

**Annual Report**  
**FFY 2021**  
**Massachusetts Office of Grants and Research**  
**Highway Safety Division**

Executive Office of Public Safety and  
Security Office of Grants and Research  
Highway Safety Division  
10 Park Plaza, Suite 3720-A Boston, MA 02116  
[www.mass.gov/highwaysafety](http://www.mass.gov/highwaysafety)



Charles D. Baker, Governor  
Karyn Polito, Lt. Governor  
Terrence Reidy, Secretary of Public Safety and  
Security  
Kevin Stanton, Executive Director, Office of  
Grants and Research



**Annual Report Contact**

Jeff Larason, Director, Highway Safety Division  
[jeff.larason@mass.gov](mailto:jeff.larason@mass.gov)  
617.725.3307

## Table of Contents

Message from the Director	<i>ii</i>
Executive Summary	1
FFY 2021 Traffic Fatalities Analysis and TSEP Review	3
Impaired Driving	12
Occupant Protection	20
Speeding and Distracted Driving	27
Higher-Risk Transportation System Users	32
Traffic Records	37
Police Traffic Services and Support	48
FFY 2021 Performance Targets, Results and Analysis	56
Financial Summary and Distribution of Funds	75
Acronym Glossary	76

## **Message from the Director**

The Massachusetts Office of Grants and Research (OGR) Highway Safety Division is pleased to present the Fiscal Year 2021 Annual Report. This Report serves as the Commonwealth's evaluation of the 2021 Highway Safety Plan (HSP). The Annual Report is our opportunity to assess the past year, celebrate successes, performance target attainment, and identify opportunities for improvements in the coming year.

Highway safety initiatives and Highways Safety Division (HSD) program activities in FFY 2021 were significantly affected by the global COVID-19 pandemic. Vehicle miles traveled were reduced, particularly early in the year. Instances of speeding remained high as well. Additionally, many HSD program activities were paused, reduced, or canceled to focus resources on the pandemic response. Seat belt use continues to be a primary focus of HSD as the Massachusetts seat belt use rate has been low, and this year's numbers have shown a further decline. Many of the educational and informational elements typically conducted by HSD were curtailed.

Despite the effects of the pandemic, HSD staff continued to focus resources on other programmatic activities such as police enforcement which continued with minimal alteration.

The entire Highway Safety Division (HSD) staff has worked closely with safety partners to conduct problem identification, identify priority focus areas, select realistic performance measures, and identify and implement proven countermeasures. The Annual Report reviews the yearly progress on implementing the Massachusetts HSP and documents the use of grant funding administered by the National Highway Traffic Safety Administration (NHTSA) for funds available under the Section 402 Highway Safety grant program.

I am very proud of the work that has been done to keep Massachusetts one of, if not the safest state in the country to drive. I extend my gratitude to all of our partners across the state that made this possible. We will continue to strive to reduce crashes, injuries, and loss of life to keep Massachusetts roadways amongst the safest in the country. To that end, we will focus on thoughtful traffic safety data analysis and the use of identified best practice countermeasures to continue to tackle the challenges that lie ahead.



Jeff Larason  
Highway Safety Division Director  
Office of Grants and Research  
December 31, 2021

## **Executive Summary**

### **FFY 2021 Highlights**

- For FFY 2021 (October 1, 2020, to September 30, 2021), EOPSS/OGR/HSD successfully applied for and received \$9,367,970.64 in FAST Act (Fixing America's Surface Transportation) funding from NHTSA. Utilizing the funds received, EOPSS/OGR/HSD implemented projects focused on Occupant Protection, Alcohol Enforcement/Impaired Driving, Pedestrian/Bicyclist Safety, Motorcyclist Safety, Traffic Records Data Improvement, Police Training, and overall program management.
- The 2021 Child Passenger Safety (CPS) Equipment Grant was awarded to 43 subrecipients, including local police, fire departments, and regional hospitals. Subrecipients purchased over 2,000 federally-approved child safety seats and distributed 561 of these new seats to low-income families, and conducted 1,260 car seat checks and installations for communities across Massachusetts.
- During FFY 2021, the Statewide CPS Administration and Training vendor, Baystate Medical Center, organized eight training classes on CPS-related topics that led to 121 new CPS technicians and renewed certification for 12 technicians.
- During FFY 2021, local police departments participated in impaired driving (Drive Sober or Get Pulled Over), distracted driving (DD), speeding (Speed Management), and occupant protection (Click It or Ticket) mobilizations. These mobilizations resulted in 17,559 hours of enforcement patrols, which led to 50,230 motor vehicle stops and 14,167 citations being issued.
- In FFY 2021, funding allowed Massachusetts State Police (MSP) to conduct over 8,000 hours of high-visibility enforcement, 12 sobriety checkpoints, and 27 saturation patrols resulting in 8,014 citations issued. Speeding and safety belt violations were the most common citations issued, accounting for over two-thirds of citations.
- EOPSS/OGR/HSD ran a television PSA over August and September, featuring law enforcement leaders and traffic safety advocates reminding drivers to adhere to traffic laws as COVID-19 restrictions ease. The 30-second message stressed seat belt usage, sober driving, and keeping the speed within the set limit for the road. It was run in Boston and Springfield's television markets and produced 32.7 million impressions.

### **Joining EOPSS/OGR/HSD**

There were no new hires during FFY 2021.

### **Leaving EOPSS/OGR/HSD**

There were no employees that departed during FFY 2021.

### **Key Dates and Activities During FFY 2021**

December 31, 2020 – FFY 2020 Annual Report submitted to NHTSA

December 2020 to January 2021 – Local DSOGPO Mobilization

March 2021 – Local and MSP Speed Enforcement Mobilization

April 2021 – Local and MSP Distracted Driving Mobilization

May 2021 – Local and MSP CIOT Mobilization

June 2021 – Statewide Seat Belt Observation Survey

July 1, 2021 – FFY 2022 Highway Safety Plan submitted to NHTSA

August to September 2021 – Local and MSP DSOGPO Mobilization

### **Note on Data for the FFY 2021 Annual Report**

For the Annual Report, EOPSS/OGR/HSD relied primarily on 2016 to 2020 trend data and, whenever available, 2021 data. The Fatality Analysis Reporting System (FARS) data used in the Performance Data section is preliminary for 2019. 2019, 2020, and 2021 data derived from the MassDOT IMPACT portal are preliminary. Once the FARS and MassDOT data is final, which typically occurs in the first half of 2022, the numbers may differ from what is provided in this report.

## FFY 2021 Traffic Fatalities Analysis and TSEP Review

The FAST Act requires a state's Annual Report to summarize traffic safety enforcement program (TSEP) activities in support of the enforcement plan detailed in the state's FFY Highway Safety Plan.

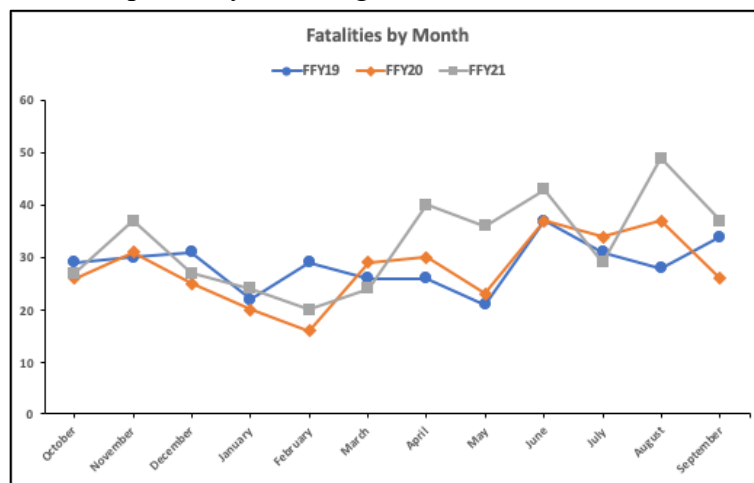
During FFY 2021, funding was provided in Massachusetts for various grants to state, municipal, and regional non-profit agencies with a traffic safety focus. The funding distributed to subrecipients aims to improve traffic safety through enforcement and effective messaging of all roadway users, including drivers, passengers, motorcyclists, pedestrians, and bicyclists. Although some COVID-19 restrictions and mandates remained in place, EOPSS/OGR/HSD and its subrecipients could utilize more funding and conduct more activities throughout FFY 2021 compared to FFY 2020.

For FFY 2021, HSD made every effort to reach out to all communities affected by fatal crashes in 2019 and 2020 and make them aware of the funding opportunities available to help improve traffic safety in their respective towns. With the pandemic lockdowns and restrictions seemingly in the rear view, local and state agencies have a renewed desire to improve traffic safety across the Commonwealth. Critical programs offered in FFY 2021 were aimed at reducing fatalities caused by undesirable roadway behaviors such as failure to wear a seat belt, failure to use a government-approved child safety seat, failure to keep eyes on the road, and use of alcohol and/or drugs before getting behind a wheel.

During FFY 2021, travel restrictions due to COVID-19 were slowly lifted, and people were involved in more pre-pandemic activities. As a result, more motor vehicles were on the roadways, leading to a higher traffic fatality count for FFY 2021 compared to FFY 2020 and FFY 2019.

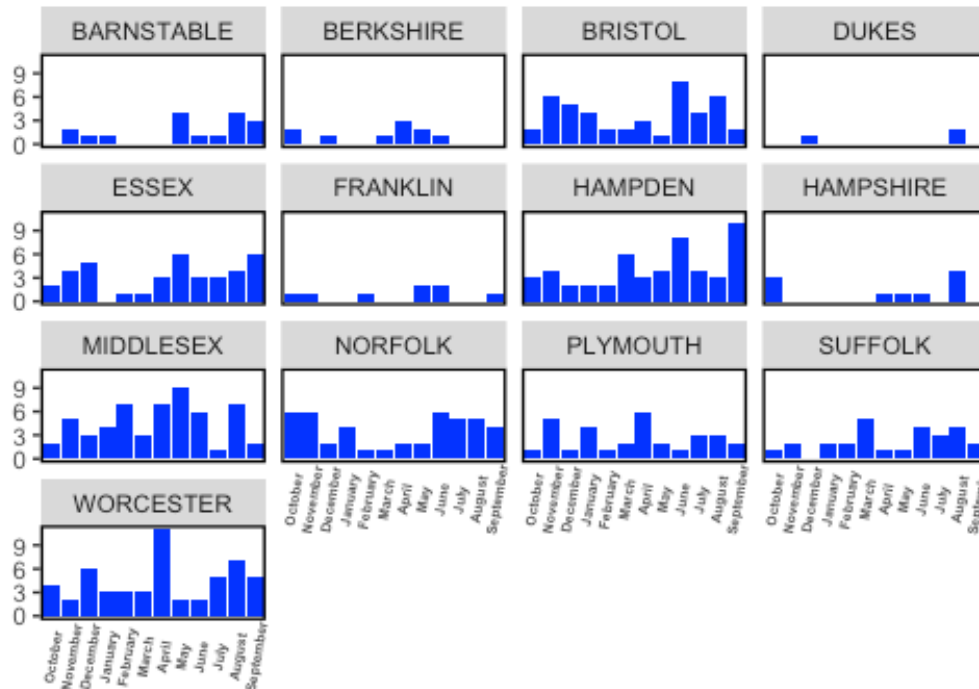
<b>Total MV Traffic Fatalities</b>	<b>Oct – Dec</b>	<b>Jan – Sept</b>	<b>Total</b>
FFY 2019 (Oct 2018 – Sept 2019)	90	254	344
FFY 2020 (Oct 2019 – Sept 2020)	82	252	334
FFY 2021 (Oct 2020 – Sept 2021)	91	302	393

FFY 2021 followed a similar track to FFY 2019 and FFY 2020 but diverged to the two previous FFY with much higher fatality counts in April, May, and August.



Except for Nantucket, traffic fatalities were reported in all counties across Massachusetts in FFY 2021. Middlesex led all counties with 56 deaths, followed by Worcester (53), Hampden (51), Bristol (45), and Norfolk (44) to round out the top five. These counties accounted for 63% of the traffic fatalities from October 1, 2020, to September 30, 2021. The chart below breaks down each county's fatalities by month during FFY 2021. More than half of all fatalities for each county took place during the second half of FFY 2021 (April 1 to September 30). From October to March, an average of 27 fatalities per month was much higher from April to September, with an average of 39 deaths per month.

FFY 2021 Traffic Fatalities by Month

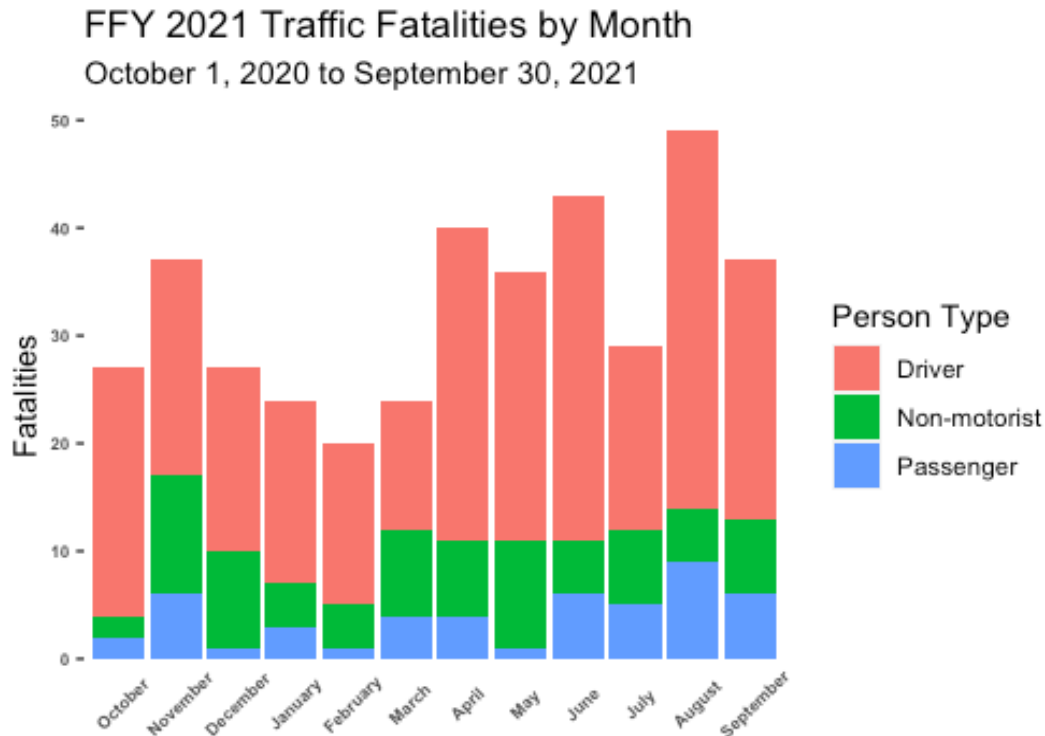


For FFY 2021, the top five communities (county) for traffic fatalities were:

- Boston (Suffolk) – 23 fatalities
- Springfield (Hampden) – 19 fatalities
- Fall River (Bristol) – 11 fatalities
- New Bedford (Bristol) – 10 fatalities
- Lowell (Middlesex) – 9 fatalities

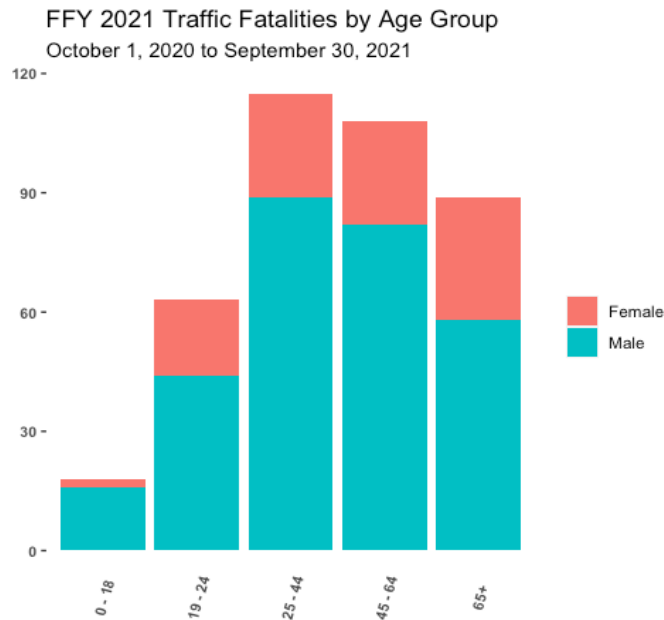
These five communities accounted for 18% of all fatalities reported during FFY 2021. Overall, 172 different towns and cities had at least one traffic fatality, representing nearly half of all communities in Massachusetts. Of the 393 deaths in FFY 2021, drivers had the most deaths among the three main roadway users – drivers, passengers, and non-motorists (pedestrians, bicyclists, etc.), with 266 fatalities. Non-motorists were second with 79, and passengers last with 48.

In FFY 2021, drivers accounted for 68% (266 of 393) of all traffic fatalities, while non-motorist (pedestrians, bicyclists) represented 20% (79 of 393) and passengers, 12% (48 of 393). Over 60% of fatalities took place between April and September for both drivers and passengers. Non-motorist had 52% of their fatalities during this same period.

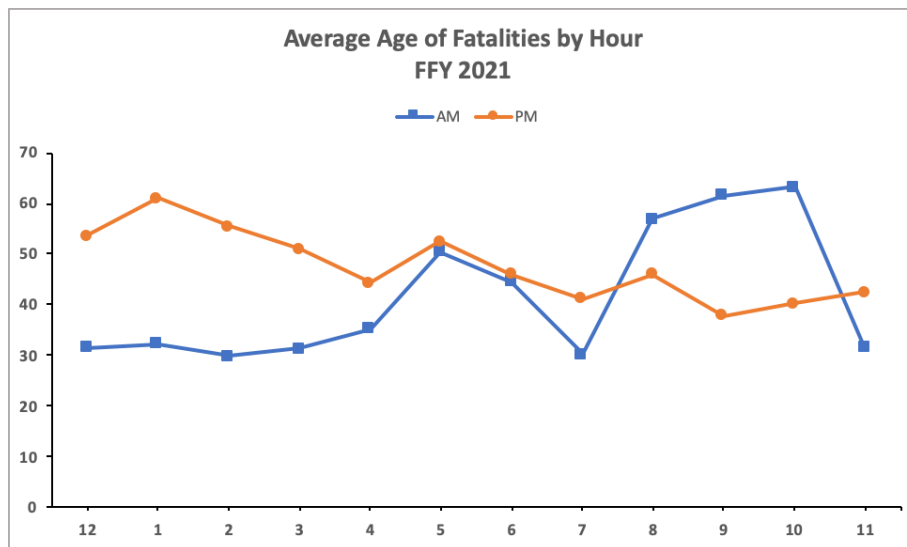


Males accounted for 79% of all drivers and 68% of non-motorists killed in a crash. Females were 26% of all driver fatalities and 32% of non-motorists. The genders even split among passengers. Overall, nearly three-fourths of all fatalities were male.

Considering age, males still dominated each age group during FFY 2021, especially for fatalities of those age 18 or younger. Males accounted for a whopping 89% of deaths in this age group. Females, while only 11% of age group 0-18 fatalities, jumped to 30% in the 19-24 age group. For women, the age 65 or older group had their most significant percentage, 35%.



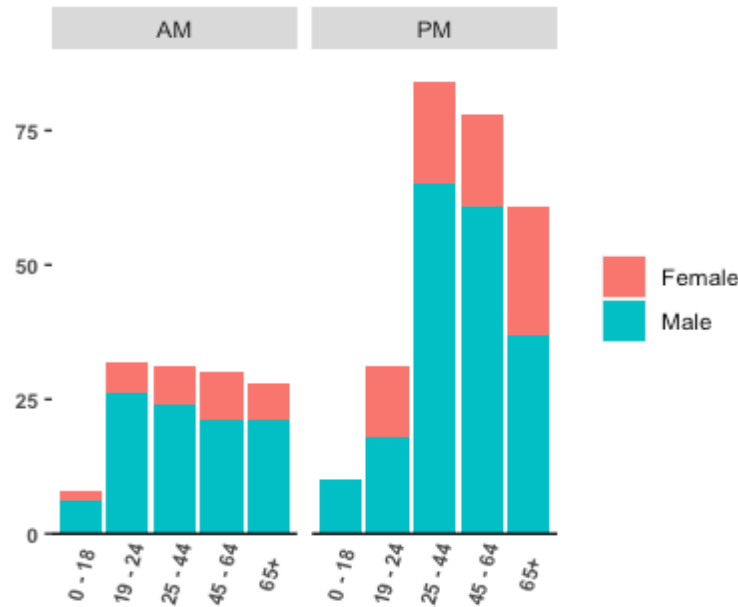
The average age of all fatalities reported in FFY 2021 was 46.30. Males had a mean age of 45.03, while females had a higher mean age of 49.80. Interestingly, when time-of-day is factored in, there is a wide range in mean age over the hours of a day. The early morning hours had a mean age under 40 years with a spike above 50 years of age through the morning hours of 8 am to 10 am. In the PM hours, except for slight increases, the mean age declined little by little as the hours closed in on midnight.



Taking timeframe (AM or PM), age group, and gender together, the data shows that those age 25 or older make up a large portion of PM fatalities during FFY 2021. Ages 25 and up accounted for 84% (223 of 264) of fatalities occurring between 12 pm and 11:59 pm. This same age grouping represented 70% (90 of 130) of deaths during AM hours.

## FFY 2021 Traffic Fatalities by Age Group

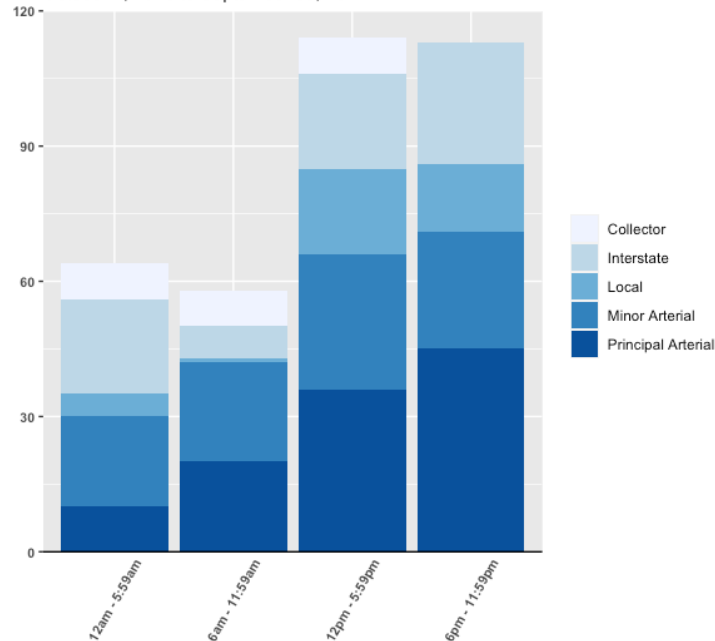
October 1, 2020 to September 30, 2021



FFY 2021 saw over half of all fatalities occur along either minor or principal arterial roads in roadway classification. Interstate accounted for 21% of all fatalities; collector, 12%, and local, 11%. When time is considered, early morning hours (12 am – 5:59 am) had more fatalities along the interstate and minor arterials, while morning (6 am – 11:59 am) saw fatalities mostly along minor and principal roadways. In the afternoon and evening, principal arterial led all road types with a third of all fatalities, followed by interstate and minor arterials. Local roads had their highest total in the afternoon (12 pm – 5:59 pm).

## FFY 2021 Traffic Fatalities by Road Classification

October 1, 2020 to September 30, 2021



Traffic fatalities in FFY 2021 were higher than the prior two FFY, with a high proportion of fatalities occurring over the second half of the FFY (April – September). This six-month period accounted for 60% of the 393 traffic fatalities during FFY 2021. Overall, FFY21 traffic fatalities were predominantly drivers, dominated by males (2.7-to-1 margin), were between the ages of 25 and 64, and took place most frequently between noon and midnight.

### **FFY 2021 TSEP Review**

The following section examines the impact of numerous OGR/HSD enforcement, outreach, and educational programs between October 1, 2020, and September 30, 2021.

#### **Click It or Ticket (CIOT) Mobilizations**

Funding was provided to 122 local police departments to conduct overtime enforcement activity from May 3 – 31, 2021, supporting the national Click It or Ticket campaign. During the mobilization period, overtime enforcement activity by police resulted in 3,862 enforcement hours and 10,929 stops for a stops per hour rate of 2.82. The mobilization led to 4,129 citations issued, of which 11% were for speeding, and 20% were for failure to use a safety belt.

MSP also received funding to conduct overtime enforcement during the CIOT campaign period. In FFY 2021, MSP reported 1,516 hours of enforcement, resulting in 3,634 citations issued to drivers. (Note: MSP does not provide data on the number of stops for departmental policy reasons). Speeding citations accounted for 23% of all citations issued, while failure to use a safety belt represented 21% of citations.

The number of unrestrained fatalities reported in 2021 during the mobilization month of May was eight, which is a third less than the 12 unrestrained fatalities in the previous month of April. The two-month period of May/June had 15 unrestrained fatalities compared to 19 for March/April.

#### **Child Passenger Seat (CPS) Equipment Grant**

Funding was provided to 43 subrecipients to purchase federally-approved child passenger seats for distribution to families in need at no cost. During FFY 2021, over 2,000 car seats were purchased with 561 of these new seats distributed to families in need across communities in Massachusetts. Despite COVID-19 restrictions, subrecipients conducted 1,260 CPS inspections and installations.

The number of violations issued by state and local police for not having a child 12 or under without a seat belt or car seat as of September 30, 2021, was 761. This number was down 11% from 852 reported at the same point in 2020. The decline means more parents and caretakers are making sure children in their care are being correctly restrained when in a motor vehicle.

For FFY 2021, Massachusetts reported two unrestrained fatalities for passengers age 14 or younger, one less than FFY 2020. No unrestrained fatalities were reported during the CIOT mobilization month of May.

## **Distracted Driving Mobilization**

In FFY 2021, ninety-three local police departments participated in April's Distracted Driving Mobilization. During the mobilization, police conducted nearly 3,400 hours of overtime enforcement, resulting in 8,374 stops, which led to 5,192 citations being issued. Over 70% of the citations were for electronic device usage while driving.

As with local police, MSP conducted overtime enforcement patrols supporting the Distracted Driving mobilization. The enforcement efforts led to 2,507 electronic device citations being issued to drivers, which accounted for over half of all citations issued by MSP.

During FFY 2021, there were 24 distracted driving fatalities. This number is 11% less than the 27 fatalities reported in 2020. For April 2021, there were no distracted driving fatalities reported.

## **Drive Sober or Get Pulled Over (DSOGPO) mobilization**

Funding was provided to 161 eligible local police departments to conduct overtime enforcement for two DSOGPO mobilizations – December/January 2021 (Winter Impaired) and August/September 2021 (Summer Impaired). For the Winter Impaired mobilization, 161 departments participated, while Summer Impaired had 87 departments involved. The two mobilization efforts resulted in 7,684 hours of enforcement and 20,368 stops for a rate of 2.65 stops per hour. Local police issued 940 speeding citations, 305 safety belt violations, 59 OUI arrests, and 1,276 distracted driving citations.

Currently, the MassDOT IMPACT database does not provide BAC levels or the type of drug used in a fatal crash. Instead, it has 'alcohol suspected' and 'drugs suspected' as a measure to determine impairment at the time of the crash. Based on preliminary IMPACT data, during FFY 2020, there were 66 'alcohol suspected,' and 56 'drugs suspected' crash fatalities for a total of 122 'suspected' impaired driving fatalities. In comparison, FFY 2021 reported 60 'alcohol' and 48 'drug' crash fatalities, totaling 108 'suspected' impaired driving fatalities. This represents a decline of 11% from FFY 2020 to FFY 2021.

## **Sobriety Checkpoints**

Funding was provided to MSP to conduct sobriety checkpoints and associated saturation patrols across the Commonwealth. For FFY 2021, there were 12 sobriety checkpoints and 27 saturation patrols. MSP reported 4,023 hours of high-visibility enforcement, resulting in 97 OUI Alcohol Arrests and 6 OUI Drug Arrests.

## **TSEP Conclusion**

While the enforcement activities conducted by both local and state police effectively raised awareness about traffic safety regarding impaired driving, seat belt usage, and distracted driving, there was a missing component that could have helped further reduce crashes in Massachusetts. That component was a communication campaign. Before the pandemic, OGR/HSD would have dedicated online and offline marketing campaigns supporting each mobilization during the year. Unfortunately, funding for

communication was severely reduced in FFY 2020 and FFY 2021 due to a directive from the Governor's Office to limit external communications for non-pandemic-related campaigns.

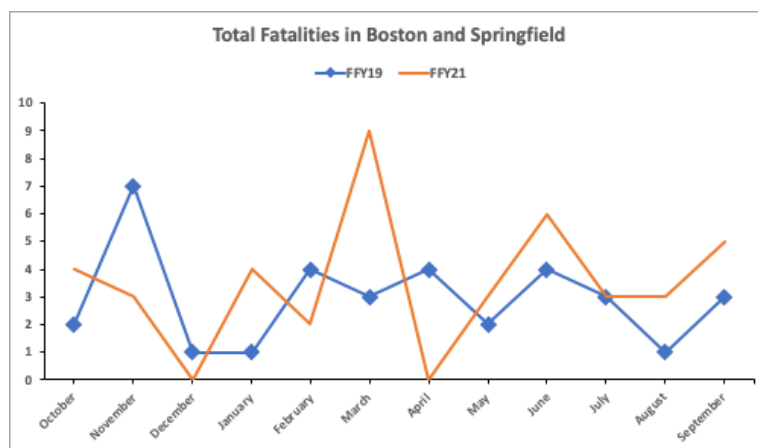
The impact of reduced communications can be seen when comparing fatalities for the last three calendar years (2019 to 2021). In 2019, traffic fatalities were 337 – down 5% from 2018. Then in 2020, fatalities rose to 343, which was the first year of the COVID-19 pandemic and when the Governor's Directive on external communications was issued. As of December 8, 2021, total traffic fatalities are 376 – a 10% jump from 2020, and there are still three weeks left in the month.

In FFY 2019, OGR/HSD spent over \$1,000,000 on paid and earned media to support numerous safety and enforcement campaigns such as Drive Sober or Get Pulled Over (December/January; August/September), Distracted Driving (April), Motorcyclist Awareness (June – September), Pedestrian and Bicyclists Safety (June – September), Seat Belt Safety (June), and Child Passenger Safety (September). Through traditional mediums like television and radio and online (social media), OGR/HSD generated 67,020,697 impressions (number of times a piece of content is 'consumed').

Before the pandemic's arrival in late February/early March, FFY 2020 had two communication campaigns supporting Drive Sober or Get Pulled Over (December) and Distracted Driving (February – March). The two campaigns, costing \$416,048, generated 37,618,882 impressions until the pandemic lockdown and subsequent restrictions curtailed any media communication purchases for the remainder of the federal fiscal year.

While OGR/HSD was unable to conduct any full-press media messaging, a television PSA featuring law enforcement leaders and traffic safety advocates was run over August and September. A total of 1,900 spots ran, producing 32,700,000 impressions. The total expenditures for the media in FFY 2021 were \$314,347.

In each of the FFY covered, Boston and Springfield were primary markets to target for traditional media mediums (television, radio). Interestingly, the total fatalities for these two cities were 75 in FFY 2019 and jumped to 87 in FFY 2021 – an increase of 16%. The chart below compares total fatalities by month:



Two things stand out: (1) how unpredictable FFY21 numbers are compared to FFY19. Except for a spike in November 2018, total fatalities for Boston and Springfield stayed between one and four; and (2) the communication campaigns impacted deaths during FFY19, especially the June – early September media messaging. Overall, FFY19 had fatality totals lower than FFY21 in eight of twelve months. The lack of see-sawing numbers makes it easier for traffic safety experts to project future traffic fatalities.

Until communication funding is increased and external non-pandemic media campaigns are allowed again, the number of traffic fatalities may continue rising in FFY 2022 and FFY 2023. Without any secondary message via online and offline mediums to reinforce local and state police enforcement activities, roadway users are less likely to change their ways.

## Impaired Driving

### **Problem Identification**

Preventing impaired driving crashes on the roadways of the Commonwealth has always been a top priority of EOPSS/OGR/HSD. In 2020, impaired driving fatalities dropped nearly 13%, from 112 in 2019 to 98. Not only has impaired driving fatalities dropped in the last year, but consecutive years since 2018. The five-year average of fatalities has dropped 2.8% from 121 (2015-2019) to 120 (2016-2020).

For 2020, the alcohol-related fatalities per VMT were 0.18, slightly higher than 0.17 reported in 2019. It should be noted that the total VMT for 2020 was 17% lower than in 2019 due to COVID-19's impact on traveling during 2020. In the future, Massachusetts will continue working on bringing the number of impaired driving fatalities to zero.

For FFY 2021, EOPSS/OGR/HSD provided funding to numerous programs aimed at further reducing impaired driving deaths and increasing awareness among roadway users, especially drivers, on the dangers of drinking and/or doing drugs and getting behind the wheel of a motor vehicle. These programs include but are not limited to 'Drive Sober or Get Pulled Over' (DSOGPO) mobilizations; ABCC Compliance Checks and Sale to Intoxicated Persons (SIP) Enforcement; MSP Sobriety Checkpoints; and Drug Recognition Expert (DRE) training provided by Municipal Police Training Committee (MPTC).

### **Notable Accomplishments in FFY 2021**

- Impaired driving mobilization activity by participating local police departments led to 20,368 stops and nearly 6,000 citations issued during 7,683 hours of overtime enforcement patrols.
- Impaired Driving media campaigns in support of the Summer 2021 DSOGPO mobilization in August and September, which promoted sober and attentive driving, seat belt usage, and proper speed limits, were run in Boston and Springfield's television markets. Over 1,900 television spots ran, resulting in 32.7 million impressions, with a reach of nearly 90%.
- During FFY 2021, MSP conducted 12 sobriety checkpoints over 4,023 hours of high-visibility enforcement, leading to 97 arrests for OUI Alcohol and six OUI Drugs.
- The Alcohol Beverages Control Commission (ABCC) was provided funding to conduct five Sale of Alcohol to Intoxicated Persons (SIP) enforcement efforts. Of the approximately 313 liquor establishments investigated, only one SIP charge and three associated charges, such as sale to a minor or overcrowding. Seventeen bars were issued warnings, and 104 bars were subjected to high-visibility on-premise field training.

- Massachusetts Police Training Committee (MPTC) conducted 11 classes related to impaired driving training, including Standardized Field Sobriety Tests (SFST) and SFST Update for Instructors. Over 170 law enforcement participants attended the classes held at MPTC Academies and police departments throughout the Commonwealth.
- MPTC's Drug Evaluation and Classification (DEC) program provided six classes related to Advanced Roadside Impaired Driving Enforcement (ARIDE). A total of 123 completed ARIDE training.
- Funding provided to the MSP Office of Alcohol Testing (OAT) allowed the agency to conduct 45 Breath Test Operating (BTO) classes attended by 791 police officers. OAT also offered online classes that garnered 2,254 participants. Nearly 900 Blood Tox Kits and 1,100 Urine Tox Kits were sent to local and state police.

### **Performance Targets & Results for FFY 2021**

Decrease alcohol-impaired driving fatalities by 3% from the five-year average of 127 in 2018 to a five-year average of 123 by December 31, 2021.

→ *The five-year average for alcohol-impaired driving fatalities was 120 in 2020, which is lower than the target of 123 set in the FFY 2021 HSP.*

### **Impaired Driving Projects for FFY 2021**

**Project Code:** AL-21-01

**Project Title:** Impaired Driving Media

#### **Summary of FFY 2021 Activity:**

OGR ran a TV PSA from August to September that featured law enforcement leaders and traffic safety advocates reminding drivers to adhere to traffic laws as COVID-19 restrictions are eased and vehicle travel increases. The 30-second ad stressed seat belt usage, sober and attentive driving, and staying within the speed limit. Its run in Boston and Springfield's TV markets covered the Municipal Road Safety Program's impaired driving enforcement period and beyond. Over 1,900 spots ran, which produced 32.7 million impressions, a reach of nearly 90%, and a frequency of 7.7.



View the PSA at [https://www.youtube.com/watch?v=XOG\\_AkQHjt8](https://www.youtube.com/watch?v=XOG_AkQHjt8)

**Allotted Funding:** \$ 1,540,412.26  
**Expenditures:** \$ 153,344.73  
**Fund Source(s):** 405d

**Project Code:** AL-21-02

**Project Title:** MSP Sobriety Checkpoint & Saturation Patrols

#### Summary of FFY 2021 Activity:

Funding was provided for overtime patrols to MSP to conduct approximately 85 Breath Alcohol Testing units (BAT) supported Sobriety Checkpoints and/or Operating Under the Influence (OUI) saturation patrols during documented high-risk days of the week, times, and locations across the Commonwealth. One or more of the BAT mobile vehicles are deployed to the checkpoint whenever operationally feasible. A certified Drug Recognition Expert (DRE) is assigned to work the sobriety checkpoint when possible. Due to the continuing after-effects of the COVID crisis and shortage of personnel, the number of BAT activities was reduced during FFY 2021. However, the MSP conducted 12 sobriety checkpoints and 27 saturation patrols. Funding was also used to upgrade technology on both BAT vehicles, making them operationally more efficient.

The BAT vehicle signified the enforcement initiative's omnipresence and apprehension threat to drivers when prominently displayed at a checkpoint area. This program is a valuable tool in removing impaired drivers from the roadways.

FFY 2021 MSP Sobriety Checkpoints & Saturation Patrols	
Sobriety Checkpoints	12
Saturation Patrols	27
High-Visibility Enforcement Hours	4,023
OUI Arrests	97
OUI Drug Arrests	6
Speeding Citations (excludes warnings)	1,324
Speeding Warnings	778
Safety Belt Citations	219
Hand-Held Device	80
Move Over Violations	134

**Allotted Funding:** \$ 2,000,000  
**Expenditures:** \$ 535,193.06  
**Fund Source(s):** 405d

---

**Project Code:** AL-21-03  
**Project Title:** MA Trial Court Judicial Education Program

**Summary of FFY 2021 Activity:**

Due to limited funding and higher priorities for funded projects, EOPSS/OGR/HSD decided not to pursue this program in FFY 2021.

**Allotted Funding:** \$ 35,000  
**Expenditures:** \$ 0  
**Fund Source(s):** 405d

---

**Project Code:** AL-21-04  
**Project Title:** MSP Office of Alcohol Testing BTO Training

**Summary of FFY 2021 Activity:**

Funding was provided to the MSP Office of Alcohol Testing (OAT) to conduct Breath Test Operator (BTO) classes for state and local law enforcement officers. BTO training helps officers in detecting and remove impaired drivers from the roadways. Additionally, funding allowed the purchase of BTO-related equipment, including Blood and Urine Toxicology kits.

During FFY21, OAT conducted 45 BTO Training classes with 791 participants involved. In addition to in-person classes, OAT offered online classes taken by over 2,200 police officers. OAT also distributed 882 Blood Tox Kits and 1,183 Urine Tox Kits to local police departments across the Commonwealth.

Funding was also used to add more functionality to the current Drager Alcotest 9510 Breathalyzers utilized during BTO Training in FFY21.

**Allotted Funding:** \$ 150,000  
**Expenditures:** \$ 124,240.10  
**Fund Source(s):** 405d

**Project Code:** AL-21-05

**Project Title:** MSP Drug Recognition Expert (DRE) Training

**Summary of FFY 2021 Activity:**

Funding was provided to the MSP to expand and enhance its Drug Recognition Expert (DRE) program. Correctly recognizing and handling a suspected drugged driver is of the utmost importance. Three DREs attended the 2021 International Association of Chiefs of Police (IACP) Drugs, Alcohol and Impaired Driving Conference and Expo. This attendance allowed for discussions and interactions with other law enforcement officials, and drug recognition experts helped them understand how best to approach this traffic safety issue. Funding also allowed for the purchase of two DAX Video Recorders. The DAX units record eye movements and pupil size, which provide significant clues to the level of impairment. Other program-related equipment, including stethoscopes and blood pressure kits, were purchased and distributed to five DREs.

**Allotted Funding:** \$ 60,000

**Expenditures:** \$ 17,692.86

**Fund Source(s):** 405d

---

**Project Code:** AL-21-06

**Project Title:** MPTC – Law Enforcement SFST Training Program

**Summary of FFY 2021 Activity:**

Funding was provided to MPTC to conduct training classes focused on impaired driving, including SFST Instructor, SFST Refresher for Supervisors, and SFST Certification. The pandemic delayed the start of these classes until April 2021. Eleven classes yielded 172 law enforcement attendees at MPTC Academies and police departments throughout the Commonwealth.

**Allotted Funding:** \$ 100,000

**Expenditures:** \$ 45,097.14

**Fund Source(s):** 405d

---

**Project Code:** AL-21-07

**Project Title:** MPTC – Drug Evaluation and Classification (DEC) Program

**Summary of FFY 2021 Activity:**

Funding was provided to MPTC to conduct classroom training for local law enforcement on drug-impaired driving. The pandemic delayed the start of classes, and travel bans prohibited any new DREs from receiving field certification in Arizona. Additionally, staff turnover at MPTC, including the resignation

of longtime DRE Coordinator Don Decker, slowed the start of programming. There were 6 ARIDE classes that a total of 123 officers completed. The new DRE Coordinators also conducted tablet trainings and instructor observed evaluations for DREs.

As of September 30, 2021, Massachusetts has 121 DREs available across the state, down 17% from 146 reported on the same date in 2020.

**Allotted Funding:** \$ 700,000  
**Expenditures:** \$ 34,131.62  
**Fund Source(s):** 405d

---

**Project Code:** AL-21-08

**Project Title:** ABCC – Underage Drinking Compliance Checks Program

**Summary of FFY 2021 Activity:**

Due to limited funding and higher priorities for funded projects, EOPSS/OGR/HSD decided not to pursue this program in FFY 2021.

**Allotted Funding:** \$ 150,000  
**Expenditures:** \$ 0  
**Fund Source(s):** 405d

---

**Project Code:** AL-21-09

**Project Title:** ABCC – Enforcement Program to Prevent Sale of Alcohol to Intoxicated Persons (SIP)

**Summary of FFY 2021 Activity:**

During FFY 2021, program activities were severely impacted from October 2020 – May 2021 by the required redirection of ABCC Special Investigators to enforcing Executive Orders and Safety Standards enacted to address the COVID-19 pandemic in Massachusetts.

In July and August of 2021, the Enforcement Division utilized SIP funding to conduct 5 SIP enforcement shifts. There were 15 enforcement teams to address significant events known to be problematic in terms of intoxication and handle specific requests for assistance due to intoxicated crowds causing safety concerns in South Boston, Provincetown, and Revere. Of the approximately 313 bars investigated, there was one charge of selling alcoholic beverages to an intoxicated person and three associated charges, such as sale to a minor or overcrowding, issued by Investigators. Seventeen bars were issued warnings, and 104 bars were the subject of high visibility interdiction type on-premise field training.

**Allotted Funding:** \$ 150,000  
**Expenditures:** \$ 16,295.51  
**Fund Source(s):** 405d

**Project Code:** AL-21-10

**Project Title:** Stakeholders Conferences

**Summary of FFY 2021 Activity:**

Due to limited funding and higher priorities for funded projects, EOPSS/OGR/HSD decided not to pursue this program in FFY 2021.

**Allotted Funding:** \$ 35,000

**Expenditures:** \$ 0

**Fund Source(s):** 402

---

**Project Code:** AL-21-11

**Project Title:** Program Management – Impaired Driving

**Summary of FFY 2021 Activity:**

Funding was used to support staff needed to handle the day-to-day operation of the impaired driving programs.

**Allotted Funding:** \$ 165,000

**Expenditures:** \$ 131,104.75

**Fund Source(s):** 405d

**Impaired Driving – Expenditures Summary**

<b>Project Code</b>	<b>Project Title</b>	<b>Fund Source</b>	<b>Expenses Reported</b>
AL-21-01	Impaired Driving Media	402	\$ 153,544.73
AL-21-02	MSP Sobriety Checkpoint & Saturation Patrols	405d	\$ 535,193.06
AL-21-03	MA Trial Court Judicial Education Program	405d	\$ 0
AL-21-04	MSP OAT BTO Testing	405d	\$ 124,240.10
AL-21-05	MSP DRE Training	402	\$ 17,692.86
AL-21-06	MPTC – SFST Training	405d	\$ 45,097.14
AL-21-07	MPTC – DEC Program	405d	\$ 34,131.62
AL-21-08	ABCC – Underage Drinking Compliance Checks	405d	\$ 0
AL-21-09	ABCC – Enforcement Prevent SIP	405d	\$ 16,295.51
AL-21-10	Stakeholders Conferences	402	\$ 0
AL-21-11	Program Management – Impaired Driving	405d	\$ 131,104.75

**FFY 2021 Total:               \$ 1,057,299.77**

## **Occupant Protection**

### **Problem Identification**

Increasing Massachusetts's seat belt use rate remains a top priority for EOPSS/OGR/HSD. At the same time, the state has had the lowest, or close to the lowest, fatalities/VMT rate over the last decade. Massachusetts had consistently had one of the worst seat belt usage rates in the country. But, this is slowly changing. In 2019, Massachusetts saw its seat belt rate stay steady at 82%, showing that 2018's results (also 82%) were not an anomaly. Unfortunately, due to the COVID-19 pandemic, a statewide seat belt observational survey was not conducted in 2020. NHTSA issued a waiver for all states to wait until 2021 to conduct the survey out of an abundance of caution.

In 2021, Massachusetts was again able to conduct a statewide seat belt observational survey. The resulting belt usage rate was 78%, down from 82% in 2019. Despite the decline in overall belt usage, the percentage of teens using belts rose to 87%, up 2.8% from 84% in 2019, showing the effectiveness of seat belt campaigns aimed at young drivers has a positive impact.

Based on preliminary 2020 numbers provided by NHTSA and MassDOT, the fatalities/VMT rate was 0.64 – up from 0.52 reported in 2019. The preliminary VMT for 2020 was 17% lower than the 648.89 Million VMT in 2019 due to the impact of COVID-19 on traveling. Even with the rise in fatality/VMT rate for 2020, the five-year average for fatalities/VMT was 0.57, up slightly from 0.56 in 2019. MassDOT expects VMT to move back to pre-2020 levels in the coming years, likely leading to lower fatality/VMT rates if total traffic fatalities remain at or lower than current levels.

### **Notable Accomplishments in FFY 2021**

- MSP and 122 local police departments conducted overtime enforcement activity supporting the national Click It or Ticket (CIOT) mobilization from May 3 – 31, 2021. The mobilization efforts resulted in 5,378 hours of enforcement and 7,763 citations issued. There were 1,560 safety belt citations given out to motorists and 36 child passenger seat violations issued.
- Funding was awarded to 43 public safety and non-profit healthcare organizations to purchase federally- approved child safety seats for distribution to low-income families and residents in need. Subrecipients ordered and received 2,000 car seats, of which 561 (as of September 30, 2021) have been given out to residents in need across Massachusetts. Subrecipients also conducted over 1,200 inspections and installations via inspection stations and checkup events.
- Baystate Medical Center, EOPSS/OGR/HSD's statewide CPS program Administrator, organized and conducted six training classes, including CPS Technician and CPS Technician Renewal, leading to 121 new technicians and renewed certification for 12 current technicians. As of September 30, 2021, Massachusetts has 716 CPS Technicians and 24 CPS Instructors across

the state. For FFY 2021, the recertification rate for CPS Technicians was 49.4%, higher than the national average of 46.2%.

### **Performance Targets & Results for FFY 2021**

Decrease unrestrained passenger vehicle occupant fatalities by 2% from the five-year average of 110 in 2018 to a five-year average of 108 by December 31, 2021.

→ *The five-year average for unrestrained passenger vehicle fatalities was 109 in 2020, higher than the target of 108 set in the FFY 2021 HSP.*

Increase the observed seat belt use rate by 4% from the five-year average of 78 in 2019 to a five-year average of 81 by December 31, 2021.

→ *The five-year average for observed seat belt usage was 79% in 2021. This is lower than the target of 81 set in the FFY 2021 HSP. [Note: Due to the COVID-19 virus and NHTSA waiver, the statewide observed seat belt survey was not conducted in 2020. The five-year average is based on 2016-2019 & 2021]*

### **Occupant Protection Projects for FFY 2021**

**Project Code:** OP-21-01

**Project Title:** Occupant Protection Media

#### **Summary of FFY 2021 Activity:**

Due to instructions from the Governor's Office to limit external communications for non-pandemic-related campaigns, EOPSS/OGR/HSD did not spend any funds on this program in FFY 2021.

**Allotted Funding:** \$ 602,621.30

**Expenditures:** \$ 0

**Fund Source(s):** 402

---

**Project Code:** OP-21-02

**Project Title:** MSP Occupant Protection CIOT Enforcement Campaign

#### **Summary of FFY 2021 Activity:**

Funding was provided for overtime patrols to MSP to participate in the national May CIOT mobilization in FFY 2021, which ran from May 1<sup>st</sup> – May 31<sup>st</sup>. Based on information gathered through the MSP database management system, overtime patrols were conducted in areas with high incidences of motor vehicle crashes, aggressive driving complaints, and other indicators of reckless driving behaviors.

Efforts by MSP helped reduce the number of motor vehicle occupant fatalities not wearing a seat belt at the time of the crash. According to MassDOT IMPACT, April recorded 11 non-belted vehicle occupant fatalities. In May, the number dropped to eight.

<b>2021 MSP CIOT Enforcement</b>	
HVE Patrol Hours	1,516
Total Citations Issued	3,634
Safety Belt Citations	757
CPS Citations	17
Speeding Citations	824
Speeding Warnings	827
Hand-Held Device	509
Move Over Violations	152
OUI Alcohol & Drugs	0

**Allotted Funding:** \$ 250,000  
**Expenditures:** \$ 164,393.52  
**Fund Source(s):** 405b

**Project Code:** OP-21-03

**Project Title:** Child Passenger Safety Equipment Grant Program

#### **Summary of FFY 2021 Activity:**

This program provided over 2,000 car seats to 43 public safety and non-profit organizations for distribution to low-income families and residents in need. Due to social gathering concerns amid the pandemic, seats were not delivered to these organizations until the summer of 2021. Yet, these organizations continued to work with domestic violence shelters, Women, Infants, and Children (WIC) offices, churches, and healthcare centers to identify and provide seats to families in need. During FFY21, 561 seats were distributed, and 1,260 seat checks took place. OGR contributes the lack of distribution to the pandemic, which shut down many of the state's inspection sites during the first half of the FFY.

A portion of the money spent on this task came from 405f funding flexed to 402.

**Allotted Funding:** \$ 652,385  
**Expenditures:** \$ 193,710.10  
**Fund Source(s):** 402, 405f

**Project Code:** OP-21-04

**Project Title:** Child Passenger Safety Administration and Training

**Summary of FFY 2021 Activity:**

Funding was provided to Baystate Medical Center to administer the statewide CPS program, including coordinating training classes, aiding in the technician recertification process, and supporting the Commonwealth's network of 716 CPS Technicians and 24 Instructors. The CPS program faced many challenges during FFY21 due to the pandemic, including travel bans, restrictions on public gathering and direct services provided to the public, and lower recertification rates due to shifting priorities in policing.

While the pandemic delayed classes in the fall and winter of 2020-2021, Baystate coordinated online CEU opportunities, conducted virtual site visits and organized one-on-one and small group sign-offs for recertification. After a quiet first half of the FFY, classes began in the spring and sped up during the summer. Six technician classes brought on 121 new technicians and two classes that renewed certification for 12 technicians.

Baystate also purchased tablets used during classes to train new technicians on using the National Digital Car Seat Check Form.

<b>Allotted</b>	\$ 265,000
<b>Expenditures:</b>	\$ 139,237.04
<b>Fund Source(s):</b>	405b

---

**Project Code:** OP-21-05

**Project Title:** DCF – Child Passenger Safety Training

**Summary of FFY 2021 Activity:**

OGR intended to work with DCF during FFY21 to conduct regular in-person CPS awareness classes; however, DCF continues to only provide virtual training to its staff. Thus, no funds were spent on this task.

DCF has been using the CPS e-learning module they created last year, with all new social worker staff required to complete this virtual training. DCF provided this module to the National Safety Council as they worked on a virtual and/or hybrid course.

<b>Allotted Funding:</b>	\$ 40,000
<b>Expenditures:</b>	\$ 0
<b>Fund Source(s):</b>	402

---

**Project Code:** OP-21-06

**Project Title:** Statewide Seat Belt Observation Survey

**Summary of FFY 2021 Activity:**

Funding was provided to UMassSAFE (through the UMass Donahue Institute) to conduct a statewide safety belt observation survey utilizing standard NHTSA statistical methodology. UMassSAFE conducted observations at various times between June 8<sup>th</sup> – 26<sup>th</sup>, 2021, across the state.

During the observation period, 22,855 drivers and front outboard passengers in a total of 20,953 vehicles were observed at 147 locations across the Commonwealth. The statistically weighted percentage of front-seat occupants properly using seat belts during the observation period was 77.5 percent. This number is nearly four percentage points lower than the rate observed in 2019 (81.60). Despite the unfortunate decline in usage rate, there were a couple of bright spots in the survey: Passenger presence was a significant factor in belt usage for drivers. When observed without a passenger, drivers had a belted rate nearly eight points less than drivers with a passenger. Teens had three percent increase in belt usage from 84% reported in 2019.

<b>Allotted</b>	\$ 200,000
<b>Expenditures:</b>	\$ 134,274.26
<b>Fund Source(s):</b>	405b

---

**Project Code:** OP-21-07

**Project Title:** Occupant Protection State Programs Assessment

**Summary of FFY 2021 Activity:**

From February 22-26, 2021, OGR hosted a virtual assessment of the Commonwealth's occupant protection program led by subject matter experts selected by NHTSA with input from OGR. Numerous panels included interviews with SHSO staff and OGR external stakeholders from a wide variety of disciplines. This assessment culminated with a 49-page report that included recommendations for program management, policy, law enforcement, communications, outreach, child passenger safety, and data and evaluation.

<b>Allotted Funding:</b>	\$ 250,000
<b>Expenditures:</b>	\$ 15,022.98
<b>Fund Source(s):</b>	405b

**Project Code:** OP-21-08

**Project Title:** Program Management – Occupant Protection

**Summary of FFY 2021 Activity:**

Funding was used to support staff's inability to manage occupant protection programming during FFY 2021. Travel, professional development expenses, and office supplies were also covered

**Allotted**                      \$ 185,000  
**Expenditures:**        \$ 151,473.56  
**Fund Source(s):**    402

---

**Project Code:** OP-21-09

**Project Title:** MSP CPS Seat Check Program

**Summary of FFY 2021 Activity:**

After retirements and scandals (non-CPS related) dismantled the once strong MSP CPS program, new leadership in their traffic division have helped revive it. In April, a class at the MA State Police Academy brought on 14 new technicians, and MSP added two technician proxies shortly after that. This task provided funding to MSP to conduct summertime seat check events, purchase seats to distribute to families in need, and purchase tablets to allow technicians to directly enter data into the National Digital Car Seat Check Form. MSP conducted seven events, working with their community service officers to promote these events to low-income residents. In total, 154 inspections were completed, and 28 seats were distributed.

**Allotted Funding:**        \$ 35,000  
**Expenditures:**        \$ 20,701.70  
**Fund Source(s):**        405b

**Occupant Protection – Expenditures Summary**

<b>Project Code</b>	<b>Project Title</b>	<b>Fund Source</b>	<b>Expenses Reported</b>
OP-21-01	Occupant Protection Media	402	\$ 0
OP-21-02	MSP Occupant Protection CIOT Campaign	405b	\$ 164,393.52
OP-21-03	CPS Grant Program	402, 405b	\$ 193,710.10
OP-21-04	CPS Administration & Training	402	\$ 139,237.04
OP-21-05	DCF - CPS	402	\$ 0
OP-21-06	Statewide Seat Belt Observation Survey	405b	\$ 134,274.26
OP-21-07	Occupant Protection Assessment	405b	\$ 15,022.98
OP-21-08	Program Management – Occupant Protection	402	\$ 151,473.56
OP-21-09	MSP CPS Seat Check Program	405b	\$ 20,701.70

**FFY 2021 Total:               \$ 818,813.00**

## Speeding and Distracted Driving

### **Problem Identification**

Massachusetts roadways are not immune to speeding and distracted-affected driving behaviors, no doubt fueled by the busy pace of life in the region and increasingly congested roads that are far beyond their intended capacity. EOPSS/OGR/HSD has worked hard to help local and state law enforcement enforce speeding and distracted driving laws through enforcement mobilization funding and media messaging in conjunction with the enforcement activities.

In 2020, there were 97 speeding-related fatalities on the roadways of Massachusetts and accounted for 28% of all traffic fatalities in 2020. In 2019, speed-related fatalities were 24% of traffic fatalities. The increase in speed fatalities has been partly attributed to less traffic during the first half of 2021 due to COVID-19. With fewer cars on the roads, drivers had less incentive to maintain safe speeds. Based on preliminary data from MassDOT's IMPACT, it appears that over half the speed-related fatal crashes involved a single vehicle.

Distracted driving-related fatal crashes (aka distraction-affected) declined in 2020, dropping from 23 in 2019 to 14. The five-year average for distracted driving fatal crashes was 31 in 2020, well below the target of 40 set in the FFY 2020 HSP. One caveat about distracted driving data is that it relies heavily on witnesses or self-reporting to corroborate the distraction. The actual number of crashes is likely much higher than the data states.

### **Notable Accomplishments in FFY 2021**

- Local police and MSP conducted numerous enforcement patrols during FFY 2021. Through 2,482 hours of overtime patrol, MSP handed out 2,779-speed warnings and 3,221-speed citations, while local police issued 13,966 warnings and 2,347 citations over 17,559 enforcement hours. Overall, funded enforcement patrols generated 5,568-speed citations and 16,745-speed warnings.
- Local police departments and MSP conducted distracted driving-focused enforcement during April 2021. The combined efforts during that month resulted in nearly 9,000 citations issued to motorists, of which over 6,300 were for using a hand-held device.

### **Performance Targets & Results for FFY 2021**

Decrease speed-related fatalities by 5% from the five-year average of 100 in 2018 to a five-year average of 95 by December 31, 2021.

→ *The five-year average for speed-related deaths was 101 in 2020, which is higher than the target of 95 set in the FFY 2021 HSP.*

Decrease the five-year average of distracted-affected fatal crashes 5% from 42 in 2018 to 40 by December 31, 2021

→ *The five-year average of distraction-affected fatal crashes was 31 in 2020, which is lower than the target of 40 set in the FFY 2021 HSP.*

### **Speeding and Distracted Driving Projects for FFY 2021**

**Project Code:** SC-21-01

**Project Title:** Speed Media

#### **Summary of FFY 2021 Activity:**

OGR ran a TV PSA from August to September that featured law enforcement leaders and traffic safety advocates reminding drivers to adhere to traffic laws as COVID-19 restrictions are eased and vehicle travel increases. The 30-second ad stressed seat belt usage, sober and attentive driving, and staying within the speed limit. Its run in Boston and Springfield's TV markets covered the Municipal Road Safety Program's impaired driving enforcement period and beyond. Over 1,900 spots ran, which produced 32.7 million impressions, a reach of nearly 90%, and a frequency of 7.7.

**Allotted Funding:** \$ 659,271.55

**Expenditures:** \$ 75,841.41

**Fund Source(s):** 402

---

**Project Code:** SC-21-02

**Project Title:** MSP Speed Enforcement

#### **Summary of FFY 2021 Activity:**

In 2021, funds were provided to the MSP to conduct speed and aggressive driving enforcement. Over 2,482 total overtime patrol hours were conducted during several segments of high-visibility enforcement.

The first segment was conducted during the national June mobilization, resulting in 2,352 citations -- 2,074-speed citations and 1,782 written warnings for speed. Other notable violations during this time included hand-held devices (367), safety belts (254), and the Move Over law (201). HVE continued through the "100 Deadliest Days of Summer" (July-September), resulting in a total of 2,028 citations of which 808 drivers were cited for speeding and 614 drivers received written warnings; other violations included 130 hand-held device violations and 87 for safety belt violations. HVE was also conducted in "hot spot" areas, resulting in 995 total citations that included 339-speed citations and 383-speed warnings.

A portion of the funds provided to the MSP allowed the purchase of 100 LiDAR/Radar units.

**Allotted Funding:** \$ 600,000  
**Expenditures:** \$ 355,291.76  
**Fund Source(s):** 402

---

**Project Code:** SC-21-03

**Project Title:** Program Management – Speed and Aggressive Driving

**Summary of FFY 2021 Activity:**

Funding was used to sufficiently support staff to manage speed and aggressive driving programming during FFY 2021. Travel, professional development expenses, conference fees, and supplies were also funded.

