umass SAFE

Improving Commercial Vehicle Safety through University Partnerships

2025 Southeast CMV Safety Research Summit
University of Alabama

UMass Amherst
The Commonwealth's Flagship Campus

Traffic Safety Research Program

Housed in …

- University of Massachusetts Amherst
  - College of Engineering
    - Department of Civil & Environmental Engineering
      - UMass Transportation Center

Support highway safety through combined multidisciplinary approach

Scientific data-driven problem identification, program design, and evaluation

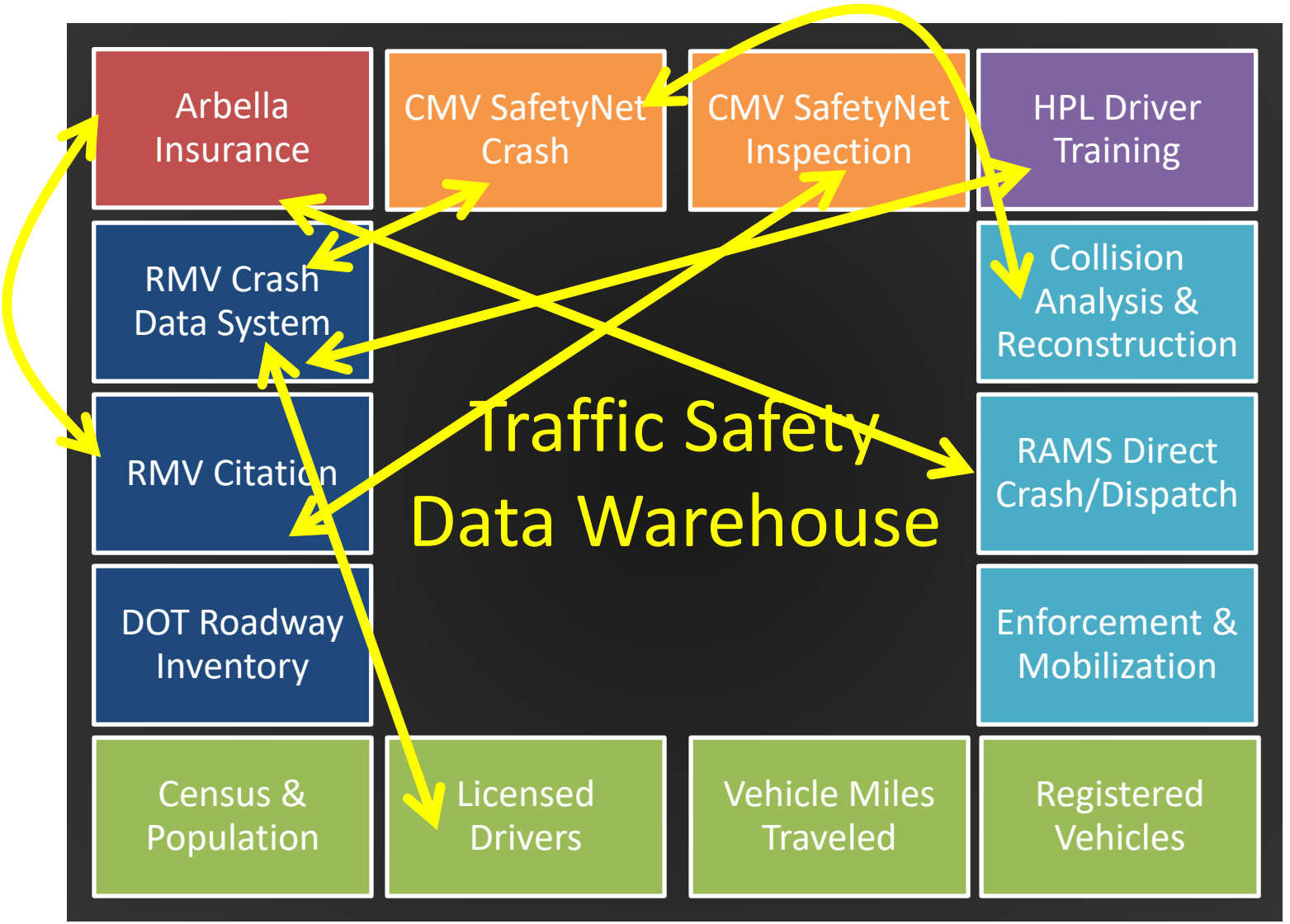
+

Traditional highway safety practices (engineering, enforcement & education)

UMassSafe Services

- Safety Data Warehousing
- Data Analysis & Technical Assistance
- Web Data Tool Development
- Human Subject Survey Research & Administration
- Data Quality Assessments
- Strategic Planning Development
- Curriculum Development & Online Training Creation
- Traffic & Pedestrian Data Collection

Data Linkage



Our Partnerships

FMCSA
FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION

U.S. Department of Transportation
Federal Highway Administration

massDOT
Massachusetts Department of Transportation

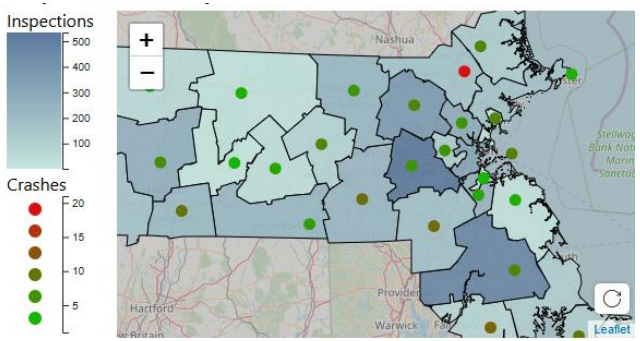
MASSACHUSETTS STATE POLICE

EXECUTIVE OFFICE OF PUBLIC SAFETY AND SECURITY

Why Partnerships?

We can't all be experts on everything

- Universities provide specialized research, data, and expