

## Executive-Level Traffic Records Coordinating Committee (ETRCC) Meeting Minutes

<b>Date/Time</b>	January 21, 2025, 10 to 11 am	
<b>Chair</b>	<b>Kerry Collins</b> , EOPSS Undersecretary for Forensic Science and Technology & ETRCC Chair	
<b>Participants</b>	<b>Sandy Amoakohene - VM</b> , Alternate, Central MA Planning Commission <b>Richard Bates</b> , Federal Motor Carrier Safety Administration <b>Neil Boudreau - VM</b> , MassDOT/Highway Division <b>Lt. Eric Bernstein - VM</b> , Alternate, MA State Police <b>Kerry Collins - VM</b> , EOPSS and ETRCC Chair <b>Joe Demers</b> , Department of Criminal Justice Information Services <b>John Fabiano</b> , OGR/Highway Safety <b>Bob Frey - VM</b> , Alternate, MassDOT/Office of Transportation Planning <b>Jamie Gagnon - VM</b> , Department of Criminal Justice Information Services	<b>Adrian Hatch</b> , EOPSS Legal Assistant/Program Coordinator <b>Jeanne Hathaway</b> , MDPH/Bureau of Community Health and Prevention <b>Julia Lane - VM</b> , MDPH/Bureau of Community Health and Prevention <b>Susan Lewis - VM</b> , MDPH/Bureau of Health Care Safety and Quality/OEMS <b>Samantha Riley</b> , MDPH/Bureau of Community Health and Prevention <b>Sonja Singleton - VM</b> , MassDOT/Merit Rating Board <b>Bob Smith - VM</b> , OGR/Highway Safety and ETRCC Vice Chair <b>Kevin Stanton</b> , OGR Executive Director <b>Jake Viola - VM</b> , EOTSS  VM = Voting Member
<b>Location</b>	Microsoft Teams Meeting	

### *1. Welcome and Introductions (Kerry Collins)*

Kerry welcomed participants and reminded them this was a virtual meeting being held in compliance with the Massachusetts Open Meeting Law requirements.

Kerry conducted a roll call to confirm who was present on the call. She noted that since nothing was being voted on today, we did not need a quorum. Still, 10 out of 15 voting ETRCC members or alternates were on the call.

### *2. Review and vote on draft of 7/30/2024 ETRCC Meeting Minutes (Kerry)*

Kerry noted the draft minutes for the ETRCC's 7/30/24 meeting had been circulated to the membership for review before the meeting. She asked if anyone had requested

edits, then provided a final opportunity for review. Given no member requested further changes, Kerry indicated the minutes were unanimously adopted.

### ***3. OGR update on FY25 405c projects and upcoming 405c-funded Availability of Grant Funds (Bob Smith)***

All 6 projects for the current federal fiscal year (FFY) 2025 have been executed and will likely present updates on their progress during the next meeting.

- Abington Police Department: \$40,000 for Mobile Computing Solutions
- Ipswich Police Department: \$12,287 for Vulnerable Road Users Crash Safety Data Exchange Program
- Lawrence Police Department: \$273,603 for Traffic Control Improvement
- MA State Police: \$132,750 for Improving Data Accuracy from the Scenes of Motor Vehicle Crashes
- MA State Police: \$79,459 for Enhancing Efficiency Data
- UMassSafe: \$383,435 for Massachusetts Law Enforcement Crash Report E-Manual Data Tool: Vulnerable Road User Integration

OGR has transitioned from releasing two AGFs per year to one. This will help alleviate the procedural burden for applicants and ensure awarded agencies can hit the ground running on 10/1, the start of the federal fiscal year. OGR plans to release the FFY26 AGF by March 14, 2025; OGR expects to have approximately \$900,000 in funding made available.

Bob introduced John Fabiano as the new State Traffic Records Coordinator. John is a seasoned grants management veteran at OGR who looks forward to his foray into the world of traffic records.