**Allotted Funding:** \$ 115,000  
**Expenditures:** \$ 64,859.64  
**Fund Source(s):** 402

---

**Project Code:** DD-21-01

**Project Title:** Distracted Driving Media

**Summary of FFY 2021 Activity:**

OGR ran a TV PSA from August to September that featured law enforcement leaders and traffic safety advocates reminding drivers to adhere to traffic laws as COVID-19 restrictions are eased and vehicle travel increases. The 30-second ad stressed seat belt usage, sober and attentive driving, and staying within the speed limit. Its run in Boston and Springfield's TV markets covered the Municipal Road Safety Program's impaired driving enforcement period and beyond. Over 1,900 spots ran, which produced 32.7 million impressions, a reach of nearly 90%, and a frequency of 7.7.

Additionally, to promote the state's Hands-Free Law, OGR printed hundreds of thousands of informational buck slips that were provided to local police departments to help educate drivers on the law and punishments.

**Allotted Funding:** \$ 500,000  
**Expenditures:** \$ 92,823.52  
**Fund Source(s):** 402

---

**Project Code:** DD-21-02

**Project Title:** MSP Distracted Driving Enforcement

**Summary of FFY 2021 Activity:**

Funds were provided to MSP to conduct a distracted driving enforcement campaign during April 2021. The campaign's purpose was to alert motorists to the dangers of distracted driving and cite drivers in violations of the Massachusetts hands-free law. A portion of the funds allowed the MSP to purchase two (2) Berla iVE Toolkits which are essential pieces of equipment used to download vehicle information and have the possibility of identifying activated Bluetooth devices near the time of the crash. Violation of the Hands-Free law accounted for approximately 50% of the total citations.

<i><b>FFY 2021 Top Citations: MSP Distracted Driving Enforcement Campaign</b></i>	
Hand-Held Electronic Device	2,507
Civil Speeding	648
Written Warning for Speeding	596
Safety Belt	299
Child Restraint	43
Move Over Law	182

**Allotted Funding:** \$ 450,000

**Expenditures:** \$ 262,906.95

**Fund Source(s):** 402

**Project Code:** DD-21-03

**Project Title:** Program Management – Distracted Driving

**Summary of FFY 2021 Activity:**

Funding is used to allow staff to conduct distracted driving programming during FFY 2021 and to cover travel, professional development expenses, conference fees, postage, and office supplies.

**Allotted Funding:** \$ 120,000

**Expenditures:** \$ 61,544.96

**Fund Source(s):** 402

**Speeding and Distracted Driving – Expenditures Summary**

<b>Project Code</b>	<b>Project Title</b>	<b>Fund Source</b>	<b>Expenses Reported</b>
SC-21-01	Speed Media	402	\$ 75,841.41
SC-21-02	MSP Speed Enforcement	402	\$ 355,291.76
SC-21-03	Program Management – Speeding	402	\$ 64,942.21
		<i>SC Subtotal:</i>	<i>\$ 496,075.38</i>
DD-21-01	Distracted Driving Media	402	\$ 92,823.52
DD-21-02	MSP Distracted Driving Enforcement	402	\$ 262,906.96
DD-21-03	Program Management – Distracted Driving	402	\$ 61,544.96
		<i>DD Subtotal:</i>	<i>\$417,275.44</i>

**FFY 2021 Total:                   \$ 913,350.82**

## **Higher-Risk Transportation System Users**

### **Problem Identification**

In Massachusetts, young drivers (under 21), motorcyclists, pedestrians, and bicyclists are considered higher-risk transportation system users. During FFY 2021, EOPSS/OGR/HSD had several programs to improve traffic safety for these roadway users of the Commonwealth.

According to preliminary 2020 data, younger drivers (age 20 and under) accounted for 7% of all drivers (35 of 502) involved in a fatal crash. This number is the same as in 2019. Despite the slight uptick from 32 (2019) to 35 (2020), the rate of young drivers involved in a fatal crash remained below 10% for the ninth consecutive year.

In 2020, motorcyclist fatalities rose to 52 from 46 in 2019. Unfortunately, along with this slight rise, the number of unhelmeted fatalities increased to two in 2020 from zero in 2019. As a percentage of all traffic fatalities, motorcyclists accounted for 15% of deaths in 2020, up from 14% reported in 2019. The rise in motorcyclist fatalities and unhelmeted fatalities during 2020 shows the importance of providing quality rider training classes to educate new and current motorcyclists on all aspects of motorcycle safety. This training includes roadway rules and regulations, licensing requirements, and proper equipment usage and maintenance.

Pedestrian fatalities dropped 33% to 52 in 2020 from 77 in 2019. In 2020, pedestrian fatalities accounted for 15% of traffic fatalities, down from 23% the previous year as a percentage of all traffic fatalities. One potential factor to this decline in pedestrian deaths during 2020 was the reduction in vehicles on the roads due to COVID-19 travel restrictions and lockdowns.

Bicycling has become more prevalent in Massachusetts, especially within the Boston metro area, as a transportation mode. In 2020, there were ten bicyclist fatalities, up from five in 2019. Despite the unfortunate increase in bicyclists fatalities, the five-year average for 2016-2020 was eight, down from nine for 2015-2019. A possible cause for the increase in bicyclist fatalities during 2020 could be that pandemic restrictions led to more bicyclists on the roadways, a result of people seeking ways to get around as public transportation options were limited for safety reasons.

Higher-risk transportation system users accounted for 43% of the 343 traffic fatalities reported in 2020, down from 47% in 2019. Based on preliminary data pulled from MassDOT IMPACT, the percentage of higher-risk transportation system users who account for fatalities was 49% for FFY 2021. From October 1, 2020, to September 30, 2021, 70 motorcyclist fatalities (6 unhelmeted), six cyclist fatalities, 73 pedestrian deaths, and 43 fatalities resulting from crashes involving young drivers.

### **Performance Targets & Results for FFY 2021**

Decrease motorcyclist fatalities by 3% from the five-year average of 51 in 2018 to a five-year average of 49 by December 31, 2021.

→ *The five-year average for motorcycle fatalities was 50 in 2020, which is higher than the target value of 49 set in the FFY 2021 HSP.*

Decrease unhelmeted motorcycle fatalities by 25% from the five-year average of four in 2018 to a five-year average of three by December 31, 2021.

→ *The five-year average of unhelmeted motorcycle fatalities was two in 2020, lower than the target value of three set in the FFY 2021 HSP.*

Decrease pedestrian fatalities by 4% from the five-year average of 76 in 2017 to a five-year average of 73 by December 31, 2021.

→ *The five-year average of pedestrian fatalities was 71 in 2020, which is lower than the target value of 73 set in the FFY 2021 HSP.*

Decrease bicyclist fatalities 10% from the five-year average of 9 in 2018 to a five-year average of eight by December 31, 2021.

→ *The five-year average of bicyclist fatalities was 8 in 2020, in line with the target value of 8 set in the FFY 2021 HSP.*

Decrease the number of young drivers (age 20 or under) involved in fatal crashes by 5% from the five-year average of 34 in 2018 to a five-year average of 32 by December 31, 2021.

→ *The five-year average of young drivers involved in a fatal crash was 35 in 2020, which is in line with the target value of 35 set in the FFY 2021 HSP.*

### **Higher-Risk Transportation System User Projects for FFY 2021**

**Project Code:** MC-21-01

**Project Title:** Motorcycle Safety Media

#### **Summary of FFY 2021 Activity:**

Due to instructions from the Governor's Office to limit external communications for non-pandemic-related campaigns, EOPSS/OGR/HSD did not spend any funds on this program in FFY 2021.

**Allotted Funding:** \$ 150,000  
**Expenditures:** \$ 0  
**Fund Source(s):** 405f

---

**Project Code:** MC-21-02  
**Project Title:** Motorcycle Safety Program Enhancements

**Summary of FFY 2021 Activity:**

Due to limited funding and higher priorities for funded projects, EOPSS/OGR/HSD decided not to pursue this program in FFY 2021.

**Allotted Funding:** \$ 263,275.36  
**Expenditures:** \$ 0  
**Fund Source(s):** 405f

---

**Project Code:** MC-21-03  
**Project Title:** Program Management – Motorcycle Safety

**Summary of FFY 2021 Activity:**

Funding was used to support staff needed to facilitate motorcycle-related programming and cover travel and miscellaneous expenses during FFY 2021.

**Allotted Funding:** \$ 133,000  
**Expenditures:** \$ 38,473.26  
**Fund Source(s):** 402

---

**Project Code:** PS-21-01  
**Project Title:** Pedestrian and Bicyclist Safety Media

**Summary of FFY 2021 Activity:**

Due to instructions from the Governor's Office to limit external communications for non-pandemic-related campaigns, EOPSS/OGR/HSD did not spend any funds on this program in FFY 2021.

**Allotted Funding:** \$ 150,000  
**Expenditures:** \$ 0  
**Fund Source(s):** 405h

**Project Code:** PS-21-02

**Project Title:** Local Police Pedestrian & Bicyclist Enforcement/Equipment Program

**Summary of FFY 2021 Activity:**

Due to limited funding and higher priorities for funded projects, EOPSS/OGR/HSD decided not to pursue this program in FFY 2021.

**Allotted Funding:** \$ 100,000

**Expenditures:** \$ 0

**Fund Source(s):** 402, 405h

---

**Project Code:** PS-21-03

**Project Title:** Program Management – Pedestrian & Bicycle Safety Program

**Summary of FFY 2021 Activity:**

Funding to provide sufficient support to staff to conduct pedestrian and bicycle-related programming as well as to cover travel, professional development expenses, conference fees, postage, and office supplies during FFY 2021.

**Allotted Funding:** \$ 120,000

**Expenditures:** \$ 41,384.04

**Fund Source(s):** 402

**Higher-Risk Transportation System User – Expenditures Summary**

<b>Project Code</b>	<b>Project Title</b>	<b>Fund Source</b>	<b>Expenses Reported</b>
MC-21-01	Motorcycle Safety Media	405f	\$ 0
MC-21-02	Motorcycle Safety Program Enhancements	402	\$ 0
MC-21-03	Program Management	402	\$ 38,473.26
		<i>MC Subtotal:</i>	<i>\$ 38,473.26</i>
PS-21-01	Pedestrian and Bicycle Media	405h	\$ 0
PS-21-02	Pedestrian and Bicycle Enforcement	402, 405h	\$ 0
PS-21-03	Program Management	402	\$ 41,384.04
		<i>PS Subtotal:</i>	<i>\$ 41,384.04</i>

**FFY 2021 Total:                      \$ 79,857.30**

## Traffic Records

### **Problem Identification**

EOPSS/OGR/HSD and its partners collect, maintain, and provide access to traffic records data to help with identifying highway safety issues and crash trends, developing appropriate countermeasures, and evaluating the effectiveness of these efforts. The data needs to be as up-to-date as possible to do this efficiently and accurately. Unfortunately, Massachusetts has numerous challenges with regards to its statewide traffic records system, including, but not limited to, antiquated computer systems and inadequate data submission protocols and requirements. Improvements have been made in recent years, especially with developing and implementing the Motor Vehicle Automated Citation and Crash System (MACCS). The overarching goal of MACCS is to automate the collection and submission of motor vehicle citation and crash report information by state and local police, which will lead to improved quality and timeliness of data used by all traffic safety stakeholders.

### **Performance Targets & Results for FFY 2021**

***TR-1 Decrease the percent of Massachusetts State Police-submitted crash reports with invalid or incomplete entries in Accepted with Warning (AWW) fields from 3.7% as of 8/31/19 to 2.78% by 12/31/21. Provide mid-project progress toward the target as of 5/31/21.***

**Results:** As of 4/22/21, the current performance measure for the period of 1/1/21-3/31/21 was at 3.4% (4,453/132,726) of crash report fields from the RMV-AWW initiative, which have invalid/incomplete data – illustrating a reduction of .3 relative percentage points, 33% of progress towards the stated goal. However, since the work being done by this project, TR 21-01, has yet to be significantly implemented (will start late fall 2021), this reduction is likely the positive impact of ongoing data quality improvement work by the Registry of Motor Vehicles. While the project met all its FFY 21 deliverables to update the MSP crash reporting training curriculum, it was not possible to provide a performance measure update by early December 2021. This is partly due to UMassSafe being amid a transition of its Data Warehouse, the source for this information. Also, it was deemed advisable to check this number once the curriculum had been in further use and during the close-out period for the FFY 22 grant in January 2022. The above performance measure was not met.

***TR-2 Exceed the January to October 2020 benchmarks for the RMV FARS unit – for the timeliness, completeness, and quality – by 1% for January to October 2021. Provide mid-project progress toward the target as of 5/31/21.***

**Results:** The January to October 2020 benchmarks were 86.94% for Timeliness, 83.77% for Completeness, and 79.87% for Overall Case Quality. The performance measures from January to April 2021 were 95.11% for timeliness, 94.94% for completeness, and 90.29% for overall quality - exceeding the 1% performance goal for all three measures. However, the January to October 2021 benchmarks were

86.11% for Timeliness, 86.33% for Completeness, and 75.34% for Overall Case Quality. RMV's FAR Unit experienced a major staffing loss in spring 2021 that has yet to be filled, which likely contributed to this shortfall. The above performance measure was not met

***TR-3 Install approximately 800 printers for the MACCS in vehicles at an estimated 100 local law enforcement agencies by 9/30/21. Provide mid-project progress toward the target as of 5/31/21.***

**Results:** As of May 2021, 455 printers had been installed at 50 departments. Due to the impact of COVID on installation personnel and supply-chain delays for printers and related hardware, by the end of FFY, only 585 printers and related hardware were installed at 68 local law enforcement agencies. The above performance measure was not met.

***TR-4 Increase acceptable resubmissions to Registry of Motor Vehicles' Crash Data System of previously rejected reports within a test group of 30 local police departments from benchmark to be established in October 2020 by 3% by 12/31/21. Provide mid-project progress toward the target as of 5/31/21.***

**Results:** Due to an administrative challenge involving hiring a proposed clerk at MassDOT/RMV, this project was canceled before it could get underway in January 2021. The above performance measure was not met.

***TR-5 Decrease the number of state and local police-submitted crash reports Accepted with Warning (AWW) for not having complete/valid entries within 2019 AWW fields from 45% as of June 2019 to 30% by 12/31/21. Provide mid-project progress toward the target as of 5/31/21.***

**Results:** After submitting this performance target in the FFY 21 HSP, there was a need to revise the benchmark/performance measure so it could be conducted within FFY 21 and not run into FFY 22. The above performance was not met.

***The replacement target is:*** Reduce the number of MA crash reports from state and local police that have incomplete/invalid data in any of the fields included in the RMV 2018/2019 AWW initiative by 5% (2.2 relative percentage points) from 42.2% (10,676/25,295) for the period of 1/1/20 – 3/31/20 to 40% for the period of 7/1/21-9/30/21.

As of 4/22/21, the current performance measure for the period of 1/1/21-3/31/21 is at 41.0% (6,315/15,390) of crash reports which have invalid/incomplete data in any of the RMV-AWW initiative fields – illustrating a reduction of 1.2 relative percentage points, 55% of progress towards the stated goal. However, since the work done by this project has yet to have its full impact, this reduction is likely the positive impact of ongoing data quality improvement work by the Registry of Motor Vehicles. While the project met all its FFY 21 deliverables to enhance the Massachusetts Law Enforcement Crash Report E-Manual, it was not possible to provide a performance measure update by early December 2021. This was partly due to UMassSafe being amid a transition of its Data Warehouse, the source for this information.

Also, it was deemed advisable to check this number once the enhanced E-Manual had been in further use, in January 2022. The replacement performance measure was not met either.

***TR-6 Increase the number of ambulance services submitting NEMSIS Version 3 reports to the Massachusetts Ambulance Trip Record Information System (MATRIS) from 213 as of 3/31/20 to 300 by 3/31/21 (or the number of licensed ambulance services in MA on 3/31/21).***

**Results:** The above performance measure was met with an increase from 213 to 301 in the number of ambulance services with National Emergency Medical Services Information System (NEMSIS) compliant electronic data collection modules and software submitting Version 3 data records to MATRIS.

***TR-7 Increase Boston Police Department's electronic crash reporting to the RMV's Crash Data System from an estimated 7% rate in 7/1/20 to 70% or more by 6/30/21. Provide mid-project progress toward the target as of 5/31/21.***

**Results:** After setting this benchmark/performance measure, it was determined Boston Police Department was not aware that its crash reporting was not being done in an electronic reporting manner. It was revised to be "Increase Boston Police Department's crash reporting to the RMV's Crash Data System from an estimated 7% rate as of July 2020 through a paper submission process to a 70% or more rate by 12/31/21 through an electronic submission process." As of April 2021, BPD's paper reporting rate was 5.8%, and it was 5.2% as of September 2021. Therefore, the above performance measure was not met.

### **Traffic Records Projects for FFY 2021**

**Project Code:** TR-21-01

**Project Title:** MSP Crash Report Training Curriculum

#### **Summary of FFY 2021 Activity:**

This project created a new curriculum and supplementary materials for training Massachusetts State Police to complete the crash report accurately and fully within their records management system, known as RAMS. These crash records are then electronically passed to the Massachusetts Crash Data System operated by MassDOT/Registry of Motor Vehicles.

The Presentation Classroom Training provides cadet troopers the basics of navigating RAMS, determining and inputting the most effective location methods for various crashes, and step-by-step guides for completing every field in the Conditions, Vehicle, Occupant, Non-Motorist, Property Damage/Witness, and Narrative/Diagram sections. It includes best practices and methods for avoiding common errors. A comprehensive guide to crash reporting in RAMS was also developed. Supplementary materials include an Instructors Guide, Participants Guide, course handouts, and a data dictionary of instructions, definitions, and rationales for every field covered in training.

An Online In-Service Training was developed for existing troopers to help avoid common errors regarding crash location and with fields most often left blank or completed inaccurately.

Pilot testing and further evaluation of the new curriculum and supplementary materials are being conducted in early FFY 2022.

**Allotted Funding:** \$ 164,811  
**Expenditures:** \$ 136,666.52  
**Fund Source(s):** 405c

---

**Project Code:** TR-21-02

**Project Title:** Fatality Analysis Reporting System (FARS)

**Summary of FFY 2021 Activity:**

Funding was provided to the Registry of Motor Vehicles (RMV) to support a FARS analyst, responsible for collecting data concerning traffic-related fatalities and maintaining a database sufficient to meet NHTSA requirements. This traffic-related fatality data was sent to NHTSA to be included in the [national FARS](#) database. Starting in CY 2022, the federal grant funding for the analyst position will be directly received by the RMV from NHTSA.

**Allotted Funding:** \$ 82,000 for CY 2021  
**Expenditures:** \$ 70,778.96  
**Fund Source(s):** FARS Cooperative Agreement

---

**Project Code:** TR-21-03

**Project Title:** MACCS

**Summary of FFY 2021 Activity:**

Funding was provided to the Department of Criminal Justice Information Services (DCJIS) to develop further this secure, web-based system for collecting citations, crashes, alcohol test refusal, and traffic stop data for state and local police departments. The goals of this multi-year project are to improve office and motorist safety, streamline data collection, improve data quality, eliminate redundant data entry processes across agencies, improve the timeliness of reporting to state and federal entities, and make data for analysis purposes available faster to law enforcement agencies, highway safety professionals, and the public. Five hundred eighty-five printers and related hardware were installed at 68 local law enforcement agencies during the grant period. A state-funded DCJIS staffer coordinated the printer installation effort. This position also provided related training to departments starting with MACCS. Grant funding also provides for software enhancements to MACCS, enabling three sets of local police department's records management systems (RMS) to achieve 'return of service' functionality with MACCS. This improvement makes it possible for departments to receive back in their RMS's the data they submit into MACCS and

to the state's crash and citation systems. During the grant period, the number of departments participating in MACCS expanded from 109 to 186. State Police issued 189,089 citations and local police 125,708 using MACCS. This project will continue with Section 405c funding in FFY 22.

**Allotted Funding:** \$ 490,161.46  
**Expenditures:** \$ 489,308.74  
**Fund Source(s):** 402

---

**Project Code:** TR-21-04

**Project Title:** TR 2021 Projects to be Approved by TRCC

**Summary of FFY 2021 Activity:**

The Office of Grants and Research and the Executive-level Traffic Records Coordinating Committee identified and approved six projects to use \$800,000 of Section 405-c funding in FFY 2021. One project started in FFY 21, TR 21-14, and another began in FFY 22, TR 22-03. Due to the impact of COVID-19 and project-specific issues, four of these projects were later canceled.

**Allotted Funding:** \$ 999,794,78  
**Expenditures:** \$ 0  
**Fund Source(s):** 405c

---

**Project Code:** TR-21-05

**Project Title:** RMV Accepted With Warnings, Part II

**Summary of FFY 2021 Activity:**

This project was canceled by the Registry of Motor Vehicles because of an administrative challenge involving the hiring of a proposed clerk at MassDOT/RMV. The clerk was needed to perform several administrative functions with RMV's Law Enforcement Liaison (LEL), so the LEL could spend more time working with local police departments to improve data quality and timeliness for the Crash Data System.

