolling five-year average (2007-2011) of older drivers (age 65 or older) involved in fatal crashes from 60 by five percent to no more than 57 (2009-2013)	Number of older driver (age 65 or older) crash fatalities	The five-year rolling average for 2007-2011 has increased to 63. HSD has switched to using more reliable FARS data and this average shows no change at 63 for the time period.
Pedestrians	To reduce the rolling five-year average (2007-2011) of pedestrian fatalities from 61 by five percent to no more than 58 (2009-2013)	Number of pedestrian fatalities	The five-year rolling average for 2007-2011 has increased to 63. However, data for 2010 showed 58 fatalities at the time target was set, but the actual number was 68.
Bicyclists	To maintain the rolling five-year average (2007-2011) of bicyclist fatalities at 8 (2009-2013)	Number of bicyclist fatalities	The five-year rolling average for 2007-2011 has remained at 8.
Motorcyclists	To reduce the rolling five-year average (2007-2011) of motorcycle fatalities from 52 by five percent to no more than 49 (2009-2013)	Number of motorcycle fatalities	The five-year rolling average for 2007-2011 has increased to 51. However, data for 2010 showed 56 fatalities at the time target was set but the actual number was 61.
Motorcyclists	To maintain the rolling five-year average (2007-2011) of unhelmeted motorcyclist fatalities at the five-year average of 4 (2009 to 2013)	Number of unhelmeted motorcyclist fatalities	The five-year rolling average for 2007-2011 has remained at 4.
Motorcyclists	To increase the number of motorcycle riders trained from 8,150 in 2011 to 8,200 in 2013	Number of motorcycle riders trained	In 2012 9,279 riders were trained.

<p>Traffic Records</p>	<p>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.</p>	<ol style="list-style-type: none"> <li>1. Increase in the percentage of locatable crashes integrated with the road inventory file</li> <li>2. Increase in the number of agencies able to access integrated fields via the web-based crash-mapping tool</li> <li>3. Increase in the number of roadway inventory file and auxiliary fields that are integrated with the crash system</li> <li>4. Decrease in the average number of days from crash incident to receipt of crash report by the RMV (for original pilot towns with electronic reporting capabilities and departments that have had electronic reporting capabilities for less than 12 months)</li> <li>5. Increase in the percentage of crash reports that match vehicle registration and driver history fields on the crash report against RMV's Automated License and Registration System (ALARS) database (i.e., reduce entry errors)</li> </ol>	<ol style="list-style-type: none"> <li>1. The percentage of records geocoded manually went from 10.4% in 2009 to 9.5% in 2010, and combined with geocoder algorithm improvements has enabled the Statewide crash record geocoding rate to remain above 90% (changing from 94% for 2009 to 92% for 2010 crash data). These geocoded records result in a match of the crash record to a physical location in the State's roadway inventory and GIS.</li> <li>2. The number of agencies able to access MassTRAC has increased from under 100 agencies to 120 agencies.</li> <li>3. MassDOT Planning will incorporate the updated names into the Road Inventory File and make them available to all records management system vendors for police departments. The key will be in getting the vendors to utilize and maintain accurate street names within their systems.</li> <li>4. The average number of days between crash occurrence and the time it is entered into the crash data system decreased from 236.46 days in 2011 to 56.14 days in 2012.</li> <li>5. The number of valid crash reports that matched vehicle registration and driver history fields on the crash report against RMV's ALARS database decreased from 106,259 in 2010 (total crash reports: 119,036) to 102,768 in 2011 (total crash reports: 122,886).</li> </ol>
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# 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 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 DSGPO Mobilizations each year. Additionally, the MSP has continued to deploy two EOPSS/HSD-funded mobile BAT units for sobriety checkpoints.

Although Massachusetts has shown significant improvement in this area, these numbers warrant that EOPSS/HSD continue to treat impaired driving as a major highway safety program area in FFY 2014. EOPSS/HSD will continue to fund high priority programs such as sobriety checkpoints and DSGPO. Funding will also be allocated for programs to prevent underage drinking and for police training.

### *Alcohol-Related Driving Fatalities*

As shown in Table 2.4, these efforts have continued to pay off. The number of alcohol-related fatalities (+ 0.08 BAC) in Massachusetts dropped 26 percent between 2007 and 2011. This is slightly better than the national average which dropped by 24 percent. Alcohol-related fatalities in Massachusetts per 100 million VMT also declined between 2007 and 2011, 25 percent from 0.28 to 0.21. The national rate dropped by 21 percent over the same time period.

Table 3.1 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. The national average for fatalities involving a driver with a BAC of .08 or higher is 31%, making Massachusetts worse than the national average at 34%.

**Table 3.1 Persons Killed by Highest Driver BAC in Crash in Massachusetts**

	2007		2008		2009		2010		2011	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
BAC = 0.00	240	58%	210	58%	201	60%	172	55%	204	61%
BAC = 0.01-0.07	31	7%	27	8%	23	7%	26	8%	15	5%
BAC = 0.08+	146	35%	124	34%	108	32%	115	36%	115	34%

Source: NHTSA Traffic Safety Facts 2007-2011 Data

*Alcohol-Related Violations and Arrests*

Table 3.2 presents alcohol-related violations in Massachusetts between 2008 and 2012. There had been a steady decline in these violations from 2008-2011, but there was an increase in 2012.

**Table 3.2 Massachusetts Alcohol-Related Violations**

	2008	2009	2010	2011	2012
Impaired Driving Violations <sup>a</sup>	22,295	21,104	19,944	18,420	19,241
Underage Drinking Violations <sup>b</sup>	2,282	1,867	1,672	1,417	1,218
<b>Total Violations</b>	<b>24,577</b>	<b>22,971</b>	<b>21,616</b>	<b>19,837</b>	<b>20,459</b>

Source: MRB January 2013

<sup>a</sup> 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) <sup>b</sup> Comprising Minor Purchase/Attempt Liquor (138 34 A), 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 and 138 C LQ), Liquor Possession by Minor (138 34 C NS)

Table 3.3 presents alcohol-related arrests in Massachusetts between 2007 and 2011. The arrests in these areas have been inconsistent but there were decreases in all areas from 2010 to 2011.

**Table 3.3 Massachusetts Alcohol-Related Arrests**

	2007		2008		2009		2010		2011	
	Under 18	All Others	Under 18	All Others	Under 18	All Others	Under 18	All Others	Under 18	All Others
Operating Under the Influence	141	11,746	101	12,941	88	12,369	78	11,634	66	9,887
Liquor Laws	1,000	5,029	775	4,214	922	5,077	975	4,601	748	4,311
Drunkenness	322	7,378	204	6,021	276	7,144	231	7,443	175	7,249

Source: Federal Bureau of Investigation, Table 69 April 2013

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 is another problem. Table 3.4 presents drug-related arrests in Massachusetts between 2008 and 2012. Until 2012, arrests had steadily increased over this time frame. 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.

**Table 3.4 Massachusetts Drug-Related Arrests**

	2008	2009	2010	2011	2012
<b>Total Arrests</b>	988	1,158	1,255	1,339	829

Source: MRB, January 2013

Note: 2012 data is preliminary

Comprising MV Homicides/OUI Drug (90 24GC), MV Homicide/Drug & Negl (90 24GD), DWI Drug (90 24 DD), DWI Drug Program (90 24DP)

Other impaired-driving data can be found in Table 2.4 and Figures 2.9-2.11.

## Performance Targets

Impaired Driving Performance Target #1 To decrease alcohol impaired driving fatalities 6% from the 2009-2011 calendar base year average of 114 to 107 by December 31, 2014.

Impaired Driving Performance Target #2 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

Impaired Driving Performance Target #3 To increase the number of OUI arrests (91) made during FFY 2012 grant-funded mobilizations by 10% to 100 in FFY 2014

## Performance Measures

- Number of alcohol-impaired fatalities
- Alcohol-related fatality rate per 100 M VMT
- Number of OUI arrests made during grant-funded mobilizations

## Strategies

1. Continue to provide funds to local police departments for DSGPO 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 other state and 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 and the Alcoholic Beverages Control Commission (ABCC)
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 LEL position (task listed in PT section)



## Program Area Projects

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**Project Number** - AL-14-01

**Project Title** - Paid and Earned Media in Support of Impaired Driving Prevention Programs

**Project Description** - Funds will be used to develop and implement with a statewide contractor for paid and earned media to support anti-impaired driving programs including, but not limited to, DSGPO Mobilizations December 2013 to January 2014 and August to September 2014. 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. These efforts will educate the public about the dangers and costs of impaired driving as well as heightened enforcement by state and local police of the Commonwealth's impaired driving laws. The primary audience will be males ages 16 to 34. Materials in English, Spanish, Portuguese, Mandarin and other languages will be produced and distributed as need is identified. 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 set out in the 402 Advertising Space Guidance. EOPSS/HSD follows a system similar to the NHTSA Communications Pyramid. Strong internal policies are followed noting that all media and communication 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 is 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 1, Sections 5.2 and 2.2, and Chapter 5 Section 2.1. This task will support all performance targets.

**Project Staff** -Cindy Campbell and Deb Firlit

**Project Budget/Source** - \$125,000 of Section 410/405 D

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**Project Number** - AL-14-02

**Project Title** - MSP Sobriety Checkpoint/BAT Mobile Partnership

**Project Description** - Provide overtime funds for approximately 100 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 Staff** -Deb Firlit

**Project Budget/Source** - \$1,100,000 of Section 410/405 D

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**Project Number** - AL-14-03

**Project Title** - Impaired Driving Law Enforcement Specialized Training Program

**Project Description** - Provide funds to MPTC to conduct up to 20 trainings to help law enforcement better detect impaired drivers, and to establish a new part-time SFST Coordinator housed at MPTC's Reading academy who would be responsible for implementing and maintaining the SFST training program statewide. The Coordinator will be the liaison to MPTC Academy Directors, In-Service Managers, Headquarters Staff, and the HSD. Duties will include scheduling training sessions, recordkeeping, program development, and submitting monthly reports on activities. 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 Staff** - Bob Kearney and Caroline Hymoff

**Project Budget/Source** - \$106,000 of Section 410/405 D, of which \$36,000 will fund the SFST coordinator.

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**Project Number** - AL-14-04

**Project Title** - Underage Drinking Compliance Checks Program

**Project Description** - Provide funds 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 with a focus on those that have not been targeted recently or that demonstrated a high failure rate from 2012 to 2013. The goal of this program is to prevent the sale of alcohol to individuals under 21 years of age and will take place throughout the year. 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 Staff** - Dan DeMille

**Project Budget/Source** - \$150,000 of Section 410/405D

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**Project Number** - AL-14-05

**Project Title** - Statewide Underage Drinking Enforcement Training Program

**Project Description** - Provide funds to ABCC to conduct trainings 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 Staff** - Dan DeMille

**Project Budget/Source** - \$25,000 of Section 410/405 D

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**Project Number** - AL-14-06

**Project Title** - Enforcement Program to Prevent the Sale of Alcohol to Intoxicated Persons

**Project Description** - Provide funds to the ABCC for investigators who will participate in undercover operations at licensed establishments to determine if the licensee serves intoxicated individuals in approximately 40 communities. The objectives of the program are to prevent the sale of alcoholic beverages to intoxicated individuals, ensure they do not drive, and to provide a deterrent to targeted establishments. 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. Large urban municipalities with a high concentration of pouring establishments 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 Staff** - Dan DeMille

**Project Budget/Source** - \$100,000 of Section 410/405 D

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**Project Number** - AL-14-07

**Project Title** - Breath Test Operator Training

**Project Description** - Provide funds to the MSP Office of Alcohol Testing 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 will support all overall performance targets and impaired driving performance targets 1 and 2.

**Project Staff** - Bob Kearney and Caroline Hymoff

**Project Budget/Source** - \$41,642.62 of Section 410/405 D

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**Project Number** - AL-14-08

**Project Title** - PBT Equipment

**Project Description** - Funds will be provided to the MSP for 60 PBT units. These units will be provided to 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.

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 Staff** - Deb Firlit

**Project Budget/Source** - \$51,000 of Section 410/405 D

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**Project Number** - AL-14-09

**Project Title** - Drug Evaluation and Classification Program (DEC)/Drug Impairment Training and Educational Professionals (DITEP)

**Project Description** - Provide funds to MPTC to conduct up to 16 training classes for police officers covering ARIDE (Advanced Roadside Impaired Driving Enforcement), DITEP, and DRE topics. Trainings will also assist non-public safety personnel such as nurses, principals, and school resource officers, to better evaluate individuals suspected of being under the influence of drugs. Funding will support a part-time DRE Coordinator to attend DRE-related conferences and seminars and for out-of-state travel for hands-on oversight of field evaluations for students seeking DRE certification. Funds will also support two DRE schools. 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 Staff** - Bob Kearney and Caroline Hymoff

**Project Budget/Source** - \$126,000 of Section 402

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**Project Number** - AL-14-10

**Project Title:** - DSGPO Local Police Enforcement Campaign

**Project Description** - Provide funds for high-visibility overtime enforcement for local police departments for the December 2013 to January 2014 and August to September 2014 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 is based on crash data. Eligible departments are listed at the end of this section. 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 Staff** - Deb Firlit

**Project Budget/Source** - \$867,400 of Section 402

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**Project Number** - AL-14-11

**Project Title** - Enforcement of Underage Alcohol Laws Grant Program

**Project Description** - Provide overtime funds for 76 local police departments for enforcement of underage drinking laws in partnership with ABCC, community organizations, and youth groups. Award winners are listed at the end of this section. Eligible activities will include: compliance checks, party patrols, surveillance patrols, Cops in Shops, and shoulder taps. Grant awards will range from \$5,000 to \$15,000 per department for overtime enforcement. Sample press releases will be provided to award winners to help support the program with earned media. Activities will take place throughout the year. 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 Staff** - Dan DeMille

**Project Budget/Source** - \$478,000 of Section 402 and \$55,000 of OJJDP funds

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**Project Number** - AL-14-12

**Project Title** - Program Management

**Project Description** - Provide sufficient staff to conduct alcohol-related programming described in the HSP to cover in and out of state travel, professional development expenses, conference fees, postage, and office supplies.

**Project Staff** - Caroline Hymoff, Cindy Campbell, Dan DeMille, Barbara Rizzuti, Bob Kearney, and Deb Firlit

**Project Budget/Source** - \$210,324 of Section 402

## Alcohol: Budget Summary

Project Number	Project Title	Budget	Budget Source
AL-14-01	Paid and Earned Media in Support of Impaired Driving Programs	\$125,000	410/405D
AL-14-02	MSP Sobriety Checkpoint/BAT Mobile Partnership	\$1,100,000	410/405 D

AL-14-03	Impaired Driving Law Enforcement Specialized Training Program	\$106,000	410/405 D
AL-14-04	Underage Drinking Compliance Checks Program	\$150,000	410/405 D
AL-14-05	Statewide Underage Drinking Enforcement Training Program	\$25,000	410/405 D
AL-14-06	Prevent the Sale of Alcohol to Intoxicated Persons	\$100,000	410/405 D
AL-14-07	PBT Training	\$41,642.62	410/405 D
AL-14-08	PBT Equipment	\$51,000	410/405 D
AL-14-09	DEC/DITEP	\$126,000	402
AL-14-10	DSGPO Local Police Enforcement Campaign	\$867,400	402
AL-14-11	Enforcement of Underage Alcohol Laws Grant Program	\$478,000 \$55,000	402 OJJDP
AL-14-12	Program Management	\$210,324	402
Total 402 Funds		\$1,681,724	
Total all Funds		\$3,435,366.62	

Police departments to be funded under specific tasks

AL-14-10 DSGPO eligible

<b>Task</b>	<b>Grant #</b>	<b>Department</b>	<b>Funding</b>	<b>Source</b>
AL-14-10	AL-14-10-01	Abington	\$ 3,000.00	402
AL-14-10	AL-14-10-02	Acton	\$ 3,000.00	402
AL-14-10	AL-14-10-03	Acushnet	\$ 3,000.00	402
AL-14-10	AL-14-10-04	Agawam	\$ 3,000.00	402
AL-14-10	AL-14-10-05	Amesbury	\$ 3,000.00	402
AL-14-10	AL-14-10-06	Amherst	\$ 5,600.00	402
AL-14-10	AL-14-10-07	Andover	\$ 5,600.00	402
AL-14-10	AL-14-10-08	Arlington	\$ 5,600.00	402
AL-14-10	AL-14-10-09	Ashland	\$ 3,000.00	402
AL-14-10	AL-14-10-10	Athol	\$ 3,000.00	402
AL-14-10	AL-14-10-11	Attleboro	\$ 5,600.00	402
AL-14-10	AL-14-10-12	Auburn	\$ 3,000.00	402
AL-14-10	AL-14-10-13	Avon	\$ 3,000.00	402
AL-14-10	AL-14-10-14	Bedford	\$ 3,000.00	402
AL-14-10	AL-14-10-15	Belchertown	\$ 3,000.00	402
AL-14-10	AL-14-10-16	Bellingham	\$ 3,000.00	402
AL-14-10	AL-14-10-17	Belmont	\$ 3,000.00	402
AL-14-10	AL-14-10-18	Beverly	\$ 5,600.00	402
AL-14-10	AL-14-10-19	Billerica	\$ 5,600.00	402
AL-14-10	AL-14-10-20	Bolton	\$ 3,000.00	402
AL-14-10	AL-14-10-21	Boston	\$ 28,000.00	402
AL-14-10	AL-14-10-22	Bourne	\$ 3,000.00	402
AL-14-10	AL-14-10-23	Braintree	\$ 5,600.00	402
AL-14-10	AL-14-10-24	Brewster	\$ 3,000.00	402
AL-14-10	AL-14-10-25	Bridgewater	\$ 3,000.00	402
AL-14-10	AL-14-10-26	Brockton	\$ 8,000.00	402
AL-14-10	AL-14-10-27	Brookline	\$ 5,600.00	402
AL-14-10	AL-14-10-28	Burlington	\$ 3,000.00	402
AL-14-10	AL-14-10-29	Cambridge	\$ 14,000.00	402
AL-14-10	AL-14-10-30	Canton	\$ 3,000.00	402
AL-14-10	AL-14-10-31	Carver	\$ 3,000.00	402
AL-14-10	AL-14-10-32	Charlton	\$ 3,000.00	402
AL-14-10	AL-14-10-33	Chelmsford	\$ 5,600.00	402
AL-14-10	AL-14-10-34	Chelsea	\$ 5,600.00	402

AL-14-10	AL-14-10-35	Chicopee	\$ 5,600.00	402
AL-14-10	AL-14-10-36	Concord	\$ 3,000.00	402
AL-14-10	AL-14-10-37	Danvers	\$ 3,000.00	402
AL-14-10	AL-14-10-38	Dartmouth	\$ 5,600.00	402
AL-14-10	AL-14-10-39	Dedham	\$ 3,000.00	402
AL-14-10	AL-14-10-40	Dennis	\$ 3,000.00	402
AL-14-10	AL-14-10-41	Douglas	\$ 3,000.00	402
AL-14-10	AL-14-10-42	Dracut	\$ 3,000.00	402
AL-14-10	AL-14-10-43	Dudley	\$ 3,000.00	402
AL-14-10	AL-14-10-44	East Bridgewater	\$ 3,000.00	402
AL-14-10	AL-14-10-45	East Longmeadow	\$ 3,000.00	402
AL-14-10	AL-14-10-46	Eastham	\$ 3,000.00	402
AL-14-10	AL-14-10-47	Easthampton	\$ 3,000.00	402
AL-14-10	AL-14-10-48	Easton	\$ 3,000.00	402
AL-14-10	AL-14-10-49	Everett	\$ 5,600.00	402
AL-14-10	AL-14-10-50	Fairhaven	\$ 3,000.00	402
AL-14-10	AL-14-10-51	Fall River	\$ 8,000.00	402
AL-14-10	AL-14-10-52	Falmouth	\$ 5,600.00	402
AL-14-10	AL-14-10-53	Fitchburg	\$ 5,600.00	402
AL-14-10	AL-14-10-54	Foxboro	\$ 3,000.00	402
AL-14-10	AL-14-10-55	Framingham	\$ 5,600.00	402
AL-14-10	AL-14-10-56	Franklin	\$ 5,600.00	402
AL-14-10	AL-14-10-57	Freetown	\$ 3,000.00	402
AL-14-10	AL-14-10-58	Gardner	\$ 3,000.00	402
AL-14-10	AL-14-10-59	Grafton	\$ 3,000.00	402
AL-14-10	AL-14-10-60	Granby	\$ 3,000.00	402
AL-14-10	AL-14-10-61	Great Barrington	\$ 3,000.00	402
AL-14-10	AL-14-10-62	Greenfield	\$ 3,000.00	402
AL-14-10	AL-14-10-63	Groton	\$ 3,000.00	402
AL-14-10	AL-14-10-64	Hadley	\$ 3,000.00	402
AL-14-10	AL-14-10-65	Hanover	\$ 3,000.00	402
AL-14-10	AL-14-10-66	Harwich	\$ 3,000.00	402
AL-14-10	AL-14-10-67	Haverhill	\$ 5,600.00	402
AL-14-10	AL-14-10-68	Hingham	\$ 3,000.00	402
AL-14-10	AL-14-10-69	Holbrook	\$ 3,000.00	402
AL-14-10	AL-14-10-70	Holden	\$ 3,000.00	402
AL-14-10	AL-14-10-71	Holliston	\$ 3,000.00	402
AL-14-10	AL-14-10-72	Holyoke	\$ 5,600.00	402
AL-14-10	AL-14-10-73	Hopkinton	\$ 3,000.00	402
AL-14-10	AL-14-10-74	Hudson	\$ 3,000.00	402



AL-14-10	AL-14-10-75	Ipswich	\$ 3,000.00	402
AL-14-10	AL-14-10-76	Kingston	\$ 3,000.00	402
AL-14-10	AL-14-10-77	Lakeville	\$ 3,000.00	402
AL-14-10	AL-14-10-78	Lancaster	\$ 3,000.00	402
AL-14-10	AL-14-10-79	Lawrence	\$ 8,000.00	402
AL-14-10	AL-14-10-80	Leicester	\$ 3,000.00	402
AL-14-10	AL-14-10-81	Lenox	\$ 3,000.00	402
AL-14-10	AL-14-10-82	Leominster	\$ 5,600.00	402
AL-14-10	AL-14-10-83	Lexington	\$ 5,600.00	402
AL-14-10	AL-14-10-84	Longmeadow	\$ 3,000.00	402
AL-14-10	AL-14-10-85	Lowell	\$ 14,000.00	402
AL-14-10	AL-14-10-86	Ludlow	\$ 3,000.00	402
AL-14-10	AL-14-10-87	Lunenburg	\$ 3,000.00	402
AL-14-10	AL-14-10-88	Lynn	\$ 8,000.00	402
AL-14-10	AL-14-10-89	Malden	\$ 5,600.00	402
AL-14-10	AL-14-10-90	Mansfield	\$ 3,000.00	402
AL-14-10	AL-14-10-91	Marlborough	\$ 5,600.00	402
AL-14-10	AL-14-10-92	Marshfield	\$ 3,000.00	402
AL-14-10	AL-14-10-93	Mashpee	\$ 3,000.00	402
AL-14-10	AL-14-10-94	Medfield	\$ 3,000.00	402
AL-14-10	AL-14-10-95	Medford	\$ 5,600.00	402
AL-14-10	AL-14-10-96	Medway	\$ 3,000.00	402
AL-14-10	AL-14-10-97	Melrose	\$ 3,000.00	402
AL-14-10	AL-14-10-98	Mendon	\$ 3,000.00	402
AL-14-10	AL-14-10-99	Methuen	\$ 5,600.00	402
AL-14-10	AL-14-10-100	Middleborough	\$ 3,000.00	402
AL-14-10	AL-14-10-101	Middleton	\$ 3,000.00	402
AL-14-10	AL-14-10-102	Milford	\$ 3,000.00	402
AL-14-10	AL-14-10-103	Millbury	\$ 3,000.00	402
AL-14-10	AL-14-10-104	Milton	\$ 3,000.00	402
AL-14-10	AL-14-10-105	Natick	\$ 5,600.00	402
AL-14-10	AL-14-10-106	Needham	\$ 3,000.00	402
AL-14-10	AL-14-10-107	New Bedford	\$ 8,000.00	402
AL-14-10	AL-14-10-108	Newburyport	\$ 3,000.00	402
AL-14-10	AL-14-10-109	Newton	\$ 8,000.00	402
AL-14-10	AL-14-10-110	North Adams	\$ 3,000.00	402
AL-14-10	AL-14-10-111	North Andover	\$ 3,000.00	402
AL-14-10	AL-14-10-112	North Attleboro	\$ 3,000.00	402
AL-14-10	AL-14-10-113	North Reading	\$ 3,000.00	402
AL-14-10	AL-14-10-114	Northampton	\$ 3,000.00	402

AL-14-10	AL-14-10-115	Northborough	\$ 3,000.00	402
AL-14-10	AL-14-10-116	Northbridge	\$ 3,000.00	402
AL-14-10	AL-14-10-117	Norton	\$ 3,000.00	402
AL-14-10	AL-14-10-118	Norwell	\$ 3,000.00	402
AL-14-10	AL-14-10-119	Norwood	\$ 3,000.00	402
AL-14-10	AL-14-10-120	Orleans	\$ 3,000.00	402
AL-14-10	AL-14-10-121	Oxford	\$ 3,000.00	402
AL-14-10	AL-14-10-122	Palmer	\$ 3,000.00	402
AL-14-10	AL-14-10-123	Peabody	\$ 5,600.00	402
AL-14-10	AL-14-10-124	Pembroke	\$ 3,000.00	402
AL-14-10	AL-14-10-125	Pepperell	\$ 3,000.00	402
AL-14-10	AL-14-10-126	Pittsfield	\$ 5,600.00	402
AL-14-10	AL-14-10-127	Plainville	\$ 3,000.00	402
AL-14-10	AL-14-10-128	Plymouth	\$ 5,600.00	402
AL-14-10	AL-14-10-129	Quincy	\$ 8,000.00	402
AL-14-10	AL-14-10-130	Randolph	\$ 5,600.00	402
AL-14-10	AL-14-10-131	Raynham	\$ 3,000.00	402
AL-14-10	AL-14-10-132	Reading	\$ 3,000.00	402
AL-14-10	AL-14-10-133	Rehoboth	\$ 3,000.00	402
AL-14-10	AL-14-10-134	Revere	\$ 5,600.00	402
AL-14-10	AL-14-10-135	Rockland	\$ 3,000.00	402
AL-14-10	AL-14-10-136	Salem	\$ 5,600.00	402
AL-14-10	AL-14-10-137	Salisbury	\$ 3,000.00	402
AL-14-10	AL-14-10-138	Sandwich	\$ 3,000.00	402
AL-14-10	AL-14-10-139	Saugus	\$ 3,000.00	402
AL-14-10	AL-14-10-140	Seekonk	\$ 3,000.00	402
AL-14-10	AL-14-10-141	Sharon	\$ 3,000.00	402
AL-14-10	AL-14-10-142	Sherborn	\$ 3,000.00	402
AL-14-10	AL-14-10-143	Shrewsbury	\$ 5,600.00	402
AL-14-10	AL-14-10-144	Somerset	\$ 3,000.00	402
AL-14-10	AL-14-10-145	Somerville	\$ 8,000.00	402
AL-14-10	AL-14-10-146	South Hadley	\$ 3,000.00	402
AL-14-10	AL-14-10-147	Southborough	\$ 3,000.00	402
AL-14-10	AL-14-10-148	Southbridge	\$ 3,000.00	402
AL-14-10	AL-14-10-149	Southwick	\$ 3,000.00	402
AL-14-10	AL-14-10-150	Spencer	\$ 3,000.00	402
AL-14-10	AL-14-10-151	Springfield	\$ 56,000.00	402
AL-14-10	AL-14-10-152	Stoneham	\$ 3,000.00	402
AL-14-10	AL-14-10-153	Stoughton	\$ 3,000.00	402
AL-14-10	AL-14-10-154	Sturbridge	\$ 3,000.00	402

AL-14-10	AL-14-10-155	Sudbury	\$ 3,000.00	402
AL-14-10	AL-14-10-156	Swampscott	\$ 3,000.00	402
AL-14-10	AL-14-10-157	Swansea	\$ 3,000.00	402
AL-14-10	AL-14-10-158	Taunton	\$ 5,600.00	402
AL-14-10	AL-14-10-159	Tewksbury	\$ 3,000.00	402
AL-14-10	AL-14-10-160	Topsfield	\$ 3,000.00	402
AL-14-10	AL-14-10-161	Townsend	\$ 3,000.00	402
AL-14-10	AL-14-10-162	Tyngsboro	\$ 3,000.00	402
AL-14-10	AL-14-10-163	Upton	\$ 3,000.00	402
AL-14-10	AL-14-10-164	Uxbridge	\$ 3,000.00	402
AL-14-10	AL-14-10-165	Wakefield	\$ 3,000.00	402
AL-14-10	AL-14-10-166	Walpole	\$ 3,000.00	402
AL-14-10	AL-14-10-167	Waltham	\$ 5,600.00	402
AL-14-10	AL-14-10-168	Ware	\$ 3,000.00	402
AL-14-10	AL-14-10-169	Wareham	\$ 3,000.00	402
AL-14-10	AL-14-10-170	Watertown	\$ 5,600.00	402
AL-14-10	AL-14-10-171	Wayland	\$ 3,000.00	402
AL-14-10	AL-14-10-172	Webster	\$ 3,000.00	402
AL-14-10	AL-14-10-173	Wellesley	\$ 3,000.00	402
AL-14-10	AL-14-10-174	West Boylston	\$ 3,000.00	402
AL-14-10	AL-14-10-175	West Bridgewater	\$ 3,000.00	402
AL-14-10	AL-14-10-176	West Springfield	\$ 3,000.00	402
AL-14-10	AL-14-10-177	Westborough	\$ 3,000.00	402
AL-14-10	AL-14-10-178	Westfield	\$ 5,600.00	402
AL-14-10	AL-14-10-179	Westford	\$ 3,000.00	402
AL-14-10	AL-14-10-180	Westminster	\$ 3,000.00	402
AL-14-10	AL-14-10-181	Weston	\$ 3,000.00	402
AL-14-10	AL-14-10-182	Westport	\$ 3,000.00	402
AL-14-10	AL-14-10-183	Westwood	\$ 3,000.00	402
AL-14-10	AL-14-10-184	Weymouth	\$ 5,600.00	402
AL-14-10	AL-14-10-185	Whitman	\$ 3,000.00	402
AL-14-10	AL-14-10-186	Wilbraham	\$ 3,000.00	402
AL-14-10	AL-14-10-187	Wilmington	\$ 3,000.00	402
AL-14-10	AL-14-10-188	Woburn	\$ 5,600.00	402
AL-14-10	AL-14-10-189	Worcester	\$ 56,000.00	402
AL-14-10	AL-14-10-190	Wrentham	\$ 3,000.00	402
AL-14-10	AL-14-10-191	Yarmouth	\$ 3,000.00	402

AL-18-10 Underage Alcohol Enforcement

<b>Task</b>	<b>Grant #</b>	<b>Department</b>	<b>Award Amount</b>	<b>Source</b>
AL-14-11	AL-14-11-01	Abington	\$ 5,000.00	402
AL-14-11	AL-14-11-02	Adams	\$ 4,642.90	402
AL-14-11	AL-14-11-03	Amesbury	\$ 4,800.00	402
AL-14-11	AL-14-11-04	Amherst	\$ 10,000.00	402
AL-14-11	AL-14-11-05	Attleboro	\$ 9,999.96	402
AL-14-11	AL-14-11-06	Auburn	\$ 4,963.04	402
AL-14-11	AL-14-11-07	Barnstable	\$ 9,964.00	402
AL-14-11	AL-14-11-08	Billerica	\$ 8,000.00	402
AL-14-11	AL-14-11-09	Blackstone	\$ 5,000.00	402
AL-14-11	AL-14-11-10	Blandford	\$ 5,000.00	402
AL-14-11	AL-14-11-11	Bourne	\$ 4,880.00	402
AL-14-11	AL-14-11-12	Bridgewater	\$ 5,000.00	402
AL-14-11	AL-14-11-13	Brookline	\$ 10,000.00	402
AL-14-11	AL-14-11-14	Burlington	\$ 4,993.63	402
AL-14-11	AL-14-11-15	Cambridge	\$ 15,000.00	402
AL-14-11	AL-14-11-16	Canton	\$ 4,988.00	402
AL-14-11	AL-14-11-17	Chelsea	\$ 10,000.00	402
AL-14-11	AL-14-11-18	Concord	\$ 5,000.00	402
AL-14-11	AL-14-11-19	Dennis	\$ 5,000.00	402
AL-14-11	AL-14-11-20	East Bridgewater	\$ 4,608.00	402
AL-14-11	AL-14-11-21	Fall River	\$ 9,996.00	402
AL-14-11	AL-14-11-22	Falmouth	\$ 9,900.00	402
AL-14-11	AL-14-11-23	Fitchburg	\$ 10,000.00	402
AL-14-11	AL-14-11-24	Foxboro	\$ 5,000.00	402
AL-14-11	AL-14-11-25	Franklin	\$ 9,680.18	402
AL-14-11	AL-14-11-26	Gardner	\$ 4,800.00	402
AL-14-11	AL-14-11-27	Granby	\$ 4,872.00	402
AL-14-11	AL-14-11-28	Harwich	\$ 5,000.00	402
AL-14-11	AL-14-11-29	Haverhill	\$ 9,943.36	402
AL-14-11	AL-14-11-30	Hingham	\$ 5,000.00	402
AL-14-11	AL-14-11-31	Holyoke	\$ 10,000.00	402
AL-14-11	AL-14-11-32	Hubbardston	\$ 4,903.20	402
AL-14-11	AL-14-11-33	Hudson	\$ 4,989.75	402
AL-14-11	AL-14-11-34	Hull	\$ 4,320.00	402
AL-14-11	AL-14-11-35	Leicester	\$ 4,993.14	402
AL-14-11	AL-14-11-36	Lowell	\$ 15,000.00	402
AL-14-11	AL-14-11-37	Lynn	\$ 9,995.80	402
AL-14-11	AL-14-11-38	Maynard	\$ 4,894.56	402
AL-14-11	AL-14-11-39	Melrose	\$ 4,942.08	402

AL-14-11	AL-14-11-40	Methuen	\$ 9,978.84	402
AL-14-11	AL-14-11-41	Middleton	\$ 4,957.20	402
AL-14-11	AL-14-11-42	Milford	\$ 5,000.00	402
AL-14-11	AL-14-11-43	Millbury	\$ 4,800.00	402
AL-14-11	AL-14-11-44	Newton	\$ 9,954.67	402
AL-14-11	AL-14-11-45	North Andover	\$ 4,990.00	402
AL-14-11	AL-14-11-46	North Reading	\$ 5,000.00	402
AL-14-11	AL-14-11-47	Norton	\$ 5,000.00	402
AL-14-11	AL-14-11-48	Oak Bluffs	\$ 5,000.00	402
AL-14-11	AL-14-11-49	Orleans	\$ 4,988.52	402
AL-14-11	AL-14-11-50	Plymouth	\$ 10,000.00	402
AL-14-11	AL-14-11-51	Quincy	\$ 10,000.00	402
AL-14-11	AL-14-11-52	Randolph	\$ 9,999.99	402
AL-14-11	AL-14-11-53	Reading	\$ 5,000.00	402
AL-14-11	AL-14-11-54	Revere	\$ 10,000.00	402
AL-14-11	AL-14-11-55	Salem	\$ 9,900.00	402
AL-14-11	AL-14-11-56	Salem State University	\$ 4,968.74	402
AL-14-11	AL-14-11-57	Scituate	\$ 4,384.80	402
AL-14-11	AL-14-11-58	South Hadley	\$ 3,962.98	402
AL-14-11	AL-14-11-59	Springfield	\$ 14,969.64	402
AL-14-11	AL-14-11-60	Stoneham	\$ 5,000.00	402
AL-14-11	AL-14-11-61	Sturbridge	\$ 4,956.60	402
AL-14-11	AL-14-11-62	Taunton	\$ 10,000.00	402
AL-14-11	AL-14-11-63	Tewksbury	\$ 4,966.08	402
AL-14-11	AL-14-11-64	Wakefield	\$ 4,888.86	402
AL-14-11	AL-14-11-65	Walpole	\$ 4,992.00	402
AL-14-11	AL-14-11-66	Waltham	\$ 9,982.62	402
AL-14-11	AL-14-11-67	Wareham	\$ 4,960.00	402
AL-14-11	AL-14-11-68	Webster	\$ 4,463.10	402
AL-14-11	AL-14-11-69	Westfield	\$ 9,980.64	OJJDP
AL-14-11	AL-14-11-70	Westford	\$ 4,959.32	OJJDP
AL-14-11	AL-14-11-71	Westminster	\$ 4,680.00	OJJDP
AL-14-11	AL-14-11-72	Weymouth	\$ 10,000.00	OJJDP
AL-14-11	AL-14-11-73	Wilmington	\$ 4,995.00	OJJDP
AL-14-11	AL-14-11-74	Winthrop	\$ 4,991.36	OJJDP
AL-14-11	AL-14-11-75	Worcester	\$ 15,000.00	OJJDP
AL-14-11	AL-14-11-76	Yarmouth	\$ 4,999.68	OJJDP



# 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 historically has had one of the lowest statewide seat belt use rates in the country, behind the national seat belt use rate by 10 to 16 percent as shown in Table 4.1. 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 and attachment B for CPS laws).

The statewide seat belt rate reached 74 percent in 2009. This is the highest seat belt rate the Commonwealth has ever recorded, thanks in part to the national CIOT model that is followed. However, it still lagged nine points behind the nationwide rate. The belt rate dropped to 73 percent in 2011 and remained the same in 2012.

Due to the fact that seat belts remain the most effective means of preventing death or injury as a result of a crash and that 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 2014.

**Table 4.1 Massachusetts Seat Belt Use Rates**

		2008	2009	2010	2011	2012
Nationwide Belt Use		83%	84%	84%	84%	86%
MA Statewide Belt Use		67%	74%	74%	73%	73%
Gender	Male	61%	68%	67%	68%	65%
	Female	74%	79%	82%	80%	81%
Age Group	Teen	59%	67%	72%	69%	72%
	Adult	66%	73%	72%	73%	71%
	Elder Adult	76%	82%	84%	79%	83%
Occupant Role	Driver Alone	66%	72%	73%	73%	71%

		2008	2009	2010	2011	2012
	Front Seat Passenger	68%	75%	74%	74%	76%
Vehicle Type	Passenger Car	69%	76%	77%	76%	75%
	SUV	72%	77%	79%	78%	78%
	Van	70%	80%	80%	79%	80%
	Pick-Up Truck	49%	61%	58%	59%	57%
	Commercial Vehicle	43%	50%	51%	47%	44%
Functional Classification	Freeway	74%	80%	79%	80%	80%
	Arterial	66%	73%	75%	72%	74%
	Local	72%	73%	74%	68%	71%
State of Vehicle Registration	Massachusetts	66%	73%	73%	72%	72%
	New Hampshire	69%	72%	72%	73%	73%
	Other State	78%	85%	82%	84%	80%
Region*	Region 1 (Berkshire, Franklin, Hampden, Hampshire Counties)	N/A	N/A	N/A	N/A	72%
	Region 2 (Worcester County)	N/A	N/A	N/A	N/A	76%
	Region 3 (Middlesex County)	N/A	N/A	N/A	N/A	77%
	Region 4 (Essex County)	N/A	N/A	N/A	N/A	69%
	Region 5 (Norfolk, Suffolk Counties)	N/A	N/A	N/A	N/A	75%
	Region 6 (Bristol County)	N/A	N/A	N/A	N/A	68%
	Region 7 (Barnstable, Plymouth Counties)	N/A	N/A	N/A	N/A	70%

Source: EOPSS/HSD's 2006 to 2012 Massachusetts Seat Belt Use Observation Surveys

\*Region borders changed with the new methodology in 2012

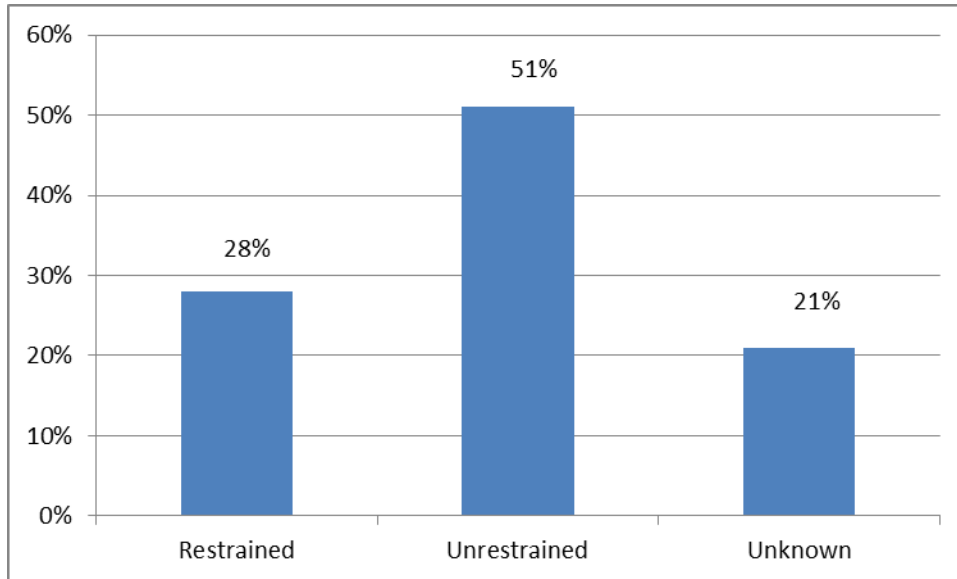
Several observations resulted from the 2012 data. The overall seat belt usage rate of 73 percent was maintained from 2011. Males again had a significantly lower belt usage than females and male usage dropped by three percentage points from 2011. Additionally, female belt usage increased from 2011 to 2012. Teen and elder adult belt use both increased from 2011. Regionally, the highest belt use is in Worcester and Middlesex Counties. Results from the 2013 survey will be provided to NHTSA in August 2013.

The protective effects of belt use are revealed in examining fatal crash data. Table 2.4 and Figure 4.1 presents belt use status for fatally injured vehicle occupants of crashes in Massachusetts 2007-2011. In Massachusetts, 28 percent of fatally injured occupants were restrained while 51 percent were not restrained. Massachusetts is slightly below the national



average of 49 percent for unrestrained occupant fatalities. An estimated 102 lives were saved by seat belt use; however an additional 66 lives could be saved with 100% seat belt use.

**Figure 4.1 Seat Belt Use for Vehicle Occupants Involved in Massachusetts Fatal Crashes 2007-2011**



Source: FARS May 2013

### *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 citations given had been steadily decreasing since 2007 but increased in 2012.

**Table 4.2 Massachusetts Seat belt and Child Safety Seat Violations**

	2008	2009	2010	2011	2012
Seat belt Violations <sup>a</sup>	81,027	78,931	61,428	46,898	52,732
No Child Restraint Violations <sup>b</sup>	4,133	4,133	3,721	3,000	3,374
<b>Total Violations</b>	<b>85,160</b>	<b>83,055</b>	<b>65,149</b>	<b>49,898</b>	<b>56,106</b>

Source: MRB, January 2013

<sup>a</sup> Comprising Seatbelt Violation (90 13A) and Seatbelt (90 7BB), <sup>b</sup> No Child Restraint (90 7AA), No child Car Seat (90 7AA WC)

## Massachusetts Intercept Survey Results

Pre- and post-Intercept Surveys were completed at eight RMV offices for the May-June CIOT Mobilizations in 2009 and 2010. Intercept surveys were not conducted in 2011 or 2012. The purpose was to determine reported behavior, awareness of, and attitudes towards seat belt use and laws among Massachusetts licensed drivers. Results stayed largely the same between 2009 and 2010. Table 4.3 summarizes key survey findings. A driver awareness telephone survey was administered in 2013 but results are not available yet.

**Table 4.3 Intercept Survey Results**

	2009		2010	
	Pre	Post	Pre	Post
Self-reported seat belt use	65%	68%	69%	66%
Believe that those not wearing a seat belt would nearly always get a ticket	27%	30%	33%	32%
Attribute a daytime traffic stop by police to seat belt violation	7%	10%	11%	10%
Attribute a nighttime traffic stop by police to seat belt violation	3%	4%	5%	4%

Source: Strategic Opinion Research June 2009 and July 2010

## Occupant Protection Plan

### *CIOT*

As its primary effort to increase seat belt, booster seat, and child safety seat use in Massachusetts during FFY 2014, EOPSS/HSD will conduct two statewide CIOT Mobilizations. One mobilization will be held in October-November 2013, and another one will be held in May matching the national mobilization dates. These 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 \$625,000 in grant funding for each CIOT Mobilization for 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 at the end of this section. Traffic Enforcement Grants are offered to 84% of the population on a city/town basis. Additionally, the MSP will be participating in this mobilization ensuring that over 70% of the population will be impacted. According to the US Census in 2010, 6.5 million people reside in Massachusetts.

These saturation patrols will focus on all traffic violations with a special emphasis on seat belt and CPS violations. The goal is for all motorists stopped for offenses in violation of the Commonwealth's occupant protection laws will be cited. 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*

To complement NHTSA's three national mobilizations, EOPSS/HSD will implement an additional sustained traffic enforcement program in specifically targeted locations around the Commonwealth. By using detailed data from MassTRAC, seven "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 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.

### *Occupant Protection Media and Targeting of High Risk Populations*

Under the CIOT slogan, EOPSS/HSD's statewide paid and earned media efforts during the 2014 CIOT Mobilizations 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 Mobilizations 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. Tertiary efforts will target African American males ages 18 to 34. Furthermore, NHTSA's national paid media campaign is expected to include broadcast and cable television, radio, online media and social media. Our state plan supports the national buy with online ads, internet radio spots and television advertisements.

EOPSS/HSD will conduct earned media work during the 2014 CIOT Mobilizations 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 during these

mobilizations. 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 each CIOT Mobilization. Later during the mobilization, news conferences and statewide news releases will renew attention to the mobilization and the risks of driving unbelted. Two (before and after the mobilization) sample news releases will be developed for use by local police departments, resulting in up to 125 local and regional newspaper articles for each 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 2014, 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 2014 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 16 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 are displayed several months of the year at no cost to EOPSS/HSD.

To support the extra local police traffic enforcement efforts during the Mobilizations, EOPSS/HSD will provide all police agencies with CIOT educational materials available on our website. These include but are not limited to seat belt pledge cards, sample news releases, and seat belt day proclamations. This support will enable many police agencies to voluntarily conduct up to six community seat belt educational initiatives that are detailed at [www.mass.gov/highwaysafety](http://www.mass.gov/highwaysafety).

### *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 required age or 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.

A vendor for administration and training for the EOPSS/HSD CPS program in FFY 2014 has not yet been selected. Funding for this project is currently out to bid and will be selected before the beginning of the fiscal year. Tasks for this project include administering CPS training and

certification sessions, answering calls about the program from consumers, and scheduling CPS checkup events. CPS courses scheduled during FFY 2014 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 will award nearly \$100,000 in CPS Equipment Grants to 51 municipal public safety agencies and non-profit organizations during 2014 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, we write 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.

EOPSS/HSD plans to host the annual Massachusetts CPS Conference during early fall 2014 for up to 300 technicians and traffic safety partners across the Commonwealth. The one-day event will provide brief course updates on current issues related to CPS, continuing education unit (CEU) credits for current technicians and enable networking opportunities between technicians and highway safety stakeholders.

EOPSS/HSD is committed to public outreach beyond CPS training courses and grant opportunities. To that end, a toll-free CPS Hotline allows callers to inquire about any aspect of the CPS Program. Responses to callers are researched as necessary, and calls are returned promptly.

### *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 575 Certified CPS Technicians and 20 Certified CPS Instructors.

Approximately 25 classes are expected to run this year, which will potentially add another 100 Certified CPS Technicians. Our retention rate (59%) for the past year has outpaced that of the national rate (57%). Continued outreach includes update classes, instructor presence at CPS seat check events, renewal courses and conferences have aided in this endeavor.

The recent approval from Safe Kids of a four hour, CEU approved class for technicians in conjunction with plans to implement a statewide Technician Proxy Program is expected to further enhance our retention rate. CPS courses scheduled during FFY 2014 will ensure the opportunity for the training of new technicians across the Commonwealth, the recertification of

current technicians, and the ability to renew certifications for those technicians whose accreditation has recently lapsed.

There are 147 fitting and inspection stations across Massachusetts serving all geographic areas and populations. A list of current Statewide Fitting Stations can be found in occupant protection attachment C.

Other occupant protection data can be found in Table 2.4 and Figures 2.12-2.14.

## **Performance targets**

Occupant Protection Performance Target #1 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

Occupant Protection Performance Target #2 To increase by five percentage points the statewide observed seat belt use of front seat outboard occupants in passenger vehicles, from 73 percent in 2012 to 77 percent in 2014

Occupant Protection Performance Target #3 To increase the number of seat belt citations (8,758) during FFY 2012 grant-funded mobilizations by 20% to 10,510 in FFY 2014

## **Performance Measures**

- Number of unrestrained passenger vehicle occupant fatalities
- Percent of front seat outboard vehicle occupants who are observed to be using seat belts
- Number of seat belt citations during grant funded mobilizations

## **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 an LEL (task listed in PT section)

## **Program Area Projects**

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**Project Number** – OP-14-01

**Project Title** – Paid and Earned Media in Support of Occupant Protection

**Project Description** – 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. Tertiary efforts will target African American males ages 18 to 34. Materials in English, Spanish, Portuguese, Mandarin, and other languages will be produced and distributed as need is identified. 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 Staff** –Cindy Campbell and Deb Firlit

**Project Budget/Source** – \$155,000 of Section 405/405 B

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**Project Number** – OP-14-02

**Project Title - CIOT MSP Enforcement Campaign**

**Project Description -** Provide funds for overtime by the MSP to participate in one CIOT Mobilization during May-June 2014. 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 Staff -** Deb Firlit

**Project Budget/Source -** \$450,000 total- \$225,000 in Section 405/405 B, \$225,000 in Section 402

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**Project Number -** OP-14-03

**Project Title - CIOT Local Police Enforcement Campaign**

**Project Description -** Provide funds for overtime enforcement to local police departments for the October-November and May-June 2013 CIOT Mobilizations. Enforcement will focus on increasing seat belt use during the day and night. Other violations such as speeding and texting may also be targeted during these mobilizations. Eligible departments are listed at the end of this section. The departments were selected based on crash data and past performance. 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 Staff -** Deb Firlit

**Project Budget/Source -** \$867,400 total- \$433,700 of Section 405/405 B, \$433,700 in Section 402

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**Project Number -** OP-14-04

**Project Title - CPS Equipment Grants**

**Project Description -** Award CPS equipment grants to 51 communities, organizations and state governmental entities with a public purpose providing CPS services. Grants will range from \$1,500 to \$5,000 each and will be used to purchase equipment including, but not limited to, car seats, booster seats, and special needs seats. Equipment will be distributed by one central purchaser, Mercury Distributing, which was chosen through an EOPSS/HSD procurement. EOPSS/HSD will internally track equipment inventory. Award winners are listed at the end of this section. 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 Staff -** Bob Kearney

**Project Budget/Source -** \$94,500 of Section 2011



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**Project Number** - OP-14-05

**Project Title** - CPS Program Administration and Training

**Project Description** -Provide funding for a CPS statewide coordinator for the CPS program to support existing child passenger safety technicians and instructors. Up to 25 courses will be conducted. Topics will include CPS Technician, CPS Technician Renewal, CPS Update and Special Needs. The CPS telephone hotline and website will continue to be maintained by HSD. This task will support occupant protection performance targets 1 and 2.

**Project Staff** - Bob Kearney

**Project Budget/Source** - \$150,000 of Section 2011

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**Project Number** - OP-14-06

**Project Title** - CPS Conference

**Project Description** - EOPSS/HSD will conduct the 2014 Annual Massachusetts CPS Conference for up to 300 attendees, including all certified technicians and instructors in the summer or fall at a location to be determined. Topics will include national and state updates and changes in current CPS laws, regulations, and standards for CPS seats. Continuing Education Units will be offered for technicians. This task is supported by CTW Chapter 2, Section 7.3. This task will support occupant protection performance targets 1 and 2.