### ***5. Presentations on recent and current 405c projects (Bob and presenters)***

- **Merit Rating Board, Accessible Citation Data Portal**  
**Sonja Singleton**

Sonja reported that the MRB is currently undergoing full pressure testing of the Portal, and they expect a soft launch in March with a full launch by the end of April. Following the full rollout, the MRB will meet with key stakeholders to solicit feedback. Citation data will still be retrievable via public records requests, but the Portal will live on Mass.gov and be able to provide statewide data in real-time. The portal will not feature any personally identifiable information (PII). Jeanne Hathaway asked if the data will be downloadable in order to sync with the Crash Data System, Sonja stated that she would have to confirm but that the portal will be customizable per the dashboard and the needs of the individual/agency.

- **DCJIS, Motor Vehicle Automated Citation and Crash System (MACCS), Joe Demers - see related PP slides**

Since taking over the MACCS project 6 years ago, DCJIS has utilized 405c funding to provide printers and training to 315 law enforcement agencies, and with 10 agencies purchasing their own printers, there are now 325 agencies participating in MACCS. Outreach has been conducted to all other eligible agencies and DCJIS is presently working with 4 agencies that are pending training/deployment.

Joe highlighted that nearly 3 million citations have been entered into MACCS, and while the number of crash reports being entered into the system nearly doubled in 2024, e-crash reporting remains low with room for improvement. Based on feedback, this is mainly due to MACCS not having a crash diagram tool embedded. Neil Boudreau asked if DCJIS had any plans to submit a future 405c grant proposal to add diagram capability to MACCS. Joe stated this is something on his radar that he continues to discuss with his team, but that DCJIS is currently focused on working with their partners and stakeholders to update offense codes and modernizing the MACCS application.

- **MDPH, Crash Related Injury Surveillance System Data: Analysis of Injured Drivers Identified as Speeding Jeanne Hathaway - see related PP slides**

This project was supported by 405c funds and focused on crash, hospital, and driver data from FFY 2017-2019 with the objectives to (1) identify driver and crash characteristics associated with being identified as speeding among all injured drivers as well as (2) identify the percentage of drivers identified as speeding who were ultimately found responsible for speeding, and whether this differed by race/ethnicity; and (3) determine the percentage of drivers who had an at-fault crash in the following 3 years and whether this differed by whether the driver was found responsible for speeding among injured drivers identified as speeding. Jeanne noted the analysis was completed over a year ago and was presented to the Massachusetts Traffic Safety Coalition last June. The analysis produced the following findings (*full analysis and findings can be found in the attached slide deck*):

- (Objective 1) - 5.2% of injured drivers (4,319 of 83,825 drivers) who crashed between Oct. 2016 – Sep. 2019 were identified as speeding by law enforcement.
  - Speeding drivers were 3x as likely to have sustained a fatal injury and over 2x as likely to have required hospitalization.
  - Male drivers accounted for 64.5%; 69.6% of drivers were age 34 or younger; 64.6% were identified as White, non-Hispanic/non-Latinx.
  - 62.3% were documented to have been wearing a seatbelt.
- (Objective 2) – Of 4,278 nonfatally injured drivers identified as speeding in the index crash by law enforcement, about 1 in 7 (14.4%) were found responsible for speeding; drivers who had a complete speeding violation code, about 1 in 4 (27.7%) were found responsible for speeding.

- These percentages may be low due in part to the lack of evidence obtained after a crash occurred.
- (Objective 3) – Of the 4,278 injured drivers identified as speeding in the index crash, 1 in 5 (20.1%) were involved in at least one at-fault crash during the subsequent 3 years following the index crash.
  - 16.3% were involved in just one at-fault crash in the subsequent 3 years
  - 3.8% were involved in 2 or more at-fault crashes in the subsequent 3 years

**6. *New business/upcoming event announcements/next meeting (Kerry)***

Bob Smith mentioned that the Association of Transportation Safety Information Professionals' (ATSIP) 50<sup>th</sup> Annual Traffic Records Forum will be held in Boston July 6-9, 2025. The link to register is: [2025 Traffic Records Forum - ATSIIP - Association of Transportation Safety Information Professionals](#). For those interested in attending, early bird registration is open now and costs \$875, there are also volunteer opportunities (in lieu of paying registration) available thanks to Bonnie Polin and those interested can contact Bob to inquire more.

**The next meeting will be held on Tuesday, May 20, 2025, at 11AM and will be held virtually.**