**Allotted Funding:** \$ 0  
**Expenditures:** \$ 0  
**Fund Source(s):** 405c

**Project Code:** TR-21-06

**Project Title:** UMass, Crash E-Manual Phase II

**Summary of FFY 2021 Activity:**

This project was to enhance the [Massachusetts Law Enforcement Crash Report E-Manual](#), an online resource for local and State Police and other transportation safety data users.

The enhancements included the following: *Interactive Overlays*: Users can now navigate the E-Manual's Data Dictionary using interactive overlays of the Statewide Crash Form, RAMS Crash Form, and Central Square/Tritech/IMC Crash Form. *Traffic Records News*: A new page containing highlights and articles on the latest news in traffic records. *ANSI.16D Definitions*: A review of the Manual on Classification of Motor Vehicle Crashes (ANSI D.16) was conducted.

In the instances where it was helpful for law enforcement, the E-Manual Data Dictionary was updated with ANSI D.16 information.

UMassSafe extensively promoted the updated E-Manual, including a presentation, webinar, distribution of print materials, and social media promotion.

<b>Allotted Funding:</b>	\$ 184,899
<b>Expenditures:</b>	\$ 180,770.27
<b>Fund Source(s):</b>	405c

---

**Project Code:** TR-21-07

**Project Title:** MATRIS and Trauma Registry Enhancements

**Summary of FFY 2021 Activity:**

This project aimed to enhance the accuracy, completeness, integration, timeliness, and/or uniformity of the Massachusetts Ambulance Trip Record Information System (MATRIS) and the Trauma Registry (TR). MDPH could not fully utilize this funding given COVID-19 impacts and operational challenges involving migrations to new hosting arrangements. However, it did use some to ensure both older versions of the systems functioned. MDPH moved almost all ambulance services to Version 3 of NEMSIS in spring 2021.

<b>Allotted Funding:</b>	\$ 175,000
<b>Expenditures:</b>	\$ 16,874.37
<b>Fund Source(s):</b>	405c

**Project Code:** TR-21-08

**Project Title:** MATRIS and Trauma Registry National Standard Uniformity and Data Quality

**Summary of FFY 2021 Activity:**

This project aimed to enhance the accessibility, uniformity, and data quality of the Massachusetts Ambulance Trip Record Information System (MATRIS) and the Trauma Registry (TR). MDPH could not utilize this funding given COVID-19 impacts and operational challenges involving migrations to new hosting arrangements.

**Allotted Funding:** \$ 226,800

**Expenditures:** \$ 0

**Fund Source(s):** 405c

---

**Project Code:** TR-21-09

**Project Title:** Boston Cyclist, Pedestrian and Vehicular Incident Information System

**Summary of FFY 2021 Activity:**

Boston EMS continued its multi-year efforts to vet, monitor, analyze, and report on roadway incidents in Boston, including cyclist, pedestrian, and vehicle crashes. In working with city and state transportation departments, we effectively informed roadway safety measures, targeting resources to intersections and streets with higher rates of more serious incidents.

An intern performed a weekly review of all potential bike and pedestrian incidents and completed the annual report and regular monthly reports. A dedicated person to review and confirm case inclusion was vital to ensuring both near-real-time records and data vetting consistency. While reporting requirements and funder coordination were done by the Boston EMS Chief of Staff, day-to-day project management efforts were handled by a Boston EMS Deputy Superintendent. The latter position worked closely with the intern and later with a contracted data analyst who addressed the benchmarking deliverables. The Deputy Superintendent's time meeting, mentoring, and supporting the intern and data analyst, and his work on system maintenance and updates served to meet Boston EMS's cost-sharing requirement.

In partnership with the Boston Transportation Department, the data analyst evaluated five roadway interventions implemented over the last five years, comparing data for the 1.5 years prior to the intervention installation and 1.5 years after. These projects included separated bike lane installation on Beacon Street in the Back Bay; speed humps and other traffic calming measures implemented in the Talbot-Norfolk Triangle in Dorchester; speed humps and other traffic calming measures implemented in the West of Washington section of Dorchester; crosswalks added along Walter Street in Roslindale; and installation of a left turn lane and signal at the intersection of Columbus Ave and Cedar Street in Roxbury.

In addition to the analytic project deliverables, Boston EMS used the funding to support internal professional development and expand in-house analysis and reporting capability.

**Allotted Funding:** \$ 91,981  
**Expenditures:** \$ 69,554.42  
**Fund Source(s):** 405c

---

**Project Code:** TR-21-10

**Project Title:** Boston Police Department (BPD) Crash Reporting Improvement

**Summary of FFY 2021 Activity:**

The Boston Police Department and its records management system vendor began the development of a mobile and desktop accessible crash reporting application. Coordination was undertaken with the Registry of Motor Vehicles (RMV) and other state entities to ensure data submitted through the application successfully flows into the RMV's Crash Data System. This project will continue into FFY 2022 with the roll-out of the new application, including a city-funded training effort, expected in December 2021.

**Allotted Funding:** \$ 330,000  
**Expenditures:** \$ 100,000  
**Fund Source(s):** 405c

---

**Project Code:** TR-21-11

**Project Title:** Program Management – Traffic Records

**Summary of FFY 2021 Activity:**

Funding was provided to allow staff to conduct traffic-related programming and cover travel and miscellaneous expenses during FFY 2021.

**Allotted Funding:** \$ 160,000  
**Expenditures:** \$ 114,992.88  
**Fund Source(s):** 405c

---

**Project Code:** TR-21-12

**Project Title:** MSP Updated E-Survey Tools, Training, & Rollout

**Summary of FFY 2021 Activity:**

The MA State Police canceled this project due to a procurement challenge. MSP could not secure a vendor for necessary equipment without a Buy America Act waiver.

**Allotted Funding:** \$ 146,296  
**Expenditures:** \$ 0  
**Fund Source(s):** 405c

---

**Project Code:** TR-21-13

**Project Title:** MACCS Enhancements

**Summary of FFY 2021 Activity:**

This project was postponed by the Department of Criminal Justice Information Services until FFY 2022. It is listed as TR-22-03 in the FFY22 HSP.

**Allotted Funding:** \$ 199,090  
**Expenditures:** \$ 0  
**Fund Source(s):** 405c

---

**Project Code:** TR-21-14

**Project Title:** Department of Public Health (DPH) Integration & Analysis of Crash, Injury and Driver Data

**Summary of FFY 2021 Activity:**

The MA Department of Public Health (MDPH) began this project in the fourth quarter of FFY 21. They obtained driver data for subsequent integration and analysis and prepared to get input from traffic safety stakeholders on the initial analysis. MDPH first identified the license number of Massachusetts (MA) and out-of-state (OOS) drivers involved in 2016-2018 crashes in linked MA Crash-Related Injury Surveillance System (MA CRISS) data and requested these records from the Registry of Motor Vehicles (RMV). The RMV sent MDPH 97.3% of the MA driver records (153,062 of 157,343) and 21.9% of out-of-state driver records (3,170 of 14,506) requested. MDPH staff drafted potential analyses of linked driver-crash-hospital case-mix data. It worked with staff to prioritize which potential analyses to send to internal and external traffic safety stakeholders for input. Through this project, MDPH aims to increase the number of MA driver records integrated with MA crash and injury surveillance (hospital case mix) data from 38,000 as of 7/1/21 to 152,000 by 9/30/22. MDPH was able to receive 153,062 MA driver records from RMV by 9/30/21 and plans to integrate these into MA CRISS by 1/31/2022. This project will continue in FFY 2022.

**Allotted Funding:** \$ 112,617  
**Expenditures:** \$ 21,942.21  
**Fund Source(s):** 405c

**Project Code:** TR-21-15

**Project Title:** UMassSAFE Data Integrity Analysis

**Summary of FFY 2021 Activity:**

This project was canceled by the University of Massachusetts – Amherst (UMassSAFE) due to the timing of necessary data access. UMassSAFE was not confident it would successfully conduct the project within the required period of performance for the grant award.

**Allotted Funding:** \$ 0

**Expenditures:** \$ 0

**Fund Source(s):** 405c

**Traffic Records – Expenditures Summary**

<b>Project Code</b>	<b>Project Title</b>	<b>Fund Source</b>	<b>Expenses Reported</b>
TR-21-01	MSP Crash Report Training Curriculum	405c	\$ 136,666.52
TR-21-02	FARS	FARS Coop	\$ 70,778.96
TR-21-03	MACCS	402	\$ 489,308.74
TR-21-04	Projects to be Approved by TRCC	405c	\$ 0
TR-21-05	RMV AWW Part II	405c	\$ 0
TR-21-06	UMass, Crash E-Manual Phase II	405c	\$ 180,770.27
TR-21-07	MATRIS and Trauma Registry	405c	\$ 16,874.37
TR-21-08	MATRIS and Trauma Registry National	405c	\$ 0
TR-21-09	Boston Cyclist, Pedestrian & Vehicular	405c	\$ 69,554.42
TR-21-10	BPD Crash Reporting Improvement	405c	\$ 100,000.00
TR-21-11	Program Management – Traffic Records	405c	\$ 114,992.88
TR-21-12	MSP Updated E-Survey Tools, Training	405c	\$ 0
TR-21-13	CJIS MACCS Upgrades	405c	\$ 0
TR-21-14	DPH Integration & Analysis of Crash, Injury	405c	\$ 21,942.21
TR-21-15	UMassSAFE Data Integrity Analysis	405c	\$ 0

**FFY 2021 Total:                   \$ 1,200,888.37**

## **Police Traffic Services, Community Traffic Safety, and Support**

### **Problem Identification**

Well-trained police, court personnel, and highway safety stakeholders are critical to successfully developing, implementing, and evaluating highway safety initiatives and programs. Many of the previously mentioned program areas are dependent on the success of police training efforts.

The projects described in this section include municipal police training, law enforcement liaison (LEL), and MDAA TSRP.

This section also provides information on community traffic safety projects and planning and administration expenditures necessary for the operation of EOPSS/OGR/HSD.

### **Notable Accomplishments for FFY 2021**

- The FFY 2020 Annual Report was successfully submitted on or prior to the due date of December 31, 2020.
- The FFY 2022 Highway Safety Plan was successfully submitted on or prior to the due date of July 1, 2021.
- MDAA's Traffic Safety Resource Prosecutor (TSRP) program has upgraded the OUI Manual with a tentative publication date of January 2022.
- MPTC conducted 18 classes related to Crash Investigations and LiDAR Operations during FFY 2021, with a total of 290 police officers participating.
- The MRS program provided 161 local police departments funding to conduct enforcement patrols. In FFY 2021, local police logged 17,559 hours of overtime enforcement, leading to 47,062 stops resulting in 1,368 safety belt violations, 2,347 speeding citations, and 69 OUI arrests.

### **Performance Targets & Results for FFY 2021**

Reduce motor vehicle-related fatalities by 5.3% from the five-year average of 358 in 2018 to a five-year average of 339 by December 31, 2021.

- *The five-year average for motor vehicle-related fatalities was 354 in 2020, which is higher than the target of 339 set in the FFY 2021 HSP.*

### **Police Traffic Services and Support Projects for FFY 2021**

**Project Code:** PT-21-01

**Project Title:** Municipal Police Training (MPTC)

#### **Summary of FFY 2021 Activity:**

Funding was provided to MPTC to conduct training classes for municipal police departments to improve crash investigations and speed enforcement. Classes included Basic and Advanced Crash Investigation and Lidar and Radar Operator. The pandemic delayed the start of these classes until March 2021. Two hundred ninety officers attended 18 classes at MPTC Academies and police departments throughout the Commonwealth.

**Allotted Funding:** \$ 250,000  
**Expenditures:** \$ 57,177.53  
**Fund Source(s):** 402

---

**Project Code:** PT-21-02

**Project Title:** Law Enforcement Liaison (LEL)

#### **Summary of FFY 2021 Activity:**

Due to limited funding and higher priorities for funded projects, EOPSS/OGR/HSD decided not to pursue this program in FFY 2021.

**Allotted Funding:** \$ 100,000  
**Expenditures:** \$ 0  
**Fund Source(s):** 402

---

**Project Code:** PT-21-03

**Project Title:** MDAA/TSRP

#### **Summary of FFY 2021 Activity:**

Funding was provided to the MDAA for a full-time TSRP, which remained unfilled until July 2021. In August 2021, Jessica Stone, a lawyer with extensive personal injury and automobile tort claim experience, became the MDAA's newest TSRP.

Due to the long delay in hiring a full-time TSRP, less funding was expended. Despite the short period as TSRP, Jessica provided technical assistance to ADAs and law enforcement regarding potential defense expert witnesses and the status of electronic search warrants in Massachusetts. She is currently developing a trial training advocacy program for new prosecutors tentatively set for October 2021. Revisions and updates have been made to the OUI Manual with expectations of an early 2022 publication date.

**Allotted Funding:** \$ 250,000  
**Expenditures:** \$ 26,066.31  
**Fund Source(s):** 402, 405d

---

**Project Code:** PT-21-04

**Project Title:** MSP Law Enforcement Liaison (LEL)

**Summary of FFY 2021 Activity:**

Funding was provided to MSP for training and travel-related expenses for the Law Enforcement Liaison to attend meetings, training, and national conferences. The benefits of attending these different venues included building strong networks with peers on vital traffic safety topics such as safety belts, distracted and drugged driving, OUI, and speed enforcement. Because of the continuing national and statewide COVID restrictions placed on travel and conference venues, the LEL attended the Lifesavers Conference and the American Association of Motor Vehicle Administrators in a virtual format. The LEL was able to participate in the national IACP Drug, Alcohol and Impaired Drivers Conference in person.

**Allotted Funding:** \$ 15,000  
**Expenditures:** \$ 1,360.54  
**Fund Source(s):** 402

---

**Project Code:** PT-21-05

**Project Title:** Enhance State Judicial Training and Awareness

**Summary of FFY 2021 Activity:**

Due to limited funding and higher priorities for funded projects, EOPSS/OGR/HSD decided not to pursue this program in FFY 2021.

**Allotted Funding:** \$ 200,000  
**Expenditures:** \$ 0  
**Fund Source(s):** 405d

**Project Code:** PT-21-06

**Project Title:** MSP Young Drivers Education Program

**Summary of FFY 2021 Activity:**

Funds were provided to MSP to conduct educational rollover simulator demonstrations to young drivers and the general public on the importance of wearing a seat belt and the dangers of impaired driving. A portion of the funds also allowed the MSP to purchase educational materials providing hands-on interactive presentations highlighting the dangers of reckless and impaired driving. Approximately sixteen (16) rollover demonstrations and/or educational presentations were conducted, as well as an audit of the MSP's State Courts Against Road Rage (SCARR) program.

**Allotted Funding:** \$ 75,000

**Expenditures:** \$ 22,381.76

**Fund Source(s):** 402

---

**Project Code:** PT-21-07

**Project Title:** Municipal Road Safety (MRS) Program

**Summary of FFY 2021 Activity:**

The FFY 2021 Municipal Road Safety (MRS) Grant Program provided funds to local police departments to participate in up to three traffic safety elements aimed at reducing fatalities, injuries, and economic losses from motor vehicle crashes. The MRS grant was offered on a competitive basis, and of the 351 communities across Massachusetts, 154 departments became eligible.

The first element of the MRS program provided funds to conduct five HVE campaigns: Winter Impaired (Dec. 16, 2020, thru Jan. 31, 2021), Distracted Driving (April 2-28, 2021), Click It Or Ticket (May 17-31, 2021), Speed (June 11-27, 2021) and Summer Impaired (Aug. 20 thru Sept. 6, 2021). The total number of stops (47,062) over these five campaigns resulted in over 50,000 citations and warnings.

The second element of the MRS program provided funds for departments to purchase speed-related equipment. One hundred and sixteen (116) departments purchased hand-held radar and LiDAR units as well as speed signs and data recorders.

The third element of the program provided funds to conduct overtime non-enforcement traffic safety activities. This also included officer recertification and training programs such as ARIDE, CPS technician, and Radar/LiDAR operator training, as well as registration fees for the Lifesavers national conference.

Thirty-five (35) departments selected this element and conducted bike rodeos, alcohol awareness classes, and educational initiatives aimed at teenagers.

Key Metrics from FFY21 MRS	
Enforcement Hours	17,559
Total Stops	50,230
Total Citations	14,167
Total Written Warnings	24,709
Total Verbal Warnings	11,354
Avg. Weighted Stops/Hour	3.16
Safety Belt incl CPS	1,368
Speeding (all citations)	2,347
Speeding (all warnings)	18,752
OUI Alcohol Arrests	59
OUI Drug Arrests	10
Improper use of Phone/Texting	6,711
Failure to Stop (all citations & warnings)	4,332

**Allotted Funding:** \$ 6,075,000  
**Expenditures:** \$ 2,024,223.03  
**Fund Source(s):** 402, 405b

**Project Code:** PT-21-08

**Project Title:** Local Traffic Safety Officers

**Summary of FFY 2021 Activity:**

Due to limited funding and higher priorities for funded projects, EOPSS/OGR/HSD decided not to pursue this program in FFY 2021.

**Allotted Funding:** \$ 500,000  
**Expenditures:** \$ 0  
**Fund Source(s):** 402

**Project Code:** PT-21-09

**Project Title:** MSP Sustained Traffic Enforcement Program (STEP)

**Summary of FFY 2021 Activity:**

The MSP was provided to deploy sustained and selective “zero tolerance” traffic enforcement overtime patrols to address impaired driving, occupant protection, distracted driving, and all motor vehicle driving

violations. HVE was also conducted to augment local police department efforts within the same general location. No activity took place due to a lack of manning of patrols and no local departments reaching out for assistance.

**Allotted Funding:** \$ 150,000  
**Expenditures:** \$ 0  
**Fund Source(s):** 402, 405d

---

**Project Code:** PT-21-10

**Project Title:** Program Management – Police Traffic Services

**Summary of FFY 2021 Activity:**

Funding was used to allow staff to facilitate police traffic services programming described in the FFY 2021 HSP and cover travel, professional development expenses, conference fees, and miscellaneous costs.

**Allotted Funding:** \$ 300,000  
**Expenditures:** \$ 235,624.76  
**Fund Source(s):** 402

---

**Project Code:** CP-21-01

**Project Title:** Community Traffic Safety Projects

**Summary of FFY 2021 Activity:**

Due to funding delays and the COVID-19 pandemic, this program did not occur during FFY 2021. EOPSS/OGR/HSD plans to fund this program in FFY 2022.

**Allotted Funding:** \$ 225,000  
**Expenditures:** \$ 0  
**Fund Source(s):** 402

---

**Project Code:** CP-21-02

**Project Title:** Program Management – Community Traffic Safety Projects

**Summary of FFY 2021 Activity:**

Funding was used to allow staff to facilitate police traffic services programming described in the FFY 2021 HSP and cover travel, professional development expenses, conference fees, and miscellaneous costs.

**Allotted Funding:** \$ 120,000  
**Expenditures:** \$ 32,195.98  
**Fund Source(s):** 402

**Project Code:** PA-21-01

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

**Summary of FFY 2021 Activity:**

Funding was used to allow support staff to implement, monitor, and evaluate programs and projects detailed in the FFY 2021 HSP. Funding is also used for staff to produce the FFY 2019 Annual Report and FFY 2021 HSP, among other things.