**Project Staff** -Bob Kearney

**Project Budget/Source** - \$10,000 of Section 2011

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**Project Number** - OP-14-07

**Project Title** - Sustained Traffic Enforcement Program

**Project Description** - Sustained enforcement of traffic laws will be conducted in selected communities. By using detailed data from the MassTRAC, seven hot spots for traffic injuries and fatalities were selected for enhanced enforcement throughout the year. Each hot spot consists of major roadways where additional funding may have a great impact. MSP and local police departments in the selected areas will receive additional 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 at the end of this section and maybe expanded based on the success of these locations with approval from NHTSA. 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 Staff** - Deb Firlit

**Project Budget/Source** - \$350,000 of Section 402

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**Project Number** - OP-14-08

**Project Title** - Behavior and Attitude Survey

**Project Description** -This task will provide funds to cover expenses related to hiring a contractor to conduct the annual survey in accordance with NHTSA/GHSA recommendations designed to measure changes in public attitudes and shape messaging regarding occupant protection, impaired driving, and speeding. Approximately 500 people will be contacted by phone and asked questions about various motor vehicle activities and familiarity with EOPSS/HSD messaging. The survey will poll residents throughout Massachusetts. This task is required by NHTSA and will help tailor future messages and programming.

**Project Staff** - Cindy Campbell

**Project Budget/Source** - \$25,000 of Section 402

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**Project Number** - OP-14-09

**Project Title** - Seat Belt Observation Survey

**Project Description** - Provide funding for 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 Staff** - Bob Kearney

**Project Budget/Source** - \$100,000 of Section 402

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**Project Number** - OP-14-10

**Project Title** - Program Management

**Project Description** - 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 Staff** - Caroline Hymoff, Cindy Campbell, Dan DeMille, Barbara Rizzuti, Bob Kearney, and Deb Firlit

**Project Budget/Source** - \$193,286 of Sections 402

## Occupant Protection: Budget Summary

Project Number	Project Title	Budget	Budget Source
OP-14-01	Paid and Earned Media in Support of Occupant Protection	\$155,000	405 B
OP-14-02	CIOT MSP Enforcement Campaign	\$450,000	\$225,000 405/405 B \$225,000 402
OP-14-03	Local Police Enforcement Campaign	\$867,400	\$433,700 405/405 B \$433,700 402
OP-14-04	CPS Equipment Grants	\$94,500	2011
OP-14-05	CPS Program Administration and Training	\$150,000	2011
OP-14-06	CPS Conference	\$10,000	2011
OP-14-07	Sustained Enforcement	\$350,000	402
OP-14-08	Behavior and Attitude Survey	\$25,000	402
OP-14-09	Seat Belt Observation Survey	\$100,000	402
OP-14-10	Program Management	\$193,286	402
Total 402 Funds		\$1,326,986	
Total all Funds		\$2,395,186	

Organizations to be funded under specific tasks

OP-14-03 CIOT eligible

<b>Task</b>	<b>Grant #</b>	<b>Department</b>	<b>Funding</b>	<b>Source</b>
OP-14-03	OP-14-03-01	Abington	\$ 3,000.00	402
OP-14-03	OP-14-03-02	Acton	\$ 3,000.00	402
OP-14-03	OP-14-03-03	Acushnet	\$ 3,000.00	402
OP-14-03	OP-14-03-04	Agawam	\$ 3,000.00	402
OP-14-03	OP-14-03-05	Amesbury	\$ 3,000.00	402
OP-14-03	OP-14-03-06	Amherst	\$ 5,600.00	402
OP-14-03	OP-14-03-07	Andover	\$ 5,600.00	402
OP-14-03	OP-14-03-08	Arlington	\$ 5,600.00	402
OP-14-03	OP-14-03-09	Ashland	\$ 3,000.00	402
OP-14-03	OP-14-03-10	Athol	\$ 3,000.00	402
OP-14-03	OP-14-03-11	Attleboro	\$ 5,600.00	402
OP-14-03	OP-14-03-12	Auburn	\$ 3,000.00	402
OP-14-03	OP-14-03-13	Avon	\$ 3,000.00	402
OP-14-03	OP-14-03-14	Bedford	\$ 3,000.00	402
OP-14-03	OP-14-03-15	Belchertown	\$ 3,000.00	402
OP-14-03	OP-14-03-16	Bellingham	\$ 3,000.00	402
OP-14-03	OP-14-03-17	Belmont	\$ 3,000.00	402
OP-14-03	OP-14-03-18	Beverly	\$ 5,600.00	402
OP-14-03	OP-14-03-19	Billerica	\$ 5,600.00	402
OP-14-03	OP-14-03-20	Bolton	\$ 3,000.00	402
OP-14-03	OP-14-03-21	Boston	\$ 28,000.00	402
OP-14-03	OP-14-03-22	Bourne	\$ 3,000.00	402
OP-14-03	OP-14-03-23	Braintree	\$ 5,600.00	402
OP-14-03	OP-14-03-24	Brewster	\$ 3,000.00	402
OP-14-03	OP-14-03-25	Bridgewater	\$ 3,000.00	402
OP-14-03	OP-14-03-26	Brockton	\$ 8,000.00	402
OP-14-03	OP-14-03-27	Brookline	\$ 5,600.00	402
OP-14-03	OP-14-03-28	Burlington	\$ 3,000.00	402
OP-14-03	OP-14-03-29	Cambridge	\$ 14,000.00	402
OP-14-03	OP-14-03-30	Canton	\$ 3,000.00	402
OP-14-03	OP-14-03-31	Carver	\$ 3,000.00	402
OP-14-03	OP-14-03-32	Charlton	\$ 3,000.00	402
OP-14-03	OP-14-03-33	Chelmsford	\$ 5,600.00	402
OP-14-03	OP-14-03-34	Chelsea	\$ 5,600.00	402
OP-14-03	OP-14-03-35	Chicopee	\$ 5,600.00	402
OP-14-03	OP-14-03-36	Concord	\$ 3,000.00	402

OP-14-03	OP-14-03-37	Danvers	\$ 3,000.00	402
OP-14-03	OP-14-03-38	Dartmouth	\$ 5,600.00	402
OP-14-03	OP-14-03-39	Dedham	\$ 3,000.00	402
OP-14-03	OP-14-03-40	Dennis	\$ 3,000.00	402
OP-14-03	OP-14-03-41	Douglas	\$ 3,000.00	402
OP-14-03	OP-14-03-42	Dracut	\$ 3,000.00	402
OP-14-03	OP-14-03-43	Dudley	\$ 3,000.00	402
OP-14-03	OP-14-03-44	East Bridgewater	\$ 3,000.00	402
OP-14-03	OP-14-03-45	East Longmeadow	\$ 3,000.00	402
OP-14-03	OP-14-03-46	Eastham	\$ 3,000.00	402
OP-14-03	OP-14-03-47	Easthampton	\$ 3,000.00	402
OP-14-03	OP-14-03-48	Easton	\$ 3,000.00	402
OP-14-03	OP-14-03-49	Everett	\$ 5,600.00	402
OP-14-03	OP-14-03-50	Fairhaven	\$ 3,000.00	402
OP-14-03	OP-14-03-51	Fall River	\$ 8,000.00	402
OP-14-03	OP-14-03-52	Falmouth	\$ 5,600.00	402
OP-14-03	OP-14-03-53	Fitchburg	\$ 5,600.00	402
OP-14-03	OP-14-03-54	Foxboro	\$ 3,000.00	402
OP-14-03	OP-14-03-55	Framingham	\$ 5,600.00	402
OP-14-03	OP-14-03-56	Franklin	\$ 5,600.00	402
OP-14-03	OP-14-03-57	Freetown	\$ 3,000.00	402
OP-14-03	OP-14-03-58	Gardner	\$ 3,000.00	402
OP-14-03	OP-14-03-59	Grafton	\$ 3,000.00	402
OP-14-03	OP-14-03-60	Granby	\$ 3,000.00	402
OP-14-03	OP-14-03-61	Great Barrington	\$ 3,000.00	402
OP-14-03	OP-14-03-62	Greenfield	\$ 3,000.00	402
OP-14-03	OP-14-03-63	Groton	\$ 3,000.00	402
OP-14-03	OP-14-03-64	Hadley	\$ 3,000.00	402
OP-14-03	OP-14-03-65	Hanover	\$ 3,000.00	402
OP-14-03	OP-14-03-66	Harwich	\$ 3,000.00	402
OP-14-03	OP-14-03-67	Haverhill	\$ 5,600.00	402
OP-14-03	OP-14-03-68	Hingham	\$ 3,000.00	402
OP-14-03	OP-14-03-69	Holbrook	\$ 3,000.00	402
OP-14-03	OP-14-03-70	Holden	\$ 3,000.00	402
OP-14-03	OP-14-03-71	Holliston	\$ 3,000.00	402
OP-14-03	OP-14-03-72	Holyoke	\$ 5,600.00	402
OP-14-03	OP-14-03-73	Hopkinton	\$ 3,000.00	402
OP-14-03	OP-14-03-74	Hudson	\$ 3,000.00	402
OP-14-03	OP-14-03-75	Ipswich	\$ 3,000.00	402
OP-14-03	OP-14-03-76	Kingston	\$ 3,000.00	402

OP-14-03	OP-14-03-77	Lakeville	\$ 3,000.00	402
OP-14-03	OP-14-03-78	Lancaster	\$ 3,000.00	402
OP-14-03	OP-14-03-79	Lawrence	\$ 8,000.00	402
OP-14-03	OP-14-03-80	Leicester	\$ 3,000.00	402
OP-14-03	OP-14-03-81	Lenox	\$ 3,000.00	402
OP-14-03	OP-14-03-82	Leominster	\$ 5,600.00	402
OP-14-03	OP-14-03-83	Lexington	\$ 5,600.00	402
OP-14-03	OP-14-03-84	Longmeadow	\$ 3,000.00	402
OP-14-03	OP-14-03-85	Lowell	\$ 14,000.00	402
OP-14-03	OP-14-03-86	Ludlow	\$ 3,000.00	402
OP-14-03	OP-14-03-87	Lunenburg	\$ 3,000.00	402
OP-14-03	OP-14-03-88	Lynn	\$ 8,000.00	402
OP-14-03	OP-14-03-89	Malden	\$ 5,600.00	402
OP-14-03	OP-14-03-90	Mansfield	\$ 3,000.00	402
OP-14-03	OP-14-03-91	Marlborough	\$ 5,600.00	402
OP-14-03	OP-14-03-92	Marshfield	\$ 3,000.00	402
OP-14-03	OP-14-03-93	Mashpee	\$ 3,000.00	402
OP-14-03	OP-14-03-94	Medfield	\$ 3,000.00	402
OP-14-03	OP-14-03-95	Medford	\$ 5,600.00	410
OP-14-03	OP-14-03-96	Medway	\$ 3,000.00	410
OP-14-03	OP-14-03-97	Melrose	\$ 3,000.00	410
OP-14-03	OP-14-03-98	Mendon	\$ 3,000.00	410
OP-14-03	OP-14-03-99	Methuen	\$ 5,600.00	410
OP-14-03	OP-14-03-100	Middleborough	\$ 3,000.00	410
OP-14-03	OP-14-03-101	Middleton	\$ 3,000.00	410
OP-14-03	OP-14-03-102	Milford	\$ 3,000.00	410
OP-14-03	OP-14-03-103	Millbury	\$ 3,000.00	410
OP-14-03	OP-14-03-104	Milton	\$ 3,000.00	410
OP-14-03	OP-14-03-105	Natick	\$ 5,600.00	410
OP-14-03	OP-14-03-106	Needham	\$ 3,000.00	410
OP-14-03	OP-14-03-107	New Bedford	\$ 8,000.00	410
OP-14-03	OP-14-03-108	Newburyport	\$ 3,000.00	410
OP-14-03	OP-14-03-109	Newton	\$ 8,000.00	410
OP-14-03	OP-14-03-110	North Adams	\$ 3,000.00	410
OP-14-03	OP-14-03-111	North Andover	\$ 3,000.00	410
OP-14-03	OP-14-03-112	North Attleboro	\$ 3,000.00	410
OP-14-03	OP-14-03-113	North Reading	\$ 3,000.00	410
OP-14-03	OP-14-03-114	Northampton	\$ 3,000.00	410
OP-14-03	OP-14-03-115	Northborough	\$ 3,000.00	410
OP-14-03	OP-14-03-116	Northbridge	\$ 3,000.00	410

OP-14-03	OP-14-03-117	Norton	\$ 3,000.00	410
OP-14-03	OP-14-03-118	Norwell	\$ 3,000.00	410
OP-14-03	OP-14-03-119	Norwood	\$ 3,000.00	410
OP-14-03	OP-14-03-120	Orleans	\$ 3,000.00	410
OP-14-03	OP-14-03-121	Oxford	\$ 3,000.00	410
OP-14-03	OP-14-03-122	Palmer	\$ 3,000.00	410
OP-14-03	OP-14-03-123	Peabody	\$ 5,600.00	410
OP-14-03	OP-14-03-124	Pembroke	\$ 3,000.00	410
OP-14-03	OP-14-03-125	Pepperell	\$ 3,000.00	410
OP-14-03	OP-14-03-126	Pittsfield	\$ 5,600.00	410
OP-14-03	OP-14-03-127	Plainville	\$ 3,000.00	410
OP-14-03	OP-14-03-128	Plymouth	\$ 5,600.00	410
OP-14-03	OP-14-03-129	Quincy	\$ 8,000.00	410
OP-14-03	OP-14-03-130	Randolph	\$ 5,600.00	410
OP-14-03	OP-14-03-131	Raynham	\$ 3,000.00	410
OP-14-03	OP-14-03-132	Reading	\$ 3,000.00	410
OP-14-03	OP-14-03-133	Rehoboth	\$ 3,000.00	410
OP-14-03	OP-14-03-134	Revere	\$ 5,600.00	410
OP-14-03	OP-14-03-135	Rockland	\$ 3,000.00	410
OP-14-03	OP-14-03-136	Salem	\$ 5,600.00	410
OP-14-03	OP-14-03-137	Salisbury	\$ 3,000.00	410
OP-14-03	OP-14-03-138	Sandwich	\$ 3,000.00	410
OP-14-03	OP-14-03-139	Saugus	\$ 3,000.00	410
OP-14-03	OP-14-03-140	Seekonk	\$ 3,000.00	410
OP-14-03	OP-14-03-141	Sharon	\$ 3,000.00	410
OP-14-03	OP-14-03-142	Sherborn	\$ 3,000.00	410
OP-14-03	OP-14-03-143	Shrewsbury	\$ 5,600.00	410
OP-14-03	OP-14-03-144	Somerset	\$ 3,000.00	410
OP-14-03	OP-14-03-145	Somerville	\$ 8,000.00	410
OP-14-03	OP-14-03-146	South Hadley	\$ 3,000.00	410
OP-14-03	OP-14-03-147	Southborough	\$ 3,000.00	410
OP-14-03	OP-14-03-148	Southbridge	\$ 3,000.00	410
OP-14-03	OP-14-03-149	Southwick	\$ 3,000.00	410
OP-14-03	OP-14-03-150	Spencer	\$ 3,000.00	410
OP-14-03	OP-14-03-151	Springfield	\$ 56,000.00	410
OP-14-03	OP-14-03-152	Stoneham	\$ 3,000.00	410
OP-14-03	OP-14-03-153	Stoughton	\$ 3,000.00	410
OP-14-03	OP-14-03-154	Sturbridge	\$ 3,000.00	410
OP-14-03	OP-14-03-155	Sudbury	\$ 3,000.00	410
OP-14-03	OP-14-03-156	Swampscott	\$ 3,000.00	410

OP-14-03	OP-14-03-157	Swansea	\$ 3,000.00	410
OP-14-03	OP-14-03-158	Taunton	\$ 5,600.00	410
OP-14-03	OP-14-03-159	Tewksbury	\$ 3,000.00	410
OP-14-03	OP-14-03-160	Topsfield	\$ 3,000.00	410
OP-14-03	OP-14-03-161	Townsend	\$ 3,000.00	410
OP-14-03	OP-14-03-162	Tyngsboro	\$ 3,000.00	410
OP-14-03	OP-14-03-163	Upton	\$ 3,000.00	410
OP-14-03	OP-14-03-164	Uxbridge	\$ 3,000.00	410
OP-14-03	OP-14-03-165	Wakefield	\$ 3,000.00	410
OP-14-03	OP-14-03-166	Walpole	\$ 3,000.00	410
OP-14-03	OP-14-03-167	Waltham	\$ 5,600.00	410
OP-14-03	OP-14-03-168	Ware	\$ 3,000.00	410
OP-14-03	OP-14-03-169	Wareham	\$ 3,000.00	410
OP-14-03	OP-14-03-170	Watertown	\$ 5,600.00	410
OP-14-03	OP-14-03-171	Wayland	\$ 3,000.00	410
OP-14-03	OP-14-03-172	Webster	\$ 3,000.00	410
OP-14-03	OP-14-03-173	Wellesley	\$ 3,000.00	410
OP-14-03	OP-14-03-174	West Boylston	\$ 3,000.00	410
OP-14-03	OP-14-03-175	West Bridgewater	\$ 3,000.00	410
OP-14-03	OP-14-03-176	West Springfield	\$ 3,000.00	410
OP-14-03	OP-14-03-177	Westborough	\$ 3,000.00	410
OP-14-03	OP-14-03-178	Westfield	\$ 5,600.00	410
OP-14-03	OP-14-03-179	Westford	\$ 3,000.00	410
OP-14-03	OP-14-03-180	Westminster	\$ 3,000.00	410
OP-14-03	OP-14-03-181	Weston	\$ 3,000.00	410
OP-14-03	OP-14-03-182	Westport	\$ 3,000.00	410
OP-14-03	OP-14-03-183	Westwood	\$ 3,000.00	410
OP-14-03	OP-14-03-184	Weymouth	\$ 5,600.00	410
OP-14-03	OP-14-03-185	Whitman	\$ 3,000.00	410
OP-14-03	OP-14-03-186	Wilbraham	\$ 3,000.00	410
OP-14-03	OP-14-03-187	Wilmington	\$ 3,000.00	410
OP-14-03	OP-14-03-188	Woburn	\$ 5,600.00	410
OP-14-03	OP-14-03-189	Worcester	\$ 56,000.00	410
OP-14-03	OP-14-03-190	Wrentham	\$ 3,000.00	410
OP-14-03	OP-14-03-191	Yarmouth	\$ 3,000.00	410