**Allotted Funding:** \$ 1,070,728.45

**Expenditures:** \$ 687,572.97

**Fund Source(s):** 402

**Police Traffic Services & Planning/Administration – Expenditures Summary**

<b>Project Code</b>	<b>Project Title</b>	<b>Fund Source</b>	<b>Expenses Reported</b>
PT-21-01	Municipal Police Training (MPTC)	402	\$ 57,177.53
PT-21-02	Law Enforcement Liaison (LEL)	N/A	\$ 0
PT-21-03	MDAA/TSRP	402, 405d	\$ 22,497.67
PT-21-04	MSP LEL	402	\$ 1,360.54
PT-21-05	State Judicial Outreach Liaison (SJOL)	N/A	\$ 0
PT-21-06	MSP Young Drivers Education Program	402	\$ 22,381.76
PT-21-07	Municipal Road Safety (MRS) Program	402, 405b	\$ 2,024,223.03
PT-21-08	Local Traffic Safety Officers	402	\$ 0
PT-21-09	MSP STEP	402, 405d	\$ 0
PT-21-10	Program Management – Police Traffic	402	\$ 235,624.76
		<i>PT Subtotal:</i>	<i>\$ 2,363,265.29</i>
CP-21-01	Community Traffic Safety Projects	402	\$ 0
CP-21-02	Program Management – Community TS	402	\$ 32,195.98
		<i>CP Subtotal:</i>	<i>\$ 32,195.98</i>
PA-21-01	Administration of Statewide Traffic Safety	402	\$ 687,572.97

**FFY 2021 Total:                      \$ 3,083,034.24**

## FFY 2021 Performance Targets, Results, and Analysis

In the FFY 2021 Highway Safety Plan, performance targets were provided by Massachusetts for 12 core performance measures and one non-core as required by NHTSA. The targets and results are as follows:

Code	Target Name	Performance Measure	FFY 2021 HSP Target	Current 5-year Average as of 12/31/20	Met Target as of 12/31/20?
C-1	Traffic Fatalities	5-yr avg.	339	354	No
C-2	Serious Injuries	5-yr avg.	2,580	2,641	No
C-3	Fatalities per 100M VMT	5-yr avg.	0.55	0.57	No
C-4	Unrestrained Occupant Fatalities	5-yr avg.	108	109	No
C-5	Alcohol-Impaired Driving Fatalities (BAC= .08+)	5-yr avg.	123	120	Yes
C-6	Speed-Related Fatalities	5-yr avg.	95	101	No
C-7	Motorcyclist Fatalities	5-yr avg.	49	50	No
C-8	Unhelmeted Motorcyclist Fatalities	5-yr avg.	3	2	Yes
C-9	Drivers Age 20 or Younger Involved in Fatal Crash	5-yr avg.	32	36	No
C-10	Pedestrian Fatalities	5-yr avg.	73	71	Yes
C-11	Bicyclist Fatalities	5-yr avg.	8	8	Yes
B-1**	Observed Seat Belt Usage Rate	5-yr avg.	82	79	No
NC-1	Distraction-Affected Fatal Crashes	5-yr avg.	40	31	Yes

\*\* Observed Seat Belt Usage Rate five-year average covers the years: 2016, 2017, 2018, 2019, and 2021. There was no survey conducted in 2020 due to the COVID-19 pandemic.

In the chart above, the five-year average for performance targets are provided. Since all the measures set in the FFY 2021 HSP have an end date of December 31, 2021, these measures are considered ‘in progress’ regardless of whether the measure has met or exceeded the FFY 2021 HSP targets. As of December 31, 2020, five performance measures have already met or surpassed the target set in the FFY 2021 HSP:

- Alcohol-Impaired Driving Fatalities
- Unhelmeted Motorcyclist Fatalities
- Pedestrian Fatalities
- Bicyclist Fatalities
- Distraction-Affected Fatal Crashes

Seat Belt Usage, Drivers Age 20 or Younger, and Motorcyclist Fatalities are within striking distance of their respective targets. OGR-HSD is confident activities conducted throughout FFY 2021 and the first quarter of FFY 2022 will lead to these measures meeting their targets by December 31, 2021.

This section will cover an assessment of each performance measure and comments on how Massachusetts will adjust its upcoming FFY 2023 HSP to meet future performance targets. Each performance measures graph will have a [light blue](#) dotted line representing the linear trendline for the five years.

All fatality data were derived from NHTSA's Traffic Safety Performance Measures Fact Sheet based on calendar years 2017 through 2020. It must be noted that 2020 fatality data is preliminary. The 2020 numbers are expected to be finalized by NHTSA during the second quarter of 2022.

Seat Belt Usage values come from the annual Statewide Safety Belt Observation Survey conducted in June each year to gauge the level of seat belt usage across the Commonwealth.

MassDOT provided vehicle Miles Traveled (VMT) for 2020. The estimated VMT for 2020 was 539,787,000 million, a 17% drop from 2019 VMT. This decline resulted from the lockdowns and travel restrictions put in place during 2020 as a response to the COVID-19 pandemic. MassDOT does expect VMT to rise in 2021 and 2022 as Massachusetts slowly returns to pre-2020 activity.

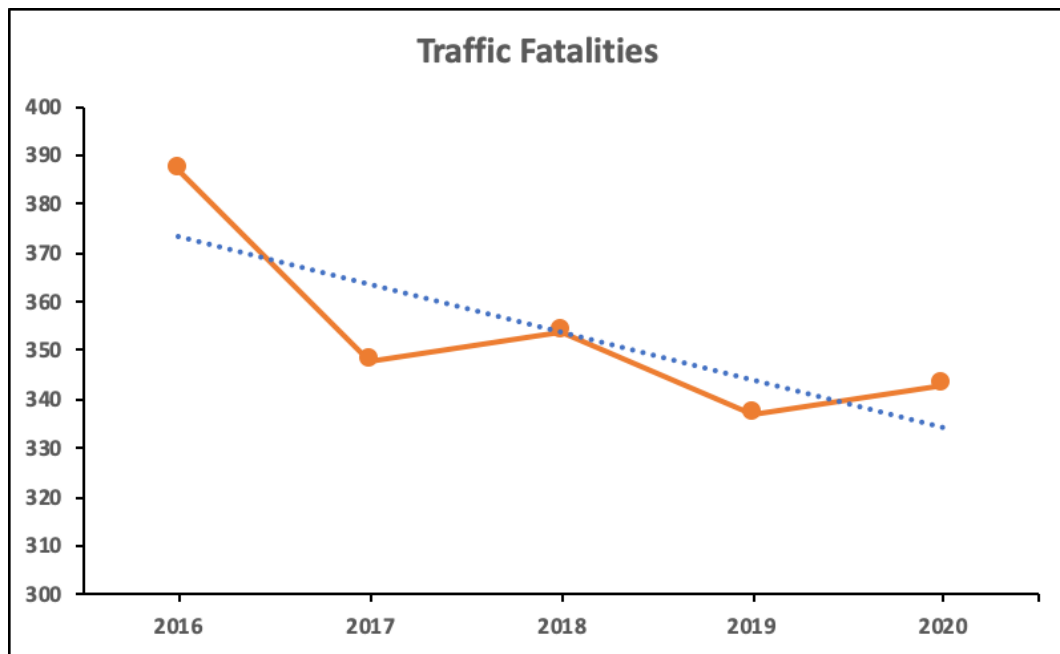
MassDOT also provided Distracted-Affected Fatal Crashes through the Registry of Motor Vehicles (RMV).

**C-1: Traffic Fatalities****FFY 2021 Target:**

Reduce motor vehicle-related fatalities 5.3% drop in the five-year average from 358 in 2018 to 339 by December 31, 2021.

**Performance as of December 31, 2020:**

Based on preliminary data, the five-year average for traffic fatalities from 2016-2020 was 354, 4.2% higher than the desired target of 339.

**Analysis**

In 2020, traffic fatalities increased 4.2% to 343 from 337 in 2019, reversing the slight decrease in deaths reported from 2018 to 2019. Looking ahead, preliminary data reported by MassDOT (as of December 8, 2021) has fatalities at 376 with three weeks left in the year. While the final fatalities total will not be known until the first half of 2022, fatalities appear to be higher than in 2020. One possible reason for this is the loosening of restrictions related to the pandemic has led to more people taking to the road, which has resulted in more traffic fatalities.

In the future, EOPSS/OGR/HSD will continue to improve and enhance enforcement programs to help reduce unsafe driving behaviors on the roadways, focusing on the counties of Bristol, Hampden, Middlesex, and Norfolk. These four counties accounted for over half of all fatalities reported in 2020.

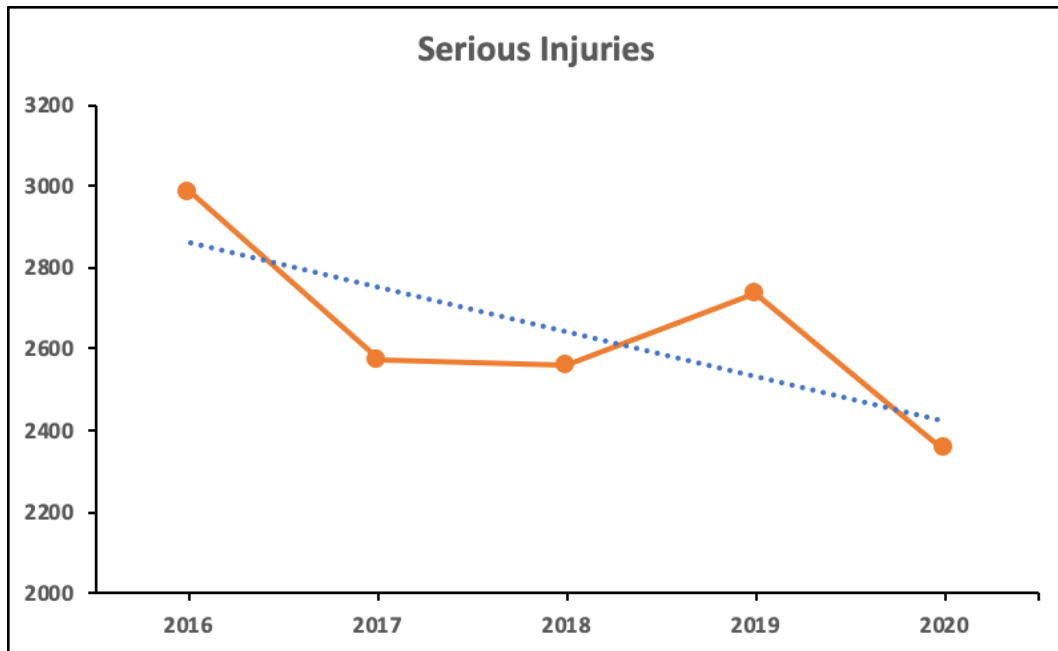
**C-2: Serious Injuries**

**FFY 2021 Target:**

Reduce motor vehicle-related serious injuries by 8.3% from the five-year average of 2,814 in 2018 to 2,580 by December 31, 2021.

**Performance as of December 31, 2020:**

Based on preliminary state crash injury data as of December 31, 2020, the five-year average for serious injuries was 2,641. This number is 2.4% higher than the desired target of 2,580.

**Analysis:**

Despite the five-year average for serious injuries falling short of the FFY 2021 target of 2,580 in 2020, the year-to-year change (2019 to 2020) saw a decline of 14%. With total serious injuries reported as of October 31, 2021, at 2,204, OGR/HSD is optimistic that the FFY 2021 target will be met or surpassed by December 31, 2021.

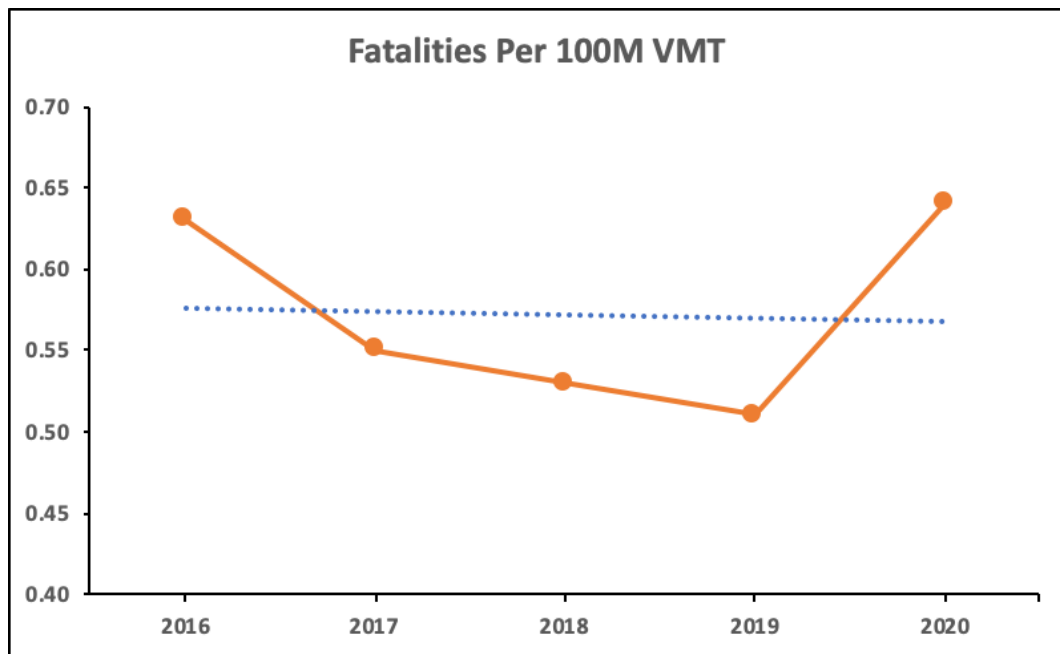
With the statewide seat belt usage rate above 80% in both the 2018 and 2019 surveys and declining five-year averages for unrestrained motor vehicle occupant fatalities and speed-related fatalities, it appears drivers and passengers are becoming more serious about safety when on the roadways. Coupled with advances in automobile safety technology such as automatic braking systems, improved airbags, and lane departure warnings the chances surviving a collision with minimal or no injuries, this increased level of safety awareness by motor vehicles occupants will translate into lower numbers of serious injuries in the coming years.

**C-3: Fatalities per 100M VMT (Fatality Rate)****FFY 2021 Target:**

Reduce fatality/VMT rate by 3.5% from the five-year average of 0.57 in 2018 to 0.55 by December 31, 2021.

**Performance as of December 31, 2020:**

Based upon preliminary 2020 VMT numbers provided by MassDOT, the five-year average for fatalities per 100M VMT from 2016 – 2020 was 0.57, slightly above the target set in the FFY 2021 HSP.

**Analysis:**

Preliminary VMT for 2020 estimates a significant drop in miles traveled to 536,950,000, which would be a 17% decline from 2019. This is a result of the COVID-19 restrictions from mid-March to late April 2020. For 2021, preliminary data points towards an increase in VMT as people slowly return to pre-pandemic activities and businesses have employees returning to the office, albeit one or two days a week.

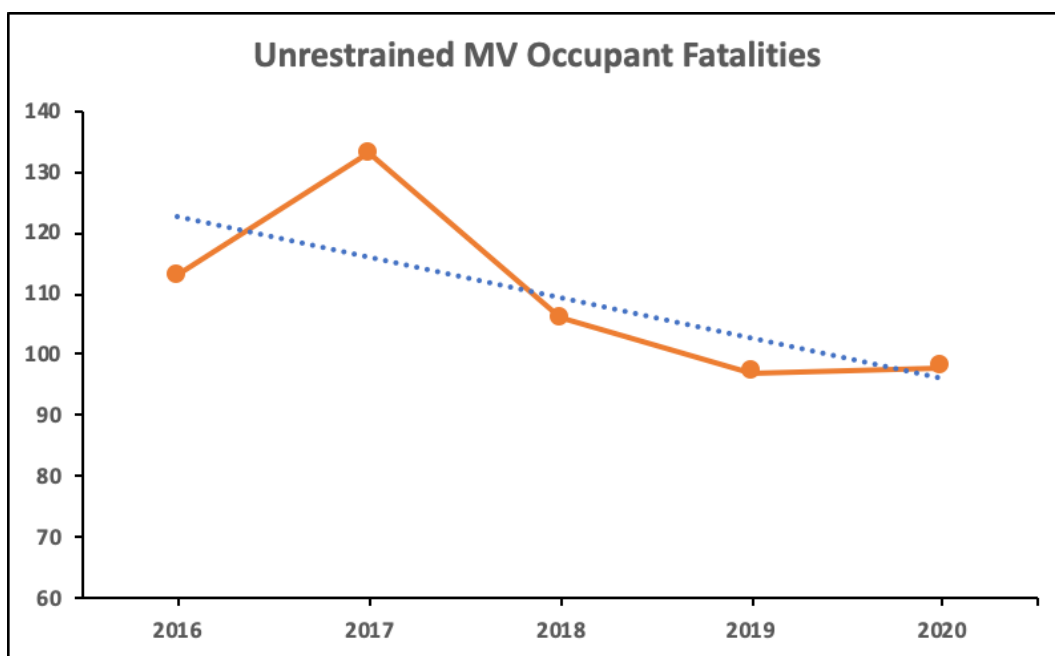
Despite the projected increase in fatalities from 2020 to 2021, the expected rise in VMT for 2021 will result in the fatality rate being similar to 2020. To drive the fatality rate back to pre-pandemic levels, OGR/HSD will need to continue expanding enforcement programs and support these enforcement efforts with focused media messaging through online and offline channels.

**C-4: Unrestrained Passenger Vehicle Occupant Fatalities****FFY 2021 Target:**

Decrease unrestrained passenger vehicle occupant fatalities by 2% from the five-year average of 110 in 2018 to 108 by December 31, 2021.

**Performance as of December 31, 2020:**

Based upon preliminary 2020 data, the five-year average for unrestrained occupant fatalities from 2016-2020 was 109, which is 1.3% higher than the target of 108 set in the FFY 2021 HSP.

**Analysis:**

Unrestrained fatalities rose slightly in 2020 to 98 from 97 in 2019. Preliminary data for 2021 reveals that unrestrained fatalities (as of December 8, 2021) are 95. With the holiday season on the near horizon, unrestrained fatalities are projected to be higher than in 2020.

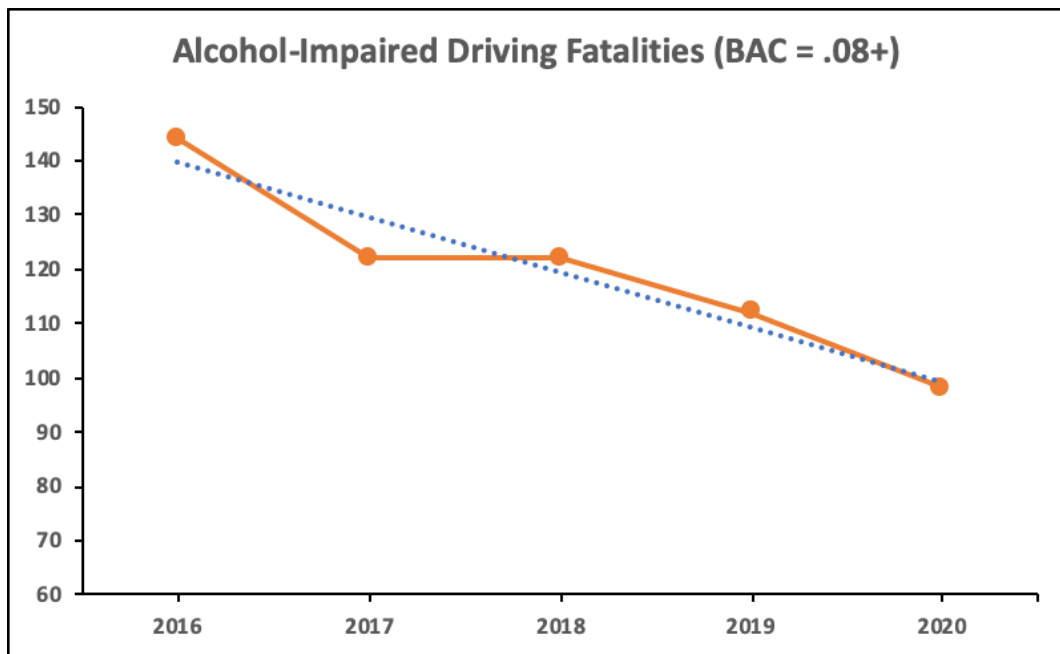
For FFY 2022, OGR/HSD hopes to increase the number of local police departments participating in the May CIOT mobilization. In May 2021, 122 of 160 MRS subrecipients conducted 3,862 enforcement hours in support of CIOT, and having more involved would increase high-visibility patrols across the state. Also, OGR/HSD will work with MSP to engage in more overtime patrol hours, up from the 1,515 hours reported in 2020. The combination of local and MSP conducting more CIOT enforcement and a dedicated media messaging campaign throughout May will lead to fewer unrestrained fatalities in 2022 compared to 2020 and 2021.

**C-5: Alcohol-Impaired (BAC = .08 or higher) Driving Fatalities****FFY 2021 Target:**

Decrease alcohol-impaired driving fatalities by 3% from the five-year average of 127 in 2018 to 123 by December 31, 2021.

**Performance as of December 31, 2020:**

Based upon preliminary 2020 data, the five-year average for alcohol-impaired driving fatalities from 2016-2020 was 120, which is 2.8% lower than the target of 123 set in the FFY 2021 HSP.

**Analysis:**

Alcohol-impaired driving fatalities declined 13% from 112 in 2019 to 98 in 2020. For 2021, the preliminary number (as of December 8, 2021) for alcohol-impaired fatalities is 46, which will likely be higher once the data for the year is finalized.