OP-14-04 CPS Equipment

<b>Task</b>	<b>Department</b>	<b>Award Amount</b>	<b>Source</b>
OP-14-04	Adams	\$ 1,500.00	2011
OP-14-04	Amesbury	\$ 1,500.00	2011
OP-14-04	Amherst	\$ 1,500.00	2011
OP-14-04	Andover	\$ 1,500.00	2011
OP-14-04	Andover Fire	\$ 1,500.00	2011
OP-14-04	Aquinnah	\$ 1,500.00	2011
OP-14-04	Barnstable Fire	\$ 1,500.00	2011
OP-14-04	Baystate Children's Hospital	\$ 5,000.00	2011
OP-14-04	Belmont	\$ 1,500.00	2011
OP-14-04	Blackstone	\$ 1,500.00	2011
OP-14-04	Boston Medical Center	\$ 5,000.00	2011
OP-14-04	Boxborough Fire	\$ 1,500.00	2011
OP-14-04	Brewster	\$ 1,500.00	2011
OP-14-04	Brookline	\$ 1,500.00	2011
OP-14-04	Burlington	\$ 1,500.00	2011
OP-14-04	Cambridge	\$ 1,500.00	2011
OP-14-04	Charlton	\$ 1,500.00	2011
OP-14-04	Danvers	\$ 1,500.00	2011
OP-14-04	Dartmouth Fire	\$ 1,500.00	2011
OP-14-04	Dudley	\$ 1,500.00	2011
OP-14-04	Eastham	\$ 1,500.00	2011
OP-14-04	Hamilton	\$ 1,500.00	2011
OP-14-04	Holbrook	\$ 1,500.00	2011
OP-14-04	Holyoke Fire	\$ 1,500.00	2011
OP-14-04	Hopkinton	\$ 1,500.00	2011
OP-14-04	Hudson	\$ 1,500.00	2011
OP-14-04	Hull	\$ 1,500.00	2011
OP-14-04	Lawrence General Hospital	\$ 5,000.00	2011
OP-14-04	Mansfield	\$ 1,500.00	2011
OP-14-04	Millville	\$ 1,500.00	2011
OP-14-04	Newton	\$ 1,500.00	2011
OP-14-04	North Andover	\$ 1,500.00	2011
OP-14-04	Pittsfield	\$ 1,500.00	2011
OP-14-04	Quincy	\$ 1,500.00	2011
OP-14-04	Randolph	\$ 1,500.00	2011
OP-14-04	Revere	\$ 1,500.00	2011
OP-14-04	Rutland	\$ 1,500.00	2011

OP-14-04	South Hadley	\$ 1,500.00	2011
OP-14-04	Spencer	\$ 1,500.00	2011
OP-14-04	Sturbridge	\$ 1,500.00	2011
OP-14-04	Taunton	\$ 1,500.00	2011
OP-14-04	Tewksbury	\$ 1,500.00	2011
OP-14-04	UMass Memorial Medical Center	\$ 5,000.00	2011
OP-14-04	Upham's Corner Health Committee	\$ 5,000.00	2011
OP-14-04	Village Ambulance	\$ 2,000.00	2011
OP-14-04	Wakefield	\$ 1,500.00	2011
OP-14-04	Wellesley	\$ 1,500.00	2011
OP-14-04	Westfield	\$ 1,500.00	2011
OP-14-04	Westford	\$ 1,500.00	2011
OP-14-04	Williamsburg	\$ 1,500.00	2011
OP-14-04	Wilmington	\$ 1,500.00	2011

OP-14-07 Sustained Enforcement

<b>Task</b>	<b>Grant #</b>	<b>Department</b>	<b>Award Amount</b>	<b>Source</b>
OP-14-07	OP-14-07-01	MSP	\$ 100,000.00	402
OP-14-07	OP-14-07-02	Brockton	\$ 35,000.00	402
OP-14-07	OP-14-07-03	Fall River	\$ 35,000.00	402
OP-14-07	OP-14-07-04	Lowell	\$ 35,000.00	402
OP-14-07	OP-14-07-05	Lynn	\$ 35,000.00	402
OP-14-07	OP-14-07-06	New Bedford	\$ 35,000.00	402
OP-14-07	OP-14-07-07	Springfield	\$ 35,000.00	402
OP-14-07	OP-14-07-08	Worcester	\$ 35,000.00	402

# 5.0 Motorcyclists

## Problem Identification and Analysis

The popularity of motorcycling continues to increase in Massachusetts and across the nation. This has driven up demand for professional rider training. 2011 data show that motorcycle related fatalities comprised 11 percent of the total motor vehicle fatalities in Massachusetts. This is down from 16 percent in 2010 and also ahead of the national average of 14 percent. However, since motorcycles represent less than three percent of all registered motor vehicles in Massachusetts, this group is still overrepresented.

In 2011 in Massachusetts, 89 percent of operators/passengers involved in fatal crashes were wearing helmets, as compared to 60 percent nationwide. 2011 data for the Commonwealth show a decrease in unhelmeted motorcycle-related fatalities from seven to four. 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.

Impaired riding remains an issue in Massachusetts. In 2011 32 percent of motorcycle fatalities involved a motorcycle operator with a + 0.08 BAC. This is above the national average of 30 percent, but below the overall Massachusetts rate of 34 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 are creating 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 are creating pocket guides and a roll-call video for law enforcement.

EOPSS/HSD and the RMV have also partnered with other stakeholders, such as the Massachusetts Motorcycle Association, motorcycle trainers, law enforcement, and riders during motorcycle safety conferences in April 2011 and May 2012. Valuable and thoughtful feedback during these conferences has and will be used to improve the Motorcycle Safety Program. One of the suggestions from attendees was to distribute informational posters detailing the importance of licensure to motorcycle dealerships in order to help increase proper motorcycle licensing.

EOPSS/HSD and the RMV also partnered with the MPTC in 2012 and conducted two Motorcycle Safety and Enforcement Trainings for local police departments. Enforcement issues included the following: officer and motorcyclist safety, strategies for stopping motorcycles, impairment detection, licensing – motorcycle endorsements, required motorcycle equipment, and non-compliant helmets. Approximately 35 officers from 15 departments attended these trainings.

The RMV also has an opportunity to request federal funds through EOPSS/HSD for other programs. The RMV submits proposals for funding and if approved, the EOPSS/HSD Motorcycle Program Coordinator works with the MREP Program Coordinator to create an interdepartmental service agreement.

Other motorcycle data can be found in Table 2.4 and Figures 2.15-2.17.

## **Performance Targets**

Motorcycle Performance Target #1 To decrease motorcycle fatalities by 20% from 2007-2011 calendar base year average of 51 to 41 by December 31, 2014

Motorcycle Performance Target #2 To decrease unhelmeted motorcycle fatalities by 25% from 2007-2011 calendar base year average of four to three by December 31, 2014

Motorcycle Performance Target #2 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

## **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

## Program Area Projects

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**Project Number** - MC-14-01

**Project Title** - Motorcycle Safety Program Enhancements

**Project Description** - 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. Funds will also be used for RiderCoach Training on a statewide basis. 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 Staff** - Barbara Rizzuti

**Project Budget/Source** - \$175,000 of Sections 405 F/2010

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**Project Number** - MC-14-02

**Project Title** - Motorcycle Media Program

**Project Description** - 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. This task is supported by CTW Chapter 5 Sections 4.1 and 4.2. This task will support all motorcycle performance targets.

**Project Staff** - Cindy Campbell and Deb Firlit

**Project Budget/Source** - \$45,000 of Section 402

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**Project Number** - MC-14-03

**Project Title** -Program Management

**Project Description** - 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 Staff** - Barbara Rizzuti, Cindy Campbell, and Deb Firlit

**Project Budget/Source** - \$45,445 of Section 402

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### **Motorcycles: Budget Summary**

<b>Project Number</b>	<b>Project Title</b>	<b>Budget</b>	<b>Budget Source</b>
MC-14-01	Motorcycle Safety Program Enhancements	\$175,000	405 F/2010
MC-14-02	Motorcycle Media	\$45,000	402
MC-14-03	Program Management	\$45,445	402
Total 402 Funds		\$90,445	
Total all Funds		\$265,445	

# 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 2011, although there was an overall decline in pedestrian fatalities, pedestrians still represented 17 percent of the total motor vehicle fatalities in Massachusetts. The nationwide rate is 14 percent. In 2011 in Massachusetts persons over 75 years old accounted for 21 percent of pedestrian fatalities. Almost half of pedestrian fatalities occur between 3 PM and midnight.

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.

Other pedestrian data can be found in Table 2.4 and Figure 2.18.

### Performance Targets

Pedestrian and Bicycle Performance Target #1 To decrease pedestrian fatalities by 10% from 2007-2011 calendar base year average of 63 to 56 by December 31, 2014

### 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 2014
4. Enhance motorist awareness of bicyclists and pedestrians on roadways through communication efforts

## **Bicycle Safety**

### **Problem Identification and Analysis**

In 2011 the Massachusetts bicyclist fatality rate was 1 percent which was lower than the national rate of 2%. The overall number of bicyclist fatalities was reduced by 55 percent in the 2007-2011 period. However, these numbers are small overall and because of that are sensitive to any changes.

In order to further 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.

Other bicycle data can be found in Table 2.4 and Figure 2.19.

### **Performance targets**

Pedestrian and Bicycle Performance Target #2 To decrease bicycle fatalities by 15% from 2009-2011 calendar base year average of six to five by December 31, 2014

### **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 approximately 20 pedestrian, bicycle and moped-type 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 2014

### **Pedestrians and Bicyclists Program Area Projects**

Note: These projects address both pedestrian and bicyclist safety.



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**Project Number** - PS-14-01

**Project Title** - Pedestrian and Bicycle Media Program

**Project Description** - 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. This task is supported by CTW Chapter 8 Sections 4.3. This task will support pedestrian and bicycle performance targets 1 and 2.

**Project Staff** -Cindy Campbell and Deb Firlit

**Project Budget/Source** - \$45,000

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**Project Number** - PS-14-02

**Project Title** - Pedestrian and Bicycle Enforcement and Equipment Program

**Project Description** - Award 65 grants of up to \$7,500 each to local police departments to conduct enforcement and education aimed at reducing the incidence of pedestrian and bicycle injuries and fatalities. Equipment and materials will include but not be limited to retro-reflective signage, speed measurement equipment, programmable message boards, or speed boards. EOPSS/HSD will receive prior authorization for all equipment for any single item costing over \$5,000, if applicable. EOPSS/HSD will internally track equipment inventory. 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 Staff** - Bob Kearney and Cindy Campbell

**Project Budget/Source** - \$250,000 of Section 402

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**Project Number** - PS-14-03

**Project Title** - Program Management

**Project Description** - 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 Staff** -Bob Kearney, Cindy Campbell, and Deb Firlit

**Project Budget/Source** - \$34,947 of Section 402

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## Pedestrian and Bicycle: Budget Summary

Project Number	Project Title	Budget	Budget Source
PS-14-01	Pedestrian and Bicycle Media	\$45,000	402
PS-14-02	Pedestrian and Bicycle Enforcement and Equipment Program	\$250,000	402
PS-14-03	Program Management	\$34,947	402
Total all Funds		\$329,947	

### PS-14-02 Pedestrian and Bicycle Enforcement and Equipment Grant

Task	Grant #	Department	Award Amount	Source
PS-14-02	PS-14-02-01	Amesbury	\$ 2,880.00	402
PS-14-02	PS-14-02-02	Amherst	\$ 5,000.00	402
PS-14-02	PS-14-02-03	Arlington	\$ 5,000.00	402
PS-14-02	PS-14-02-04	Attleboro	\$ 4,995.07	402
PS-14-02	PS-14-02-05	Ayer	\$ 2,999.24	402
PS-14-02	PS-14-02-06	Barnstable	\$ 5,000.00	402
PS-14-02	PS-14-02-07	Belmont	\$ 3,000.00	402
PS-14-02	PS-14-02-08	Beverly	\$ 5,000.00	402
PS-14-02	PS-14-02-09	Blandford	\$ 2,817.00	402
PS-14-02	PS-14-02-10	Bourne	\$ 2,928.00	402
PS-14-02	PS-14-02-11	Brewster	\$ 2,964.00	402
PS-14-02	PS-14-02-12	Bridgewater	\$ 3,000.00	402
PS-14-02	PS-14-02-13	Brookline	\$ 5,000.00	402
PS-14-02	PS-14-02-14	Burlington	\$ 3,000.00	402
PS-14-02	PS-14-02-15	Cambridge	\$ 7,500.00	402
PS-14-02	PS-14-02-16	Canton	\$ 2,962.56	402
PS-14-02	PS-14-02-17	Chelmsford	\$ 5,000.00	402
PS-14-02	PS-14-02-18	Chelsea	\$ 5,000.00	402

PS-14-02	PS-14-02-19	Concord	\$ 3,000.00	402
PS-14-02	PS-14-02-20	Danvers	\$ 3,000.00	402
PS-14-02	PS-14-02-21	Dedham	\$ 3,000.00	402
PS-14-02	PS-14-02-22	Dennis	\$ 3,000.00	402
PS-14-02	PS-14-02-23	East Bridgewater	\$ 2,988.00	402
PS-14-02	PS-14-02-24	Fall River	\$ 4,845.36	402
PS-14-02	PS-14-02-25	Falmouth	\$ 5,000.00	402
PS-14-02	PS-14-02-26	Fitchburg	\$ 5,000.00	402
PS-14-02	PS-14-02-27	Harwich	\$ 3,000.00	402
PS-14-02	PS-14-02-28	Hingham	\$ 3,000.00	402
PS-14-02	PS-14-02-29	Holyoke	\$ 5,000.00	402
PS-14-02	PS-14-02-30	Hopkinton	\$ 2,992.00	402
PS-14-02	PS-14-02-31	Hudson	\$ 3,000.00	402
PS-14-02	PS-14-02-32	Hull	\$ 3,000.00	402
PS-14-02	PS-14-02-33	Lowell	\$ 7,500.00	402
PS-14-02	PS-14-02-34	Methuen	\$ 5,000.00	402
PS-14-02	PS-14-02-35	Milford	\$ 3,000.00	402
PS-14-02	PS-14-02-36	Millbury	\$ 2,900.00	402
PS-14-02	PS-14-02-37	Newton	\$ 4,995.84	402
PS-14-02	PS-14-02-38	North Andover	\$ 2,910.00	402
PS-14-02	PS-14-02-39	Norton	\$ 3,000.00	402
PS-14-02	PS-14-02-40	Orleans	\$ 3,000.00	402
PS-14-02	PS-14-02-41	Pittsfield	\$ 4,680.00	402
PS-14-02	PS-14-02-42	Quincy	\$ 5,000.00	402
PS-14-02	PS-14-02-43	Randolph	\$ 5,000.00	402
PS-14-02	PS-14-02-44	Reading	\$ 3,000.00	402
PS-14-02	PS-14-02-45	Revere	\$ 5,000.00	402
PS-14-02	PS-14-02-46	Rockport	\$ 3,000.00	402
PS-14-02	PS-14-02-47	Scituate	\$ 3,000.00	402
PS-14-02	PS-14-02-48	Somerville	\$ 5,000.00	402
PS-14-02	PS-14-02-49	South Hadley	\$ 2,830.70	402
PS-14-02	PS-14-02-50	Stoneham	\$ 3,000.00	402
PS-14-02	PS-14-02-51	Sturbridge	\$ 2,996.49	402
PS-14-02	PS-14-02-52	Taunton	\$ 4,992.00	402
PS-14-02	PS-14-02-53	Walpole	\$ 2,958.00	402
PS-14-02	PS-14-02-54	Wareham	\$ 2,880.00	402
PS-14-02	PS-14-02-55	Webster	\$ 3,000.00	402
PS-14-02	PS-14-02-56	Wellesley	\$ 1,504.00	402
PS-14-02	PS-14-02-57	Wenham	\$ 2,996.00	402
PS-14-02	PS-14-02-58	Westfield	\$ 5,000.00	402

PS-14-02	PS-14-02-59	Westford	\$ 2,970.00	402
PS-14-02	PS-14-02-60	Westminster	\$ 2,910.00	402
PS-14-02	PS-14-02-61	Weymouth	\$ 5,000.00	402
PS-14-02	PS-14-02-62	Williamsburg	\$ 3,000.00	402
PS-14-02	PS-14-02-63	Wilmington	\$ 2,970.00	402
PS-14-02	PS-14-02-64	Worcester	\$ 7,744.80	402
PS-14-02	PS-14-02-65	Yarmouth	\$ 3,000.00	402

# 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

Since FFY 2009, EOPSS/HSD has been using and training traffic safety stakeholders on MassTRAC. This application allows users to obtain aggregate data on a variety of traffic-related statistics by offering a variety of reporting, graphing, and mapping features. The software provides quick and easy user access to crash data, tabulations, maps, and counts of crashes, vehicles, drivers, passengers, and non-motorists. The predefined filters and classifications are designed to support the needs of users with various levels of skill and training, and ad hoc reporting functions allow users to produce custom reports of crash statistics for any subset of records.