While the 2021 numbers are preliminary, the violations for OUI Alcohol and OUI Drugs have followed the same pattern, with numbers dropping from 2020 to 2021. From January to September 2020, State and local police departments issued 7,295 OUI violations. For the same period in 2021, state and local police issued 6,586 OUI violations – a decline of 10%.

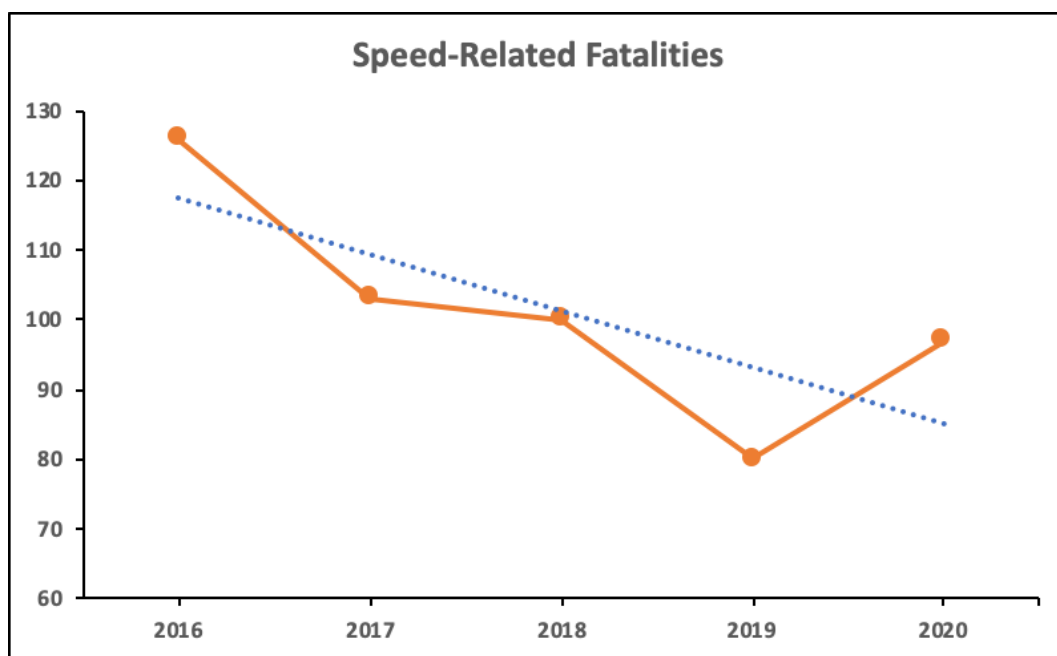
For FFY 2022, OGR/HSD is hopeful the continued Winter (Dec/Jan) and Summer (Aug/Sept) enforcement mobilizations by state and local police along with supporting media campaigns will further lower the number of alcohol-impaired driving fatalities in Massachusetts.

**C-6: Speed-Related Fatalities****FFY 2021 Target:**

Decrease speed-related fatalities by 5% from the five-year average of 100 in 2018 to 95 by December 31, 2021.

**Performance as of December 31, 2020:**

Based upon preliminary 2020 data, the five-year average for speed-related fatalities from 2016 – 2020 was 101, which is 6.5% higher than the target of 95 set in the FFY 2021 HSP.

**Analysis:**

Speed-related fatalities rose 21% from 80 in 2019 to 97 in 2020. It marks the first time since 2016 speed-related fatalities have increased from the previous year. Despite this rise, speed-related fatalities in 2020 are 23% lower than the 126 reported in the high-water mark year of 2016.

For the first nine months of 2021, State and local police departments have issued over 180,000 violations to drivers for speeding. During the same period in 2020, the number of violations was 169,700. OGR/HSD is confident that the uptick in speeding violations will lead to lower speed-related fatalities as drivers are more cautious to avoid getting pulled over.

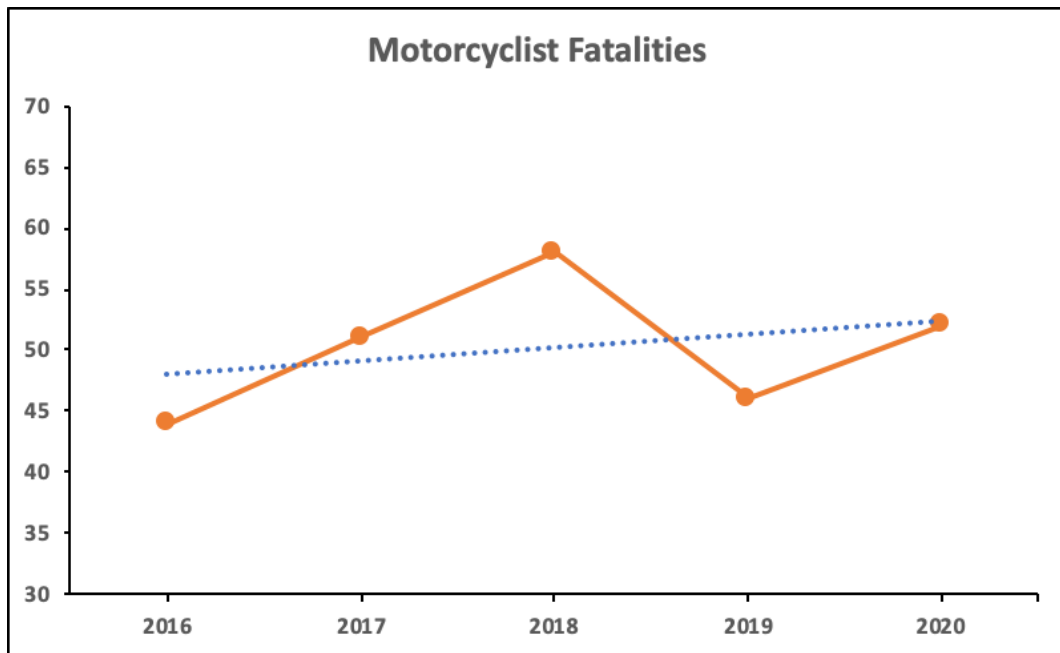
In FFY 2021, 93 agencies conducted speed enforcement patrols out of 161 subrecipients. OGR/HSD hopes to raise the number of towns to over 100 in FFY 2022 and promote speed safety over online and offline media channels to help reduce the number of speed-related fatalities in 2022.

**C-7: Motorcyclist Fatalities****FFY 2021 Target:**

Decrease fatalities 5% from the five-year average of 51 in 2018 to 49 by December 31, 2021.

**Performance as of December 31, 2020:**

Based upon preliminary 2020 data, the five-year average for motorcyclist fatalities was 50, which is 2.4% higher than the desired target of 49 set in the FFY 2021 HSP.

**Analysis:**

Motorcyclist fatalities continued to be unpredictable, with a 13% increase in deaths in 2020 from 2019. Despite the unfortunate jump in deaths, the five-year average for motorcyclist fatalities dropped, moving from 51 in 2019 to 50 in 2020.

As of December 8, 2021, 76 motorcyclist fatalities have been recorded on the roadways of Massachusetts – an increase of 46% from 52 deaths reported in 2020. The total for 2021 is 58% higher than the pre-pandemic 2019 total of 48.

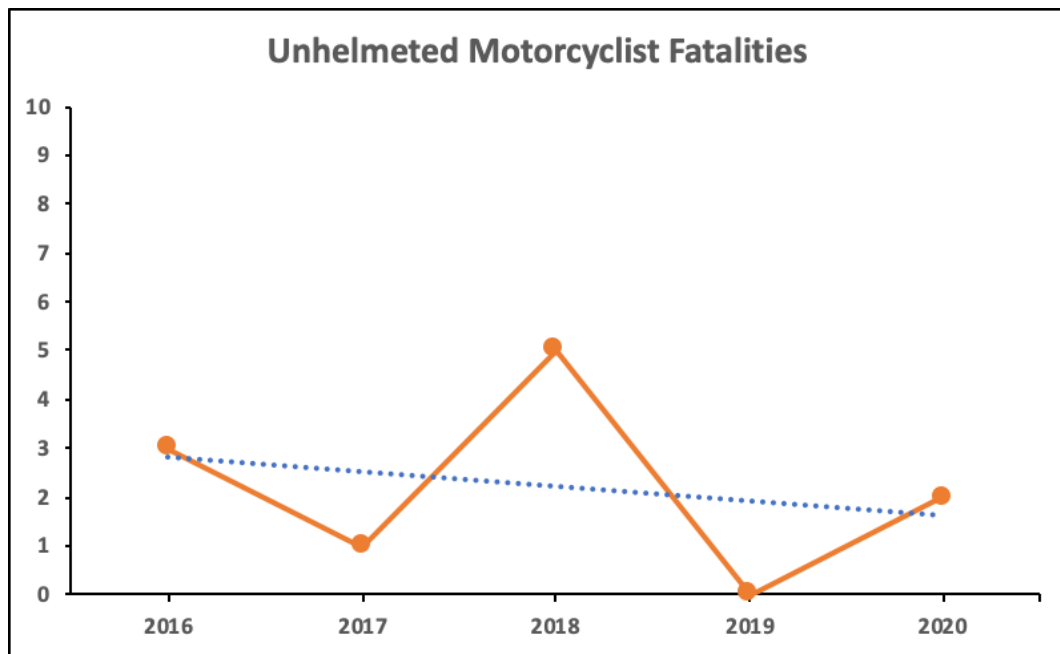
In the future, OGR/HSD will work to restart the Motorcycle Safety Program with RMV, which is responsible for rider training classes across the state. In FFY 2020 and 2021, funding to this program was curtailed, as was media messaging regarding motorcycle safety. For FFY 2022, a new focus on motorcyclist safety is needed, with rider courses made available and promoted via RMV's website. Furthermore, online and offline messaging needs to be increased to raise awareness to motorcyclists and motor vehicle drivers to share the roadways safely.

**C-8: Unhelmeted Motorcyclist Fatalities****FFY 2021 Target:**

Decrease unhelmeted motorcyclist fatalities 25% from the five-year average of four in 2018 to three by December 31, 2021.

**Performance as of December 31, 2020:**

Based on preliminary 2020 data, the five-year average of unhelmeted motorcyclist fatalities was two, lower than the target of three set in the FFY 2021 HSP.

**Analysis:**

After dropping to zero in 2019, unhelmeted motorcyclist fatalities rose to two in 2020. As of December 8, 2021, three unhelmeted fatalities have been reported in Massachusetts. It remains to be seen if this will be the final number for 2021.

Massachusetts has a primary law that requires all motorcycle riders (drivers and passengers alike) to wear a helmet. The first offense is a \$35 fine and an insurance surcharge for six to seven years. Subsequent violations result in higher penalties and more years of insurance surcharges. The law appears to be working as unhelmeted fatalities have remained under five since its introduction in 2016.

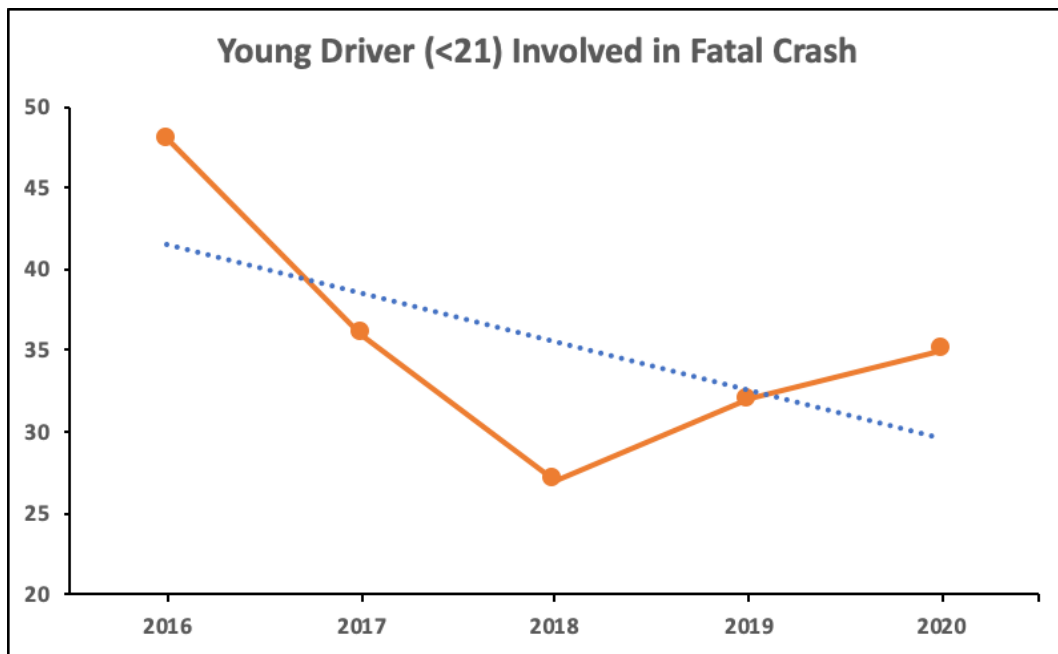
To further impress motorcyclists to wear helmets, OGR/HSD will work with RMV to continue promoting motorcyclist safety messaging through online and offline media channels.

**C-9: Young Drivers (Age 20 or Younger) Involved in a Fatal Crash****FFY 2021 Target:**

Decrease the number of young drivers (age 20 or under) involved in fatal crashes by 5% from the five-year average of 34 in 2019 to 32 by December 31, 2021.

**Performance as of December 31, 2020:**

Based on preliminary 2020 data, the five-year average of drivers under 21 involved in fatal crashes was 36, which is 10.1% higher than the target of 32 set in the FFY 2021 HSP.

**Analysis:**

In 2020, drivers under 21 years of age involved in a fatal crash rose 9.4% from 32 in 2019 to 35. The five-year average edged up to 36 in 2020 from 35 in 2019.

The percentage of under 21 drivers involved in a fatal crash of all drivers involved in a fatal crash during 2020 was the same as in 2019, seven percent.

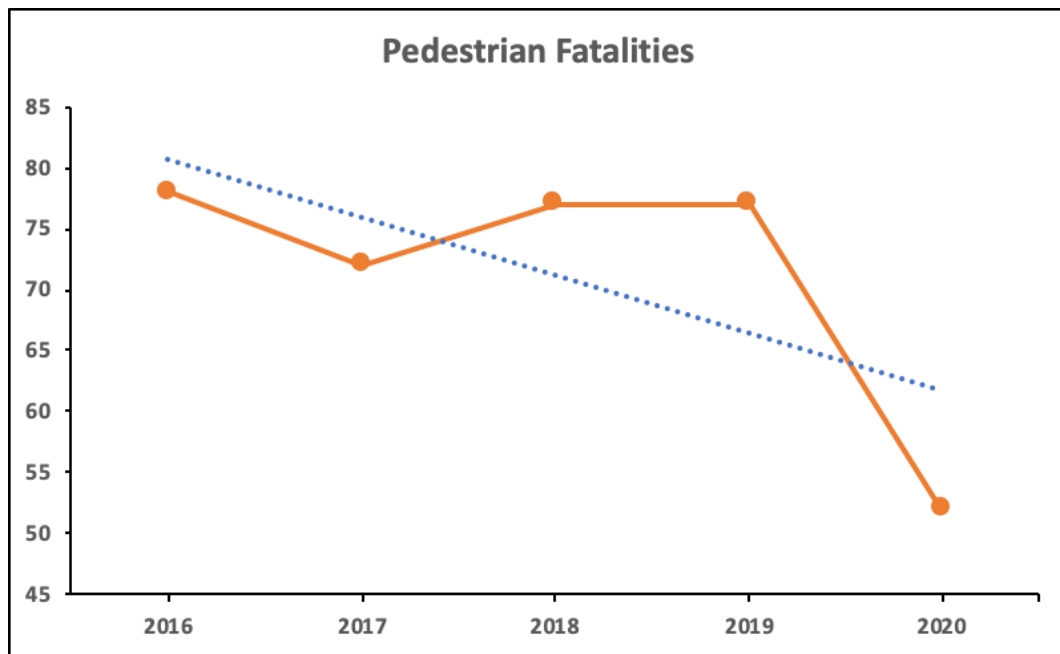
As of December 8, 2021, 36 drivers under 21 were involved in a fatal crash across Massachusetts. With two months remaining in 2021 probably, the number of under 21 drivers will undoubtedly be higher than the total drivers for 2020.

**C-10: Pedestrian Fatalities****FFY 2021 Target:**

Decrease pedestrian fatalities by 4% from the five-year average of 76 in 2017 to a five-year average of 73 by December 31, 2021.

**Performance as of December 31, 2020:**

Based on preliminary 2020 data, the five-year average of pedestrian fatalities was 71, which is 2.5% lower than the desired target of 73 set in the FFY 2021 HSP.

**Analysis:**

In 2020, pedestrian fatalities declined 33% to 52 from 77 in 2019. This is the lowest number of pedestrian fatalities reported in Massachusetts in over a decade. While the decline is a positive development in the drive to zero pedestrian fatalities, the numbers may have been influenced by the steep drop in vehicle travel during 2020 due to COVID-19 pandemic lockdowns and restrictions.

As of December 8, 2021, there have been 70 pedestrian fatalities reported in Massachusetts. With three weeks left in the year, pedestrian fatalities will likely be in the range of 2019's number. It appears the increased traffic volume in 2021 compared to 2020 made the roadways more dangerous for pedestrians.

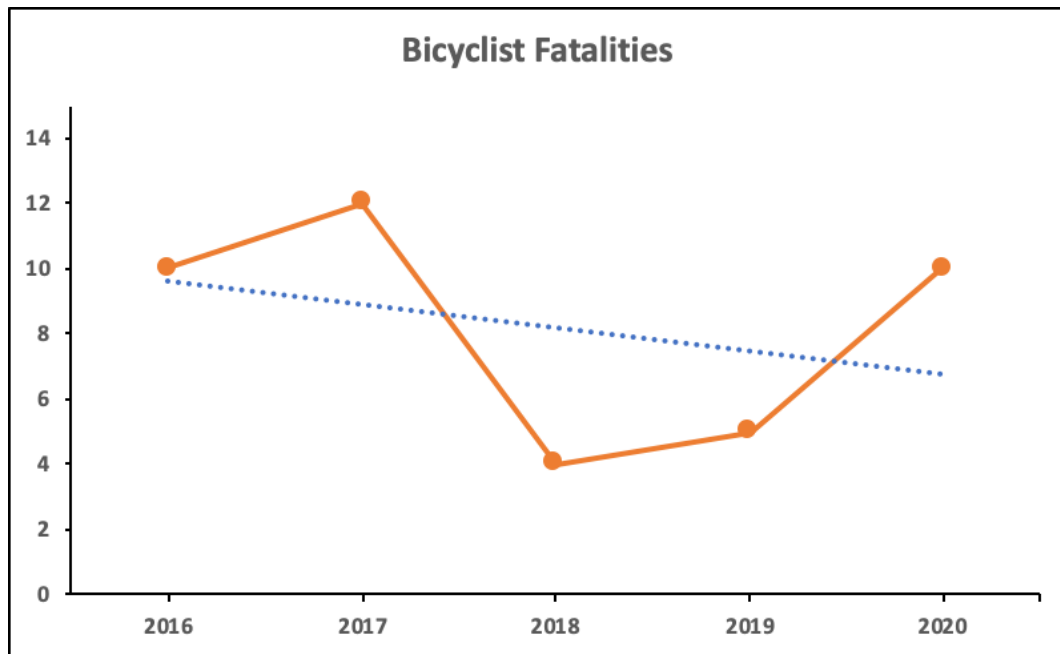
For FFY 2022, OGR/HSD will encourage subrecipients of the MRS grant to conduct pedestrian and bicyclist enforcement activities and utilize non-enforcement funds to purchase pedestrian and bicyclist safety items such as crosswalk signs.

**C-11: Bicyclist Fatalities****FFY 2021 Target:**

Decrease bicyclist fatalities 10% from the five-year average of 9 in 2018 to eight by December 31, 2021.

**Performance as of December 31, 2020:**

Based on preliminary 2020 data, the five-year average of bicyclist fatalities was eight, in line with the desired target of eight in the FFY 2021 HSP.

**Analysis:**

In 2020, bicyclist deaths doubled from five to 10. Despite the unfortunate rise in fatalities, the trendline still projects a reduction in bicyclist fatalities over the coming years.

Massachusetts has recorded five bicyclist fatalities from January to December 8, 2021. If the number holds at year's end, it will represent a 50% reduction in bicyclist fatalities from 2020.