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 2013 Section 408 application and 2013 Strategic Plan for Traffic Records Improvements, which was submitted to NHTSA in March 2013, contains extensive 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 2013 Section 405 C funds would be utilized for proposed projects that were prioritized by the METRCC.

During a METRCC meeting, a consensus was reached with agency heads from EOPSS, MassDOT, RMV, MDPH, state and local police representatives, and the MRB that an electronic data capture system is a top priority and they committed to ensuring accurate data are available to make targeted and educated funding decisions using highway safety funds. This system will capture citation, crash, and FAIP data, which will be used to make the Commonwealth's roadways safer.

## **Performance Target**

Traffic Records Performance Target #1 Increase by five per cent 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

Traffic Records Performance Target #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

Traffic Records Performance Target #3 To increase by 10% the number of agencies able to access MassTRAC from 120 in April 2013 to 132 in April 2014

Traffic Records Performance Target #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

Traffic Records Performance Target #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

## **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 2014 Section 405 C Grant application include:

- Percent of crashes that have been geocoded and linked to the roadway file
- 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 NEMESIS compliant software submitting data to MATRIS

## **Strategies**

1. Enhance the workings of the METRCC and TRCC
2. Ensure ongoing implementation of the 2014 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

## Program Area Projects

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**Project Number** - TR-14-01

**Project Title** - MassTRAC

**Project Description** - 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 Staff** - Barbara Rizzuti

**Project Budget/Source** - \$215,000 of Section 402

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**Project Number** - TR-14-02

**Project Title** - MassTRAC/DDACTS Training

**Project Description** - Funds will be provided to the MPTC for additional DDACTS workshops for police departments. First, the MPTC will conduct a three-day DDACTS workshop. Six months later, they will conduct a one-day follow-up workshop to discuss obstacles, successes, challenges, and next steps. The MPTC will also conduct an additional one-day workshop for all departments currently utilizing DDACTS and who attended past workshops to discuss obstacles, successes, challenges, and next steps. Departments that have successfully implemented DDACTS will provide support services for departments working to implement DDACTS. MassTRAC, the web-based tool for use by law enforcement to access crash records, citation and other traffic safety data will be included in the workshops. This task will support all overall performance targets and traffic records performance measure 3.

**Project Staff** - Bob Kearney and Caroline Hymoff

**Project Budget/Source** - \$26,370.90 of Section 402

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**Project Number** - TR-14-03

**Project Title** - FARS

**Project Description** - 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 Staff** - Barbara Rizzuti

**Project Budget/Source** - \$78,000 Per Calendar Year of FARS Cooperative Agreement

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**Project Number** - TR-14-04

**Project Title** - Motor Vehicle Automated Citation and Crash System (MACCS) (formerly known as the Statewide Electronic Data Capture project or "eCitation/eCrash")

**Project Description** - This secure, web-based system will be offered to state and local police departments for the collection of citation, crash, alcohol test refusal, and traffic stop data (fair and impartial policing) data. The MACCS application will be accessible to law enforcement via the CJIS Network. A major goal of the project is to improve the quality of data being collected at the point of capture as well as to improve officer safety by reducing roadside exposure time. The data will be electronically exchanged with the MRB, RMV, and the AOTC as authorized to eliminate existing redundant data entry processes. Funds will be contracted to the EOPSS Program Management Office and will be used for system development and equipment. 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 Staff** - Barbara Rizzuti

**Project Budget/Source** -\$2,912,255 of Section 402 and \$287,745 of Section 408

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**Project Number** - TR-14-05

**Project Title** - Scanning Solution for Police Crash Reports

**Project Description** - 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 Staff** - Barbara Rizzuti

**Project Budget/Source** -\$287,745.32 of Section 408

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**Project Number** - TR-14-06

**Project Title** - E-Submission Project

**Project Description** -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 4.

**Project Staff** - Barbara Rizzuti

**Project Budget/Source** - \$68,351.46 of Section 408

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**Project Number** - TR-14-07

**Project Title** - Improving Crash Data System Location Data Entry/Validation Tables and Inclusion of Police Incident Number in Crash Data

**Project Description** -Funds will be provided to MassDOT to improve the data quality of the road inventory file roadway names to help improve the overall geocoding rate to enhance quality and integration (between roadway and crash) of the data. The Crash Data System will also modify the crash form and the database to include the police incident numbers. This will help to provide an improved feedback loop with state and local police departments to further improve data quality. This is a continuation of an existing project and does not represent any new funds. This task will support traffic records performance target 1.

**Project Staff** - Barbara Rizzuti

**Project Budget/Source** - \$300,000 of Section 408

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**Project Number** - TR-14-08

**Project Title** - Automated Traffic Crash Reporting with GPS Location Identification

**Project Description** – The primary project goal is to enable the Danvers Police Department to electronically capture license and motor vehicle data sets at roadside operations, thereby enhancing officer safety, reducing workload, and enhancing data quality and accuracy, coupled with accurately identifying crash locations and providing more timely transmission of crash reports and citations to stakeholders. EOPSS/HSD will receive prior authorization for all equipment for any single item costing over \$5,000. 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 targets 1 and 4.

**Project Staff** – Barbara Rizzuti

**Project Budget/Source** – \$25,219.40 of Section 408

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**Project Number** – TR-14-09

**Project Title** – Continued Deployment of Trauma Quality Improvements for Crash Injury Reports

**Project Description** – MDPH will submit customized reports to the RMV for FARS analysis and will integrate the State’s Trauma Registry data with pre-hospital EMS data into a routine system performance review process to improve motor vehicle crash survival. 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 continue to grow and promote MATRIS and the trauma registry. 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 2.

**Project Staff** – Barbara Rizzuti

**Project Budget/Source** – \$122,068 of Section 408

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**Project Number** – TR-14-10

**Project Title** – Electronic Crash Reporting and Data Collection

**Project Description** – This project will help the Brookline Police Department improve the timeliness and accuracy of crash data and will funnel all information, crashes, citations, and racial profiling data through one collection point. They will be able to provide more timely transmission of crash reports and citations to stakeholders. EOPSS/HSD will receive prior authorization for all equipment for any single item costing over \$5,000. 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 4.

**Project Staff** - Barbara Rizzuti

**Project Budget/Source** - \$82,500 of Section 408

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**Project Number** - TR-14-11

**Project Title** - Predictive Traffic Analytics Using MassTRAC Data

**Project Description** -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 Staff** - Barbara Rizzuti

**Project Budget/Source** - \$156,845.76 of Section 408

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**Project Number** - TR-14-12

**Project Title** - Boston Vehicle and Pedestrian Accident Information System Enhancement

**Project Description** - Funding will be provided to Boston EMS/Boston Public Health Commission to improve Boston's motor vehicle, bike and pedestrian crash information system by addressing information gaps, inconsistent data gathering and analysis and the lack of usable real time data to guide decisions on traffic safety and transportation policy. 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 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 4.

**Project Staff** - Barbara Rizzuti

**Project Budget/Source** - \$96,720 of Section 408

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**Project Number** - TR-14-13

**Project Title** - Automatic Traffic Crash Reporting with GPS Location Identification (Part 2 of Danvers Police Department's FFY 2011 Application)

**Project Description** - The Danvers Police received \$25,219.42 in 408 funding from the FFY

2011 award process. With this funding, the Danvers Police will purchase hardware and software that will improve roadside collection of quality data that will accurately pinpoint crash locations while reducing time spent at crash scenes. EOPSS/HSD will receive prior authorization for all equipment for any single item costing over \$5,000. 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 4.

**Project Staff** - Barbara Rizzuti

**Project Budget/Source** - \$5,548.05 of Section 408

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**Project Number** - TR-14-14

**Project Title** - Investigation of Improved Linkage Strategy towards the Development of a Central and Uniformed Crash Analysis Database

**Project Description** - 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 Staff** - Barbara Rizzuti

**Project Budget/Source** - \$124,209 of Section 405 C (Depending on METRCC approval and availability of funding)

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**Project Number** - TR-14-15

**Project Title** - Accident Analytics Interface

**Project Description** -Funding will be provided to allow officers of the Newton Police Department to directly input crash information into a web-based system. The application will provide a graphical interface of crash locations and the analysis capability to interrogate the nature and cause of accidents based on location, time of day, weather and other factors. 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. This task will support traffic records performance target 1.

**Project Staff** - Barbara Rizzuti

**Project Budget/Source** - \$83,500 of Section 405 C (Depending on METRCC approval and availability of funding)

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**Project Number** - TR-14-16

**Project Title** - MSP Traffic Crash Quality Assurance Project

**Project Description** -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 4.

**Project Staff** - Barbara Rizzuti

**Project Budget/Source** - \$213,231 of Section 405 C (Depending on METRCC approval and availability of funding)

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**Project Number** - TR-14-17

**Project Title** - Crash Data System Stakeholder Data Improvement Project

**Project Description** - 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. 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 target 4.

**Project Staff** - Barbara Rizzuti

**Project Budget/Source** - \$168,907 of Section 405 C (Depending on METRCC approval and availability of funding)

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**Project Number** - TR-14-18

**Project Title** - 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. 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 4.

**Project Staff** - Barbara Rizzuti

**Project Budget/Source** - \$228,458 of Section 405 C (Depending on METRCC approval and availability of funding)

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**Project Number** - TR-14-19

**Project Title** - Comprehensive Analysis of Accuracy and Completeness of the Crash Data File

**Project Description** - The Center for Leadership in Public Service of Fisher College will help facilitate a Crash Data Improvement Program Assessment, evaluate the RMV crash data file and propose crash system improvements. 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 4.

**Project Staff** - Barbara Rizzuti

**Project Budget/Source** - \$259,500 of Section 405 C (Depending on METRCC approval and availability of funding)

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**Project Number** - TR-14-20

**Project Title** - MATRIS and Trauma Registry Data Accuracy, Completeness, Uniformity and Accessibility

**Project Description** - Massachusetts has not yet started to submit data to the NEMSIS Technical Assistance Center repository. The Office of Emergency Medical Services of MDPH will dedicate technical and human resources to improve infrastructure, necessary data use agreements and begin reporting into this national system as these barriers are diminished. Once this is complete, efforts will continue to address data quality issues and improve the percentage of records eligible for posting to the NEMSIS repository. A data advisory board will be created to identify processes to obtain and improve consistent comprehensive data quality; resources will be leveraged to put these suggestions into practice. 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 5.

**Project Staff** - Barbara Rizzuti

**Project Budget/Source** - \$616,400 of Section 405 C (Depending on METRCC approval and availability of funding)

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**Project Number** - TR-14-21

**Project Title** - Program Management

**Project Description** - 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 Staff** - Barbara Rizzuti, Cindy Campbell, Caroline Hymoff, and Bob Kearney

**Project Budget/Source** - \$103,946 of Section 402

## **Traffic Records: Budget Summary**

<b>Project Number</b>	<b>Project Title</b>	<b>Budget</b>	<b>Budget Source</b>
TR-14-01	MassTRAC	\$215,000	402



TR-14-02	MassTRAC/DDACTS	\$26,370.90	402
TR-14-03	FARS	\$78,000 per calendar year	FARS Cooperative Agreement
TR-14-04	MACCS	\$2,912,255 \$287,745	402 408
TR-14-05	Scanning Solution for Police Crash Reports	\$287,745.32	408
TR-14-06	E-Submission	\$68,351.46	408
TR-14-07	Improving Crash Data System Location Data Entry/Validation Tables and Inclusion of Police Incident Number in Crash Data	\$300,000	408
TR-14-08	Automated Traffic Crash Reporting with GPS Location Identification	\$25,219.40	408
TR-14-09	Continued Deployment of Trauma Quality Improvements for Crash Injury Reports	\$122,068	408
TR-14-10	Electronic Crash Reporting and Data Collection	\$82,500	408
TR-14-11	Predictive Traffic Analytics Using MassTRAC Data	\$156,845.76	408
TR-14-12	Boston Vehicle and Pedestrian Accident Information System Enhancement	\$96,720	408

TR-14-13	Automatic Traffic Crash Reporting with GPS Location Identification	\$5,548.05	408
TR-14-14	Investigation of Improved Linkage Strategy towards the Development of a Central and Uniformed Crash Analysis Database	\$124,209	405 C
TR-14-15	Accident Analytics Interface	\$83,500	405 C
TR-14-16	State Police Traffic Crash Quality Assurance Project	\$213,231	405 C
TR-14-17	Crash Data System Stakeholder Data Improvement Project	\$168,907	405 C
TR-14-18	Boston EMS Cyclist, Pedestrian & Vehicular Accident Information System Enhancement	\$228,458	405 C
TR-14-19	Comprehensive Analysis of Accuracy and Completeness of the Crash Data File	\$259,500	405 C
TR-14-20	MATRIS and Trauma Registry Data Accuracy, Completeness, Uniformity and Accessibility	\$616,400	405 C
TR-14-21	Program Management	\$103,946	402

Total 402 Funds		\$3,257,571.90	
Total all Funds		\$6,462,519.89	

# 8.0 Distracted Driving

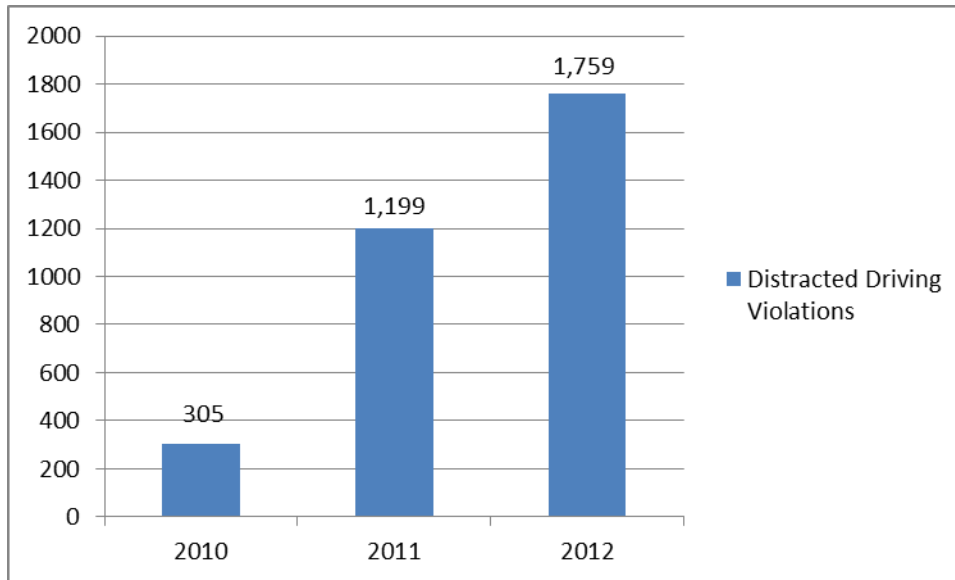
## Problem Identification and Analysis

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 scope of 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. The Massachusetts Safe Driving Law (Chapter 155 of the Acts of 2010) meets each of the qualification requirements of the First-Year Texting-Ban Grant. Although it does not specifically state that violations of this statute are primary offenses, the statute would have included the following language if texting was a secondary offense: “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.” The law with the appropriate provisions highlighted can be found at Distracted Driving attachment A. This law does not address distracted driving questions on the driver’s license test. Distracted driving questions are on the test, however, but the RMV is not required by law to include them on the test.

Figure 8.1 shows the number of mobile device violations in Massachusetts 2010-2012. This violation type did not exist until midway through 2010. Due to the perceived difficulty of enforcing this law, violations for other infractions such as lane violations are sometimes issued instead of this violation.

**Figure 8.1 Mobile Device Violations**



Source: MRB January 2013

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

Other distracted driving data can be found in Table 2.4 and Figure 2.20.

### **Performance Targets**

Distracted Driving Performance Target #1 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

### **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

### **Program Area Projects**

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**Project Number** - DD-14-01

**Project Title** - MSP Distracted Driving Enforcement

**Project Description** - Based on data collected through MassTRAC and task DD-14-02, 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 and may be expanded to local police departments with approval from NHTSA. 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 Staff** - Deb Firlit

**Project Budget/Source** - \$200,000 of Section 405 E

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**Project Number** - DD-14-02

**Project Title** -Texting Demonstration Grant

**Project Description** - Funds will be used for a continuation of the project started in FFY 2013 through a Cooperative Agreement with NHTSA. The MSP will participate in High Visibility Enforcement Mobilizations lasting two to four weeks consisting of enforcement and media activities. The dates of the mobilizations during FFY 2014 will be September 14, 2013-October 18, 2013, June 14, 2014-June 28-2014, and September 13, 2014-October 18, 2014. Enforcement will take place in the region northeast of Boston covered by MSP Troop A-1. This task is supported by CTW Chapter 4 Sections 1.3 and 2.2. This task will support distracted driving performance target 1.

**Project Staff** - Deb Firlit and Cindy Campbell

**Project Budget/Source** - \$223,056 of Cooperative Agreement Funds

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**Project Number** - DD-14-03

**Project Title** - Program Management

**Project Description** - 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 Staff** - Deb Firlit, Cindy Campbell, and Dan DeMille

**Project Budget/Source** - \$48,612 of Section 402

## Distracted Driving: Budget Summary

Project Number	Project Title	Budget	Budget Source
DD-14-01	MSP Distracted Driving Enforcement	\$200,000	405 E
DD-14-02	Texting Demonstration Grant	\$223,056	Cooperative Agreement
DD-14-03	Program Management	\$48,612	402
Total 402 Funds		\$48,612	
Total all funds		\$423,056	

# 9.0 Speed and Aggressive Driving Program Area

## Problem Identification and Analysis

Speed-related fatalities and injuries are a significant highway safety problem often overshadowed by the high-profile attention given to occupant protection and impaired driving at the national and state level. In Massachusetts, 31 percent of crash fatalities were speed-related in 2011, matching the nationwide rate. EOPSS/HSD will continue to treat speeding as a major highway safety program area in FFY 2014 by targeting speed during all traffic enforcement mobilizations and the sustained traffic enforcement program. Funds will also be provided to the MSP for the purchase of LiDAR units.

### *Speed-Related Violations*

Speeding violations declined for several years before increasing in 2012. Aggressive driving violations also decreased for several years but also increased 2012 as shown in Table 9.1.

**Table 9.1 Massachusetts Speeding and Aggressive Driving Violations**

	2008	2009	2010	2011	2012
Speeding Violations <sup>a</sup>	301,374	274,244	241,933	209,883	221,591
Aggressive Driving Violations <sup>b</sup>	183,647	172,462	154,947	132,843	139,010

Source: MRB January 2013

<sup>a</sup> 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)

<sup>b</sup> 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)

Other speeding data can be found in Table 2.4 and Figures 2.20-2.21 above.



## Performance Targets

Speed Performance Target #1 To decrease speed-related fatalities by 5% from 2009-2011 calendar base year average of 88 to 83 by December 31, 2014

Speed Performance Target #2 To increase the number of speeding citations (8,790) during FFY 2012 grant-funded mobilizations by 15% to 10,109 in FFY 2013

## Performance Measures

- Number of speed-related fatalities
- Number of speeding citations issued during grant-funded enforcement activities

## 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

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**Project Number** - SC-14-01

**Project Title** -LiDAR Equipment

**Project Description** - Funds will be provided to the MSP to purchase 250 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. 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** - \$325,000 of Section 402

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**Project Number** - SC-14-02

**Project Title** - Program Management

**Project Description** - 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 Staff** -Deb Firlit and Dan DeMille

**Project Budget/Source** - \$17,780 of Section 402

## **Speed and Aggressive Driving: Budget Summary**

<b>Project Number</b>	<b>Project Title</b>	<b>Budget</b>	<b>Budget Source</b>
SC-14-01	MSP LiDAR	\$325,000	402
SC-14-02	Program Management	\$17,780	402
Total all funds		\$342,780	

# 10.0 Younger and Older Drivers

## **Problem Identification and Analysis**

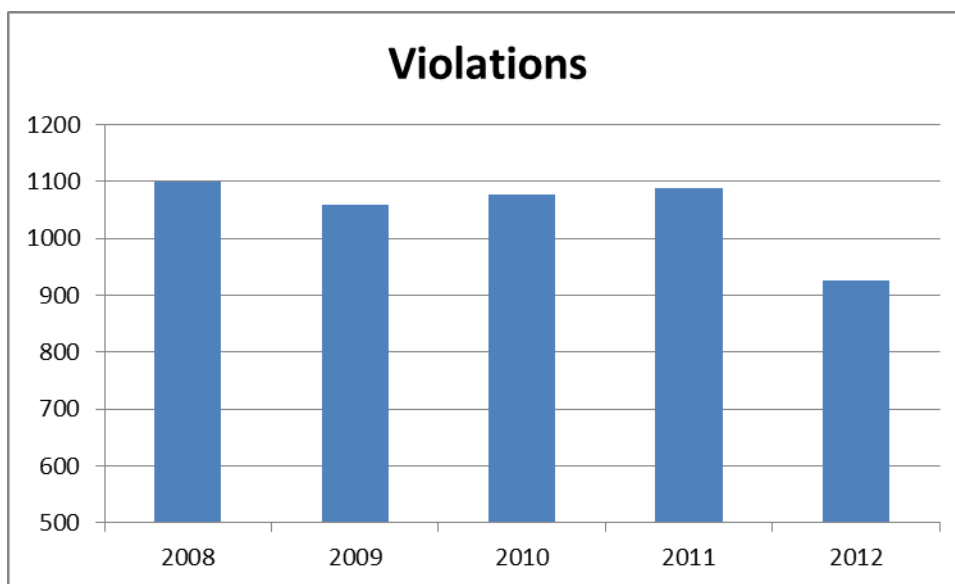
In 2011 fatalities involving younger drivers, ages 16 to 20, accounted for 14 percent of all motor vehicle-related fatalities in Massachusetts while the nationwide rate was 15 percent. The number of fatalities has declined each year since 2007. It has dropped by 42 percent from 81 to 47 since 2007. The nationwide number has declined by 38 percent over the same time period.

Fatalities involving an older driver (age 65+) represented 18 percent of all motor vehicle-related fatalities in Massachusetts in 2011. The nationwide rate was 19 percent. The number of fatalities has dropped 16 percent from 70 to 50 since 2007. However, following the national trend, this number has fluctuated over the time period.

## ***JOL Law Violations***

Figure 10.1 presents JOL law violations issued in Massachusetts between 2007 and 2011. 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. Violations in this area have remained relatively steady since 2008.

**Figure 10.1 JOL Law Violations**



Source: MRB May 2012

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

Note: 2012 data is preliminary

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

As part of the Center for Disease Control’s national surveillance efforts, every two years, the MDPH conducts a survey of Massachusetts youth regarding health and risk-taking behaviors with respect to a variety of topics, including classroom/classmate interactions, use of illegal substances, and motor vehicle safety. Table 10.2 presents data findings from the bi-annual survey of Health and Risk Behaviors of Massachusetts Youth. While seat belt use has improved, driving while impaired has increased from 2009 to 2011.

**Table 10.1 Key Findings from Health and Risk Behavior Survey of Massachusetts Youth**

	2003	2005	2007	2009	2011
Students who Rode with an Intoxicated Driver	27%	27%	26%	27%	N/A
Students who Drove after Drinking in the past 30 days	11%	11%	11%	9%	15%
Students who Never or Rarely Wore a Seat Belt	16%	15%	15%	14%	7%
Students who ever sent Text Messages while Driving	N/A	N/A	N/A	N/A	42%

Source: MDPH June 2012

Other younger and older driver data can be found in Table 2.4 and Figures 2.23-2.25 above

## **Performance Targets**

Younger Driver Performance Target #1 To decrease fatalities involving a younger driver (age 16-20) by 15% from 2009-2011 calendar base year average of 52 to 44 by December 31, 2014

Younger Driver Performance Target #2 To decrease younger driver (ages 15-20) fatalities by 20% from 2007-2011 calendar base year average of 10 to 8 by December 31, 2014

Older Driver Performance Target #1 To decrease older driver (age 65 or older) fatalities by 10% from 2007-2011 calendar base year average of 63 to 57 by December 31, 2014

## **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

Note: While there are no specific Younger and Older Driver tasks, these drivers will be impacted by tasks such as the CIOT and DSGPO Mobilizations and the sustained traffic enforcement program.

# 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

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**Project Number** - PT-14-01

**Project Title** - FAIP

**Project Description** - Provide funds to MPTC to continue efforts established during the past five years to implement recently updated curriculum and conduct up to three FAIP classes at MPTC facilities. The 10-hour curriculum, called "Closing the Gap," will utilize a roundtable discussion format to stimulate conversation among participants. The training sessions will be open to any supervisor currently making the transition from officer to manager or command staff.

**Project Staff** - Bob Kearney and Caroline Hymoff

**Project Budget/Source** - \$4,700 of Section 1906

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**Project Number** - PT-14-02

**Project Title** - Municipal Police Training

**Project Description** - Provide funding to MPTC to conduct up to 13 classes for municipal police departments to improve enforcement of laws pertinent to current traffic safety issues such as speeding, pedestrian and bicyclist safety, and distracted driving. Topics will include Advanced Traffic Crash Investigation, Traffic Crash Investigation, Speed Measurement, and LiDAR training. This task is supported by CTW Chapter 1, Sections 2.1, 2.5, Chapter 2 Section 2.3, Chapter 3 Section 2.2, Chapter 4 Section 1.3, Chapter 8 Section 4.4, and Chapter 9 Section 3.3. This task will support all performance targets.

**Project Staff** - Bob Kearney and Caroline Hymoff

**Project Budget/Source** - \$62,000 of Section 402

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**Project Number - PT-14-03**

**Project Title - LEL**

**Project Description -** Funds will be provided to the MPTC to support a contracted part-time LEL salary. In this capacity, the contract LEL 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. Funds will 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 Staff -** Caroline Hymoff and Bob Kearney

**Project Budget/Source -** \$66,567 of Section 402

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**Project Number - PT-14-04**

**Project Title - MDAA/TSRP**

**Project Description -** 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 Staff -** Dan DeMille

**Project Budget/Source -** \$40,000 of Section 402 and \$95,000 of 410/405 D

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**Project Number - PT-14-05**

**Project Title - Program Management**

**Project Description -** 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 -** Cindy Campbell, Caroline Hymoff, Bob Kearney, and Dan DeMille

**Project Budget/Source -** \$102,010 of Section 402

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## Police Traffic Services: Budget Summary

Project Number	Project Title	Budget	Budget Source
PT-14-01	FAIP	\$4,700	1906
PT-14-02	Municipal Police Training	\$62,000	402
PT-14-03	LEL	\$66,567	402
PT-14-04	MDAA/TSRP	\$40,000	402
		\$95,000	410
PT-14-05	Program Management	\$102,010	402
Total 402 Funds		\$270,577	
Total all Funds		\$370,277	

### ■ 11.2 Planning and Administration Program Areas

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**Project Number** - PA-14-01

**Project Title** - Administration of Statewide Traffic Safety Program

**Project Description** - Plan, implement, monitor, and evaluate programs and projects for the FFY 2014 HSP. Provide required staff salaries, professional development, travel, office space, equipment, materials, and fiscal support. Produce FFY 2013 Annual Report and FFY 2015 HSP.

**Project Staff** - Susan Burgess-Chin, Denise Veiga, and oversight and support staff

**Project Budget/Source** - \$210,000 of Section 402

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**Project Number** - PA-14-02

**Project Title** - Americans with Disabilities Act (ADA) Compliance Services



**Project Description** - 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 Staff** -Robert Kearney

**Project Budget/Source** - \$11,000 total- \$8,000 of Section 402, \$3,000 of Section 2011

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### Planning and Administration: Budget Summary

Project Number	Project Title	Budget	Budget Source
PA-14-01	Administration of Statewide Traffic Safety Program	\$210,000	402
PA-14-02	ADA Compliance Services	\$11,000	\$8,000 402 \$3,000 2011
Total 402 Funds		\$218,000	
Total all Funds		\$221,000	



# 12.0 Highway Safety Plan Cost Summary

The Highway Safety Plan Cost Summary 2014-HSP-1 is provided in this Section as Table 12.1.

Table 12.1 Highway Safety Plan Cost Summary

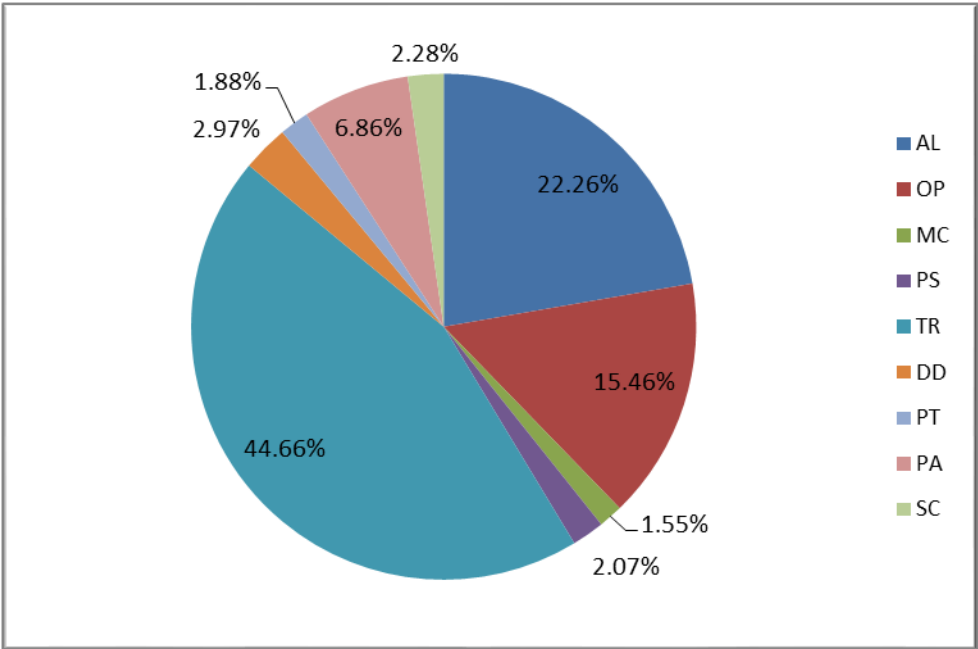
U.S Department of Transportation National Highway Traffic Safety Administration						
HIGHWAY SAFETY PLAN COST SUMMARY						
2014-HSP-1						
State: Massachusetts						Date: June 25, 2013
PROGRAM	APPROVED PROGRAM	STATE/LOCAL	CURRENT	CARRY FORWARD		FEDERAL SHARE
AREA	COSTS	FUNDS	YEAR FUNDS	FUNDS	CURRENT BALANCE	TO LOCAL
<b>NHTSA 402</b>						
<b>Planning and Administration</b>						
PA-2014-PA-14-01	\$ 210,000.00	\$ 218,000.00	\$ 160,000.00	\$ 50,000.00	\$ 210,000.00	
PA-2014-PA-14-02	\$ 8,000.00	\$ -	\$ 4,000.00	\$ 4,000.00	\$ 8,000.00	
<b>Planning and Administration Total</b>	<b>\$ 218,000.00</b>	<b>\$ 218,000.00</b>	<b>\$ 164,000.00</b>	<b>\$ 54,000.00</b>	<b>\$ 218,000.00</b>	<b>\$ -</b>
<b>Alcohol</b>						
AL-2014-AL-14-09	\$ 126,000.00	\$ -	\$ 100,000.00	\$ 26,000.00	\$ 126,000.00	\$ 126,000.00
AL-2014-AL-14-10	\$ 867,400.00	\$ -	\$ 867,400.00		\$ 867,400.00	\$ 867,400.00
AL-2014-AL-14-11	\$ 478,000.00	\$ -	\$ 478,000.00		\$ 478,000.00	\$ 478,000.00
AL-2014-AL-14-12	\$ 210,324.00	\$ -	\$ 100,000.00	\$ 110,324.00	\$ 210,324.00	
<b>Alcohol Total</b>	<b>\$ 1,681,724.00</b>	<b>\$ -</b>	<b>\$ 1,545,400.00</b>	<b>\$ 136,324.00</b>	<b>\$ 1,681,724.00</b>	<b>\$ 1,471,400.00</b>
<b>Motorcycle Safety</b>						
MC-2014-MC-14-02	\$ 20,000.00	\$ 50,000.00	\$ 20,000.00		\$ 20,000.00	
MC-2014-MC-14-03	\$ 45,445.00	\$ -	\$ 20,000.00	\$ 25,445.00	\$ 45,445.00	
<b>Motorcycle Safety Total</b>	<b>\$ 65,445.00</b>	<b>\$ 50,000.00</b>	<b>\$ 40,000.00</b>	<b>\$ 25,445.00</b>	<b>\$ 65,445.00</b>	<b>\$ -</b>
<b>Occupant Protection</b>						
OP-2014-OP-14-02	\$ 225,000.00	\$ 2,000,000.00	\$ 225,000.00		\$ 225,000.00	
OP-2014-OP-14-03	\$ 433,700.00		\$ 433,700.00		\$ 433,700.00	\$ 433,700.00
OP-2014-OP-14-07	\$ 350,000.00		\$ 350,000.00		\$ 350,000.00	\$ 350,000.00
OP-2014-OP-14-08	\$ 25,000.00		\$ 25,000.00		\$ 25,000.00	
OP-2014-OP-14-09	\$ 100,000.00			\$ 100,000.00	\$ 100,000.00	
OP-2014-OP-14-10	\$ 193,286.00		\$ 100,000.00	\$ 93,286.00	\$ 193,286.00	
<b>Occupant Protection Total</b>	<b>\$ 1,326,986.00</b>	<b>\$ 2,000,000.00</b>	<b>\$ 1,133,700.00</b>	<b>\$ 193,286.00</b>	<b>\$ 1,326,986.00</b>	<b>\$ 783,700.00</b>