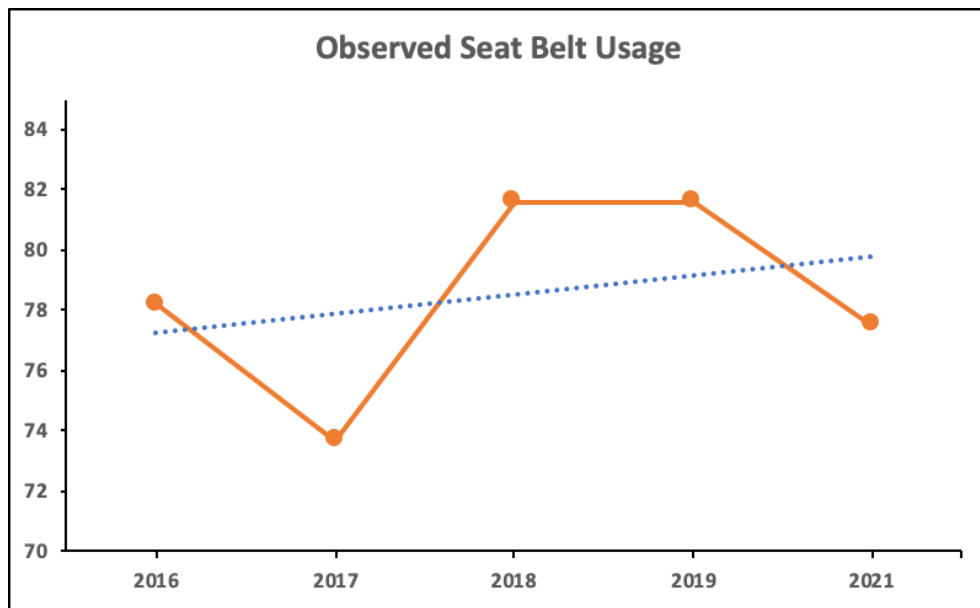
For FFY 2022, OGR/HSD hopes to continue reducing bicyclist fatalities through a non-motorist safety media campaign in conjunction with the Mass DOT to encourage all road users to share the road safely. OGR/HSD will also encourage subrecipients of the MRS grant to conduct pedestrian and bicyclist enforcement activities and utilize non-enforcement funds to purchase pedestrian and bicyclist safety items such as crosswalk signs.

**B-1: Observed Seat Belt Use (Passenger Vehicles – Front Seat only)****FFY 2021 Target:**

Increase the observed seat belt use rate by 4% from the five-year average of 78 in 2019 to a five-year average of 81 by December 31, 2021.

**Performance as of September 30, 2020:**

The observed seat belt rate in 2021 was 77.5% resulting in a five-year average (2016 to 2021) of 78.5, which is 3.2% lower than the desired target of 81. Due to the COVID-19 pandemic, NHTSA waived the requirement for states to conduct a seat belt usage survey in 2020.



*Graph 1: Observed Seat Belt Usage Rate*

**Analysis:**

In 2021, the Statewide Seat Belt Observation Survey was conducted between June 8<sup>th</sup> and June 26<sup>th</sup>. The resulting weighted usage rate was 78% - a drop from 82% reported in 2019. One positive from the survey was the continued rise in belt usage among teens. By 2021, the number of teens observed belted rose over two percentage points to 87%.

The decline in belt usage could be attributed to the lack of a consistent seat belt safety message being broadcast over online and offline media channels. In FFY 2020, the pandemic eliminated the May CIOT mobilization and the planned communication campaign to support it. For FFY 2021, OGR/HSD was again limited in providing external communications for the non-pandemic-related campaigns due to a directive from the Governor's Office.

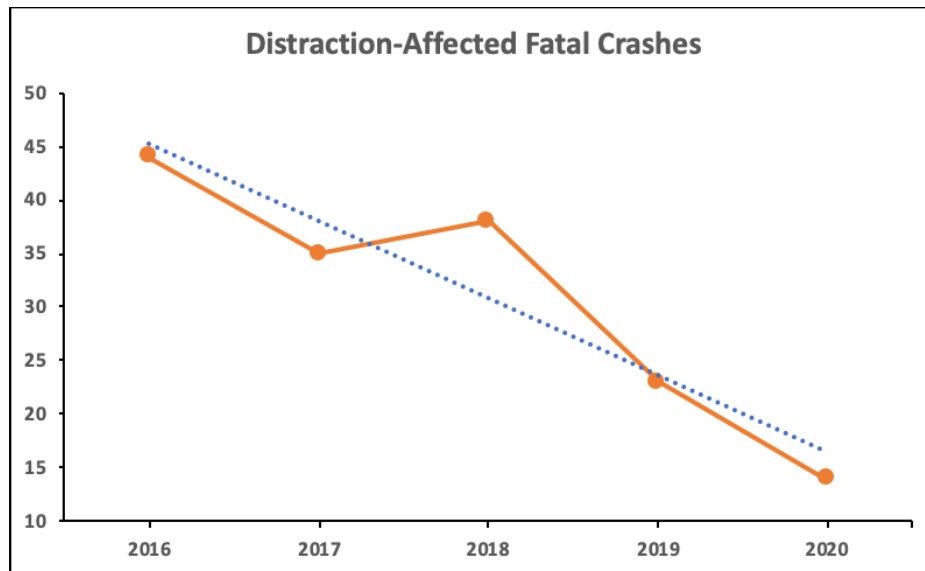
For FFY 2022, OGR/HSD is confident its Occupant Protection media campaign to support the May 2022 CIOT mobilization will come to fruition and help decrease unrestrained fatalities.

**NC-1: Distraction-Affected Fatal Crashes****FFY 2021 Target:**

Decrease the five-year average of distraction-affected fatal crashes 5% from 42 in 2018 to 40 by December 31, 2021

**Performance as of December 31, 2020:**

Based on preliminary 2020 data, the five-year average of distraction-affected fatal crashes was 31 in 2020, which is lower than the target of 40.

**Analysis:**

Distraction-affected fatal crashes are notoriously difficult to determine with accuracy. Those involved in a collision may not be inclined to mention distractions, especially looking at a phone when interviewed by police officers, and obtaining cell phone records can be time-consuming and expensive. In short, proving a driver was distracted, excepting a driver's admission, in a crash is very difficult. Nevertheless, distraction-affected fatal crashes declined 39% from 2019 to 2020.

The introduction of the "Hands-Free" law in February 2020 appears to have positively impacted drivers' desire to look at their phones while behind the wheel. Furthermore, local and state police have been diligent about cracking down on drivers using their phones. In 2021, law enforcement issued over 36,000 violations for using an electronic device while driving.

OGR/HSD is confident the continued enforcement of distracted driving behavior by law enforcement along with a media campaign in support of the April 2022 Distracted Driving mobilization will help further reduce distracted driving fatal crashes.

## **Traffic Records Performance Targets for FFY 2021 Review**

### **Performance Target #1:**

Decrease the percentage of Massachusetts State Police-submitted crash reports with invalid or incomplete entries in Accepted with Warning (AWW) fields (utilizing criteria by RMV with Crash Data System data in UMassSafe Data Warehouse) from 3.7% as of 8/31/19 to 2.78% by 12/31/21. Provide mid-project progress toward the target as of 5/31/21.

**Results:** As of 4/22/21, the current performance measure for the period of 1/1/21-3/31/21 was at 3.4% (4,453/132,726) of crash report fields from the RMV-AWW initiative, which have invalid/incomplete data – illustrating a reduction of .3 relative percentage points, 33% of progress towards the stated goal. However, since the work being done by this project, TR 21-01, has yet to be significantly implemented (will start late fall 2021), this reduction is likely the positive impact of ongoing data quality improvement work by the Registry of Motor Vehicles. While the project met all its FFY 21 deliverables to update the MSP crash reporting training curriculum, it was not possible to provide a performance measure update by early December 2021. This is partly due to UMassSafe being amid a transition of its Data Warehouse, the source for this information. Also, it was deemed advisable to check this number once the curriculum had been in further use and during the close-out period for the FFY 22 grant in January 2022. The above performance measure was not met.

### **Performance Target #2:**

Exceed the January to October 2020 benchmarks for the RMV FARS Unit – for the timeliness, completeness, and quality – by 1% for January to October 2021. Provide mid-project progress toward the target as of 5/31/21.

**Results:** The January to October 2020 benchmarks were 86.94% for Timeliness, 83.77% for Completeness, and 79.87% for Overall Case Quality. The performance measures from January to April 2021 were 95.11% for timeliness, 94.94% for completeness, and 90.29% for overall quality - exceeding the 1% performance goal for all three measures. However, the January to October 2021 benchmarks were 86.11% for Timeliness, 86.33% for Completeness, and 75.34% for Overall Case Quality. RMV's FAR Unit experienced a major staffing loss in spring 2021 that has yet to be filled, which likely contributed to this shortfall. The above performance measure was not met.

### **Performance Target #3:**

Install approximately 800 printers for the Motor Vehicle Automated Citation and Crash System in vehicles at an estimated 100 local law enforcement agencies by 9/30/21. Provide mid-project progress toward the target as of 5/31/21.

**Results:** As of May 2021, 455 printers had been installed at 50 departments. Due to the impact of COVID on installation personnel and supply-chain delays for printers and related hardware, by the end of FFY, only 585 printers and related hardware were installed at 68 local law enforcement agencies. The above performance measure was not met.

**Performance Target #4:**

Increase acceptable resubmissions to Registry of Motor Vehicles' Crash Data System of previously rejected reports within a test group of 30 local police departments from benchmark to be established in October 2020 by 3% by 12/31/21. Provide mid-project progress toward the target as of 5/31/21.

**Results:** Due to an administrative challenge involving hiring a proposed clerk at MassDOT/RMV, this project was canceled before it could get underway by MassDOT/RMV in January 2021. The above performance measure was not met.

**Performance Target #5:**

Decrease the number of state and local police-submitted crash reports accepted with a warning (AWW) for not having complete/valid entries within 2019 AWW fields (queried with Crash Data System by UMassSafe) from 45% as of June 2019 to 30% by 12/31/21. Provide mid-project progress toward the target as of 5/31/21.

**Results:** After submitting this performance target in the FFY 21 HSP, there was a need to revise the benchmark/performance measure so it could be conducted within FFY 21 and not run into FFY 22. The above performance was not met.

The replacement target is: Reduce the number of MA crash reports from state and local police that have incomplete/invalid data in any of the fields included in the RMV 2018/2019 AWW initiative by 5% (2.2 relative percentage points) from 42.2% (10,676/25,295) for the period of 1/1/20 – 3/31/20 to 40% for the period of 7/1/21-9/30/21.

As of 4/22/21, the current performance measure for the period of 1/1/21-3/31/21 is at 41.0% (6,315/15,390) of crash reports which have invalid/incomplete data in any of the RMV-AWW initiative fields – illustrating a reduction of 1.2 relative percentage points, 55% of progress towards the stated goal. However, since the work being done by this project has yet to be implemented, this reduction is likely the positive impact of ongoing data quality improvement work by the Registry of Motor Vehicles. While the project met all its FFY 21 deliverables to update the MSP crash reporting training curriculum, it was not possible to provide a performance measure update by early December 2021. This was partly due to UMassSafe being amid a transition of its Data Warehouse, the source for this information. Also, it was deemed advisable to check this number once the curriculum had been in further use and during the close-out period for the FFY 22 grant in January 2022. The above replacement performance measure was not met either.

**Performance Target #6:**

Increase the number of ambulance services submitting NEMSIS Version 3 reports to the Massachusetts Ambulance Trip Record Information System (MATRIS) from 213 as of 3/31/20 to 300 by 3/31/21 (or the number of licensed ambulance services in MA on 3/31/21).

**Results:** The above performance measure was met with an increase from 213 to 301 in the number of ambulance services with National Emergency Medical Services Information System (NEMSIS) compliant electronic data collection modules and software submitting Version 3 data records to MATRIS.

**Performance Target #7:**

Increase Boston Police Department's electronic crash reporting to the RMV's Crash Data System from an estimated 7% rate in 7/1/20 to 70% or more by 6/30/21. Provide mid-project progress toward the target as of 5/31/21.

**Results:** After setting this benchmark/performance measure, it was determined Boston Police Department was not aware that its crash reporting was not being done in an electronic reporting manner. It was revised to be "Increase Boston Police Department's crash reporting to the RMV's Crash Data System from an estimated 7% rate as of July 2020 through a paper submission process to a 70% or more rate by 12/31/21 through an electronic submission process." As of April 2021, BPD's paper reporting rate was 5.8%, and it was 5.2% as of September 2021. The above performance measure was not met.

**Five-Year Data on Massachusetts Fatality Measures & Fund Activities**

The crash data presented below for 2016-2020 is primarily from two sources: FARS and MassDOT IMPACT database. All 2019, 2020 data is preliminary.

	2016	2017	2018	2019	2020
<b>Crash Data</b>					
Fatalities	387	348	354	337	343
Fatality Rate/100M VMT	0.63	0.55	0.53	0.51	0.64
Serious Injuries	2,983	2,573	2,560	2,737	2,354
Unrestrained Occupant Fatalities	113	133	106	97	98
Alcohol-Impaired Driving Fatalities (BAC = .08+)	144	122	122	112	98
Speed-Related Fatalities	126	103	100	80	97
Motorcyclist Fatalities	44	51	58	46	52
Unhelmeted Motorcyclist Fatalities	3	1	5	0	2
Drivers (Age 20 or under) Involved in a Fatal Crash	48	36	27	31	35
Pedestrian Fatalities	78	72	77	77	52
Bicyclist Fatalities	10	12	4	5	10
Distraction-Affected Fatal Crashes	44	35	38	23	14

	FFY17	FFY18	FFY19	FFY20	FFY21
<b>Grant Funded Activities</b>					
Safety Belt Violations Issued during FFY21 Enforcement	9,275	5,599	5,909	2,394	2,549
Impaired Driving Arrests during FFY21 Enforcement	369	304	280	94	69
Speeding Violations Issued during FFY21 Enforcement	15,003	7,829	9,851	5,686	3,819

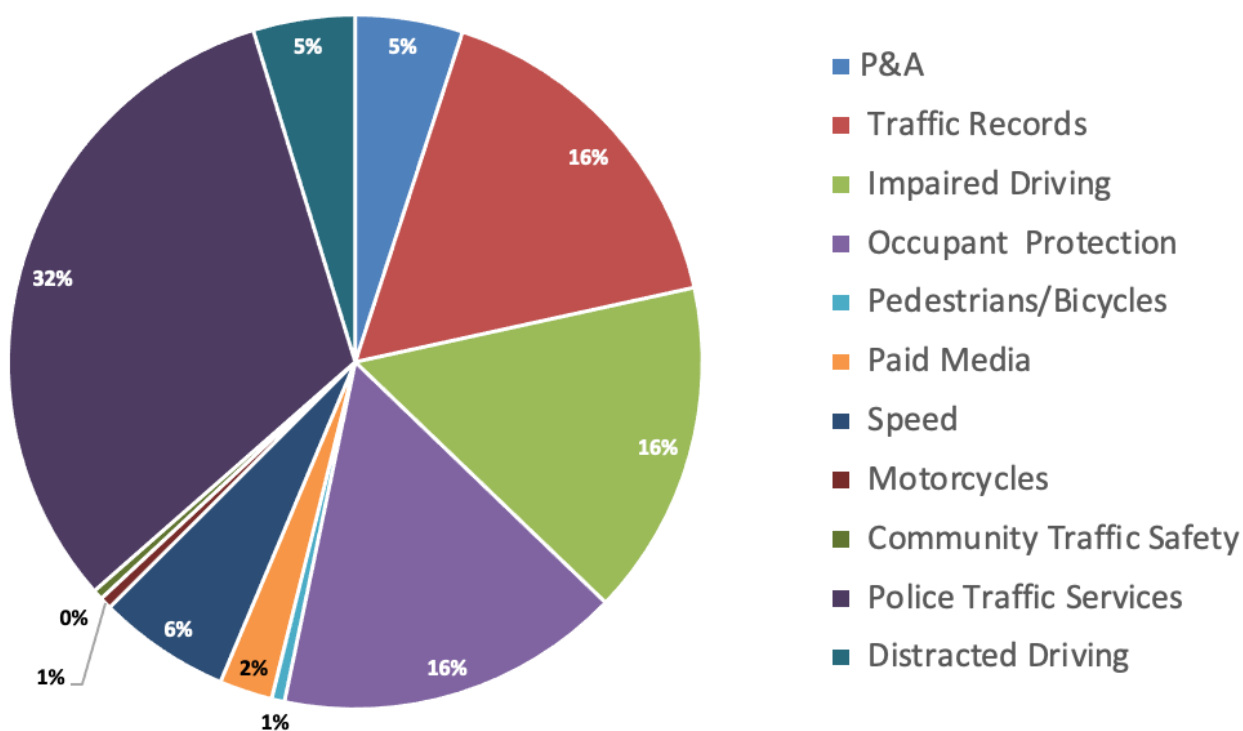
	2016	2017	2018	2019	2021
Observed Seat Belt Usage <i>(No survey in 2020: COVID-19)</i>	78%	74%	82%	82%	78%

## Financial Summary – Distribution of Funds in FFY 2021

*FFY 2021 Financial Summary as of 12-29-21*

Program Area	402	405b	405c	405d	405f	405h	Total	% of Total
<b>P&amp;A</b>	\$341,532						\$341,532	5.0%
<b>Traffic Records</b>	\$904,302		\$525,808				\$1,130,109	16.6%
<b>Impaired Driving</b>	\$131,105			\$935,242			\$1,066,347	15.6%
<b>Occupant Protection</b>	\$220,189	\$738,027			\$140,018	\$0	\$1,098,234	16.1%
<b>Pedestrians/Bicycles</b>	\$41,384						\$41,384	0.6%
<b>Paid Media</b>	\$168,685						\$168,685	2.5%
<b>Speed</b>	\$420,151						\$420,151	6.2%
<b>Motorcycles</b>	\$38,473						\$38,473	0.6%
<b>Community Traffic Safety</b>	\$32,196						\$32,196	0.5%
<b>Police Traffic Services</b>	\$2,164,367						\$2,164,367	31.7%
<b>Distracted Driving</b>	\$324,452						\$324,452	4.8%
<b>Total</b>	<b>\$4,486,815</b>	<b>\$738,027</b>	<b>\$525,808</b>	<b>\$935,242</b>	<b>\$140,018</b>	<b>\$0</b>	<b>\$6,825,910</b>	<b>100.00%</b>

*FFY 2021 Funding Distribution by Program Area as of 12-29-21*



## **Acronym Glossary**

Administrative Office of the Trial Court (AOTC)

Advanced Roadside Impaired Driving Enforcement (ARIDE)

Alcoholic Beverages Control Commission (ABCC)

Automated License and Registration System (ALARS)

Blood Alcohol Concentration (BAC)

Breath Alcohol Testing (B.A.T.)

Breath Test (BT)

Center for Disease Control (CDC)

Child Passenger Safety (CPS)

Click It or Ticket (CIOT)

Continuing Education Unit (CEU)

Data-Driven Approaches to Crime and Traffic Safety (DDACTS)

Drive Sober or Get Pulled Over (DSOGPO)

Drug Recognition Expert (DRE)

Executive Office of Public Safety and Security (EOPSS)

Fixing America's Surface Transportation (FAST Act)

Fatality Analysis Reporting System (FARS)

Federal Fiscal Year (FFY)

Governors Highway Safety Association (GHSA)

Highway Safety Division (HSD)

High Visibility Enforcement (HVE)

International Association of Chiefs of Police (IACP)

Junior Operator License (JOL)

Law Enforcement Liaison (LEL)

Moving Ahead for Progress in the 21st Century Act (MAP-21)

Massachusetts Department of Transportation (MassDOT)

Massachusetts Department of Public Health (MDPH)

Massachusetts District Attorneys Association (MDAA)

Massachusetts Executive-Level Traffic Records Coordinating Committee (METRCC)

Massachusetts Law Enforcement Challenge (MLEC)

Massachusetts Rider Education Program

(MREP) Massachusetts State Police (MSP)

Massachusetts Traffic Records Analysis Center (MassTRAC)

Municipal Police Training Committee (MPTC)

National Highway Traffic Safety Administration

(NHTSA) Office of Alcohol Testing (OAT)

Office of Grants and Research

(OGR) Operating Under the

Influence (OUI) Registry of Motor

Vehicles (RMV) Sales to

Intoxicated Persons (SIP)

Standardized Field Sobriety Testing (SFST)

Traffic Occupant Protection Strategies

(TOPS) Traffic Records Coordinating

Committee (TRCC) Traffic Safety Resource

Prosecutor (TSRP) Vehicle Miles Traveled

(VMT)