<b>Pedestrian/Bicycle Safety</b>							
PS-2014-PS-14-01	\$ 20,000.00	\$ -	\$ 10,000.00	\$ 10,000.00	\$ 20,000.00		
PS-2014-PS-14-02	\$ 250,000.00	\$ -	\$ 250,000.00		\$ 250,000.00	\$ 250,000.00	\$ 250,000.00
PS-2014-PS-14-03	\$ 34,947.00	\$ -	\$ 14,947.00	\$ 20,000.00	\$ 34,947.00		
<b>Pedestrian/Bicycle Safety Total</b>	<b>\$ 304,947.00</b>	<b>\$ -</b>	<b>\$ 274,947.00</b>	<b>\$ 30,000.00</b>	<b>\$ 304,947.00</b>		<b>\$ 250,000.00</b>
<b>Police Traffic Services</b>							
PT-2014-PT-14-02	\$ 62,000.00	\$ -	\$ 30,000.00	\$ 32,000.00	\$ 62,000.00		
PT-2014-PT-14-03	\$ 66,567.00	\$ -	\$ 66,567.00		\$ 66,567.00	\$ 66,567.00	\$ 66,567.00
PT-2014-PT-14-04	\$ 40,000.00	\$ -	\$ 20,000.00	\$ 20,000.00	\$ 40,000.00		
PT-2014-PT-14-05	\$ 102,010.00	\$ -	\$ 50,000.00	\$ 52,010.00	\$ 102,010.00		
<b>Police Traffic Services Total</b>	<b>\$ 270,577.00</b>	<b>\$ -</b>	<b>\$ 166,567.00</b>	<b>\$ 104,010.00</b>	<b>\$ 270,577.00</b>		<b>\$ 66,567.00</b>
<b>Traffic Records</b>							
TR-2014-TR-14-01	\$ 215,000.00		\$ 100,000.00	\$ 115,000.00	\$ 215,000.00		
TR-2014-TR-14-02	\$ 26,370.90		\$ 10,000.00	\$ 16,370.90	\$ 26,370.90	\$ 26,370.90	\$ 26,370.00
TR-2014-TR-14-04	\$ 2,912,255.00	\$ 470,000.00		\$ 2,912,255.00	\$ 2,912,255.00	\$ 1,000,000.00	\$ 1,000,000.00
TR-2014-TR-14-21	\$ 103,946.00	\$ -	\$ 50,000.00	\$ 53,946.00	\$ 103,946.00		
<b>Traffic Records Total</b>	<b>\$ 3,257,571.90</b>	<b>\$ 470,000.00</b>	<b>\$ 160,000.00</b>	<b>\$ 3,097,571.90</b>	<b>\$ 3,257,571.90</b>		<b>\$ 1,026,370.00</b>
<b>Speed Management</b>							
SC-2014-SC-14-01	\$ 325,000.00	\$ -	\$ 325,000.00		\$ 325,000.00		
SC-2014-SC-14-02	\$ 17,780.00	\$ -	\$ 7,780.00	\$ 10,000.00	\$ 17,780.00		
<b>Speed Management Total</b>	<b>\$ 342,780.00</b>	<b>\$ -</b>	<b>\$ 332,780.00</b>	<b>\$ 10,000.00</b>	<b>\$ 342,780.00</b>		<b>\$ -</b>
<b>Paid Advertising</b>							
PM-2014-MC-14-02	\$ 25,000.00	\$ -	\$ 25,000.00		\$ 25,000.00		
PM-2014-PS-14-01	\$ 25,000.00	\$ -	\$ 10,000.00	\$ 15,000.00	\$ 25,000.00		
<b>Paid Advertising Total</b>	<b>\$ 50,000.00</b>	<b>\$ -</b>	<b>\$ 35,000.00</b>	<b>\$ 15,000.00</b>	<b>\$ 50,000.00</b>		<b>\$ -</b>
<b>Distracted Driving</b>							
DD-2014-DD-14-03	\$ 48,612.00		\$ 20,000.00	\$ 28,612.00	\$ 48,612.00		
<b>Distracted Driving Total</b>	<b>\$ 48,612.00</b>	<b>\$ -</b>	<b>\$ 20,000.00</b>	<b>\$ 28,612.00</b>	<b>\$ 48,612.00</b>		<b>\$ -</b>
<b>NHTSA 402 Total</b>	<b>\$ 7,566,642.90</b>	<b>\$ 2,738,000.00</b>	<b>\$ 3,872,394.00</b>	<b>\$ 3,694,248.90</b>	<b>\$ 7,566,642.90</b>		<b>\$ 3,598,037.00</b>
<b>405 OP SAFETEA-LU</b>							
K2-2014-OP-14-02	\$ 112,500.00	\$ 1,000,000.00	\$ -	\$ 112,500.00	\$ 112,500.00		
K2-2014-OP-14-03	\$ 216,850.00	\$ -		\$ 216,850.00	\$ 216,850.00		
<b>405 OCCUPANT Protection Total</b>	<b>\$ 329,350.00</b>	<b>\$ 1,000,000.00</b>	<b>\$ -</b>	<b>\$ 329,350.00</b>	<b>\$ 329,350.00</b>		<b>\$ -</b>
<b>405 OP SAFETEA-LU Total</b>	<b>\$ 329,350.00</b>	<b>\$ 1,000,000.00</b>	<b>\$ -</b>	<b>\$ 329,350.00</b>	<b>\$ 329,350.00</b>		<b>\$ -</b>
<b>408 Data Program SAFETEA-LU</b>							
K9-2014-TR-14-04	\$ 287,745.00	\$ 330,000.00		\$ 287,745.00	\$ 287,745.00		
K9-2014-TR-14-05	\$ 287,745.32			\$ 287,745.32	\$ 287,745.32		
K9-2014-TR-14-06	\$ 68,351.46			\$ 68,351.46	\$ 68,351.46		
K9-2014-TR-14-07	\$ 300,000.00			\$ 300,000.00	\$ 300,000.00		
K9-2014-TR-14-08	\$ 25,219.40			\$ 25,219.40	\$ 25,219.40		
K9-2014-TR-14-09	\$ 122,068.00			\$ 122,068.00	\$ 122,068.00		
K9-2014-TR-14-10	\$ 82,500.00			\$ 82,500.00	\$ 82,500.00		
K9-2014-TR-14-11	\$ 156,845.76			\$ 156,845.76	\$ 156,845.76		
K9-2014-TR-14-12	\$ 96,720.00			\$ 96,720.00	\$ 96,720.00		
K9-2014-TR-14-13	\$ 5,548.05			\$ 5,548.05	\$ 5,548.05		
<b>408 Data Program Incentive Total</b>	<b>\$ 1,432,742.99</b>	<b>\$ 330,000.00</b>	<b>\$ -</b>	<b>\$ 1,432,742.99</b>	<b>\$ 1,432,742.99</b>		<b>\$ -</b>
<b>408 Data Program SAFETEA-LU Total</b>	<b>\$ 1,432,742.99</b>	<b>\$ 330,000.00</b>	<b>\$ -</b>	<b>\$ 1,432,742.99</b>	<b>\$ 1,432,742.99</b>		<b>\$ -</b>
<b>410 Alcohol SAFETE-LU</b>							
K8-2014-AL-14-01	\$ 12,500.00			\$ 12,500.00	\$ 12,500.00		
K8-2014-AL-14-02	\$ 550,000.00	\$ 3,000,000.00		\$ 550,000.00	\$ 550,000.00		
K8-2014-AL-14-03	\$ 53,000.00			\$ 53,000.00	\$ 53,000.00		
K8-2014-AL-14-04	\$ 75,000.00			\$ 75,000.00	\$ 75,000.00		

K8-2014-AL-14-05	\$	12,500.00			\$	12,500.00	\$	12,500.00		
K8-2014-AL-14-06	\$	50,000.00			\$	50,000.00	\$	50,000.00		
K8-2014-AL-14-07	\$	20,821.31			\$	20,821.31	\$	20,821.31		
K8-2014-AL-14-08	\$	25,500.00			\$	25,500.00	\$	25,500.00		
K8-2014-PT-14-04	\$	47,500.00			\$	47,500.00	\$	47,500.00		
<b>410 Alcohol SAFETEA-LU Total</b>	<b>\$</b>	<b>846,821.31</b>	<b>\$</b>	<b>3,000,000.00</b>	<b>\$</b>	<b>-</b>	<b>\$</b>	<b>846,821.31</b>	<b>\$</b>	<b>-</b>
<b>410 Alcohol SAFETEA-LU Paid Media</b>										
K8PM-2014-al-14-01	\$	50,000.00			\$	50,000.00	\$	50,000.00		
<b>410 Alcohol SAFETEA-LU Paid Media Total</b>	<b>\$</b>	<b>50,000.00</b>	<b>\$</b>	<b>-</b>	<b>\$</b>	<b>-</b>	<b>\$</b>	<b>50,000.00</b>	<b>\$</b>	<b>-</b>
<b>410 Alcohol SAFETEA-LU Total</b>	<b>\$</b>	<b>896,821.31</b>	<b>\$</b>	<b>3,000,000.00</b>	<b>\$</b>	<b>-</b>	<b>\$</b>	<b>896,821.31</b>	<b>\$</b>	<b>-</b>
<b>2010 Motorcycle Safety</b>										
K6-2014-MC-14-01	\$	6,000.00			\$	6,000.00	\$	6,000.00		
<b>2010 Motorcycle Safety Incentive Total</b>	<b>\$</b>	<b>6,000.00</b>	<b>\$</b>	<b>-</b>	<b>\$</b>	<b>-</b>	<b>\$</b>	<b>6,000.00</b>	<b>\$</b>	<b>-</b>
<b>2010 Motorcycle Safety Total</b>	<b>\$</b>	<b>6,000.00</b>	<b>\$</b>	<b>-</b>	<b>\$</b>	<b>-</b>	<b>\$</b>	<b>6,000.00</b>	<b>\$</b>	<b>-</b>
<b>2011 Child Seats</b>										
K3-2014-OP-14-04	\$	94,500.00	\$	75,000.00		\$	94,500.00	\$	94,500.00	
K3-2014-OP-14-05	\$	150,000.00	\$	15,000.00		\$	150,000.00	\$	150,000.00	
K3-2014-OP-14-06	\$	10,000.00				\$	10,000.00	\$	10,000.00	
K3-2014-PA-14-02	\$	3,000.00				\$	3,000.00	\$	3,000.00	
<b>2011 Child Seat Incentive Total</b>	<b>\$</b>	<b>257,500.00</b>	<b>\$</b>	<b>90,000.00</b>	<b>\$</b>	<b>-</b>	<b>\$</b>	<b>257,500.00</b>	<b>\$</b>	<b>-</b>
<b>2011 Child Seats Total</b>	<b>\$</b>	<b>257,500.00</b>	<b>\$</b>	<b>90,000.00</b>	<b>\$</b>	<b>-</b>	<b>\$</b>	<b>257,500.00</b>	<b>\$</b>	<b>-</b>
<b>1906 Prohibit Racial Profiling</b>										
K10-2014-PT-14-01	\$	4,700.00	\$	1,200.00		\$	4,700.00	\$	4,700.00	
<b>1906 Prohibit Racial Profiling Total</b>	<b>\$</b>	<b>4,700.00</b>	<b>\$</b>	<b>1,200.00</b>	<b>\$</b>	<b>-</b>	<b>\$</b>	<b>4,700.00</b>	<b>\$</b>	<b>-</b>
<b>MAP 21 405b OP Low</b>										
M2HVE-2014-OP-14-02	\$	112,500.00	\$	750,000.00	\$	112,500.00		\$	112,500.00	
M2HVE-2014-OP-14-03	\$	216,850.00			\$	216,850.00		\$	216,850.00	
<b>405b Low HVE Total</b>	<b>\$</b>	<b>329,350.00</b>	<b>\$</b>	<b>750,000.00</b>	<b>\$</b>	<b>329,350.00</b>	<b>\$</b>	<b>-</b>	<b>\$</b>	<b>329,350.00</b>
<b>405b Low Public Education</b>										
M2PE-2014-OP-14-01	\$	155,000.00			\$	155,000.00		\$	155,000.00	
<b>405b Low Public Education Total</b>	<b>\$</b>	<b>155,000.00</b>	<b>\$</b>	<b>-</b>	<b>\$</b>	<b>155,000.00</b>	<b>\$</b>	<b>-</b>	<b>\$</b>	<b>-</b>
<b>MAP 21 405b OP Low Total</b>	<b>\$</b>	<b>484,350.00</b>	<b>\$</b>	<b>750,000.00</b>	<b>\$</b>	<b>484,350.00</b>	<b>\$</b>	<b>-</b>	<b>\$</b>	<b>-</b>
<b>MAP 21 405c Data Program</b>										
M3DA-2014-TR-14-14	\$	124,209.00			\$	124,209.00		\$	124,209.00	
M3DA-2014-TR-14-15	\$	83,500.00			\$	83,500.00		\$	83,500.00	
M3DA-2014-TR-14-16	\$	213,231.00			\$	213,231.00		\$	213,231.00	
M3DA-2014-TR-14-17	\$	168,907.00			\$	168,907.00		\$	168,907.00	
M3DA-2014-TR-14-18	\$	228,458.00			\$	228,458.00		\$	228,458.00	
M3DA-2014-TR-14-19	\$	259,500.00			\$	259,500.00		\$	259,500.00	
M3DA-2014-TR-14-20	\$	616,400.00	\$	424,000.00	\$	616,400.00		\$	616,400.00	
<b>405c Data Program Total</b>	<b>\$</b>	<b>1,694,205.00</b>	<b>\$</b>	<b>424,000.00</b>	<b>\$</b>	<b>1,694,205.00</b>	<b>\$</b>	<b>-</b>	<b>\$</b>	<b>-</b>
<b>MAP 21 405c Data Program Total</b>	<b>\$</b>	<b>1,694,205.00</b>	<b>\$</b>	<b>424,000.00</b>	<b>\$</b>	<b>1,694,205.00</b>	<b>\$</b>	<b>-</b>	<b>\$</b>	<b>-</b>
<b>MAP 21 405d Impaired Driving Low</b>										
M6OT-2014-AL-14-01	\$	62,500.00			\$	62,500.00		\$	62,500.00	
M6OT-2014-AL-14-02	\$	550,000.00	\$	3,000,000.00	\$	550,000.00		\$	550,000.00	
M6OT-2014-AL-14-03	\$	53,000.00			\$	53,000.00		\$	53,000.00	
M6OT-2014-AL-14-04	\$	75,000.00			\$	75,000.00		\$	75,000.00	
M6OT-2014-AL-14-05	\$	12,500.00			\$	12,500.00		\$	12,500.00	
M6OT-2014-AL-14-06	\$	50,000.00			\$	50,000.00		\$	50,000.00	
M6OT-2014-AL-14-07	\$	20,821.31			\$	20,821.31		\$	20,821.31	
M6OT-2014-AL-14-08	\$	25,500.00			\$	25,500.00		\$	25,500.00	
M6OT-2014-PT-14-04	\$	47,500.00			\$	47,500.00		\$	47,500.00	
<b>405d Low Other Based on Problem ID Total</b>	<b>\$</b>	<b>896,821.31</b>	<b>\$</b>	<b>3,000,000.00</b>	<b>\$</b>	<b>896,821.31</b>	<b>\$</b>	<b>-</b>	<b>\$</b>	<b>-</b>
<b>MAP 21 405d Impaired Driving Low Total</b>	<b>\$</b>	<b>896,821.31</b>	<b>\$</b>	<b>3,000,000.00</b>	<b>\$</b>	<b>896,821.31</b>	<b>\$</b>	<b>-</b>	<b>\$</b>	<b>-</b>

<b>MAP 21 405E Distracted Driving Total</b>						
M8DDLE-2014-DD-14-01	\$ 200,000.00	\$ 50,000.00	\$ 200,000.00		\$ 200,000.00	
<b>405e DD Law Enforcement Total</b>	<b>\$ 200,000.00</b>	<b>\$ 50,000.00</b>	<b>\$ 200,000.00</b>	<b>\$ -</b>	<b>\$ 200,000.00</b>	<b>\$ -</b>
<b>MAP 21 405E Distracted Driving Total</b>	<b>\$ 200,000.00</b>	<b>\$ 50,000.00</b>	<b>\$ 200,000.00</b>	<b>\$ -</b>	<b>\$ 200,000.00</b>	<b>\$ -</b>
<b>MAP21 405f Motorcycle Programs</b>						
M9MT-2014-MC-14-01	\$ 81,500.00		\$ 81,500.00		\$ 81,500.00	
<b>405f Motorcyclist Training Total</b>	<b>\$ 81,500.00</b>	<b>\$ -</b>	<b>\$ 81,500.00</b>	<b>\$ -</b>	<b>\$ 81,500.00</b>	<b>\$ -</b>
<b>405f Motorcyclist Awareness</b>						
M9MA-2014-MC-14-01	\$ 87,500.00		\$ 87,500.00		\$ 87,500.00	
<b>405f Motorcyclist Awareness Total</b>	<b>\$ 87,500.00</b>	<b>\$ -</b>	<b>\$ 87,500.00</b>	<b>\$ -</b>	<b>\$ 87,500.00</b>	<b>\$ -</b>
<b>MAP21 405f Motorcycle Programs Total</b>	<b>\$ 169,000.00</b>	<b>\$ -</b>	<b>\$ 169,000.00</b>	<b>\$ -</b>	<b>\$ 169,000.00</b>	<b>\$ -</b>
<b>NHTSA TOTAL</b>	<b>\$ 13,938,133.51</b>	<b>\$ 11,383,200.00</b>	<b>\$ 7,316,770.31</b>	<b>\$ 6,621,363.20</b>	<b>\$ 13,938,133.51</b>	<b>\$ 3,598,037.00</b>
<b>TOTAL</b>	<b>\$ 13,938,133.51</b>	<b>\$ 11,383,200.00</b>	<b>\$ 7,316,770.31</b>	<b>\$ 6,621,363.20</b>	<b>\$ 13,938,133.51</b>	<b>\$ 3,598,037.00</b>

The pie chart shows the planned funding distribution by program area for FFY 2014.



## 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 (MasTRAC)  
Massachusetts Traffic Records Coordinating Committee (TRCC)  
Merit Rating Board (MRB)  
Moving Ahead for Progress in the 21<sup>st</sup> 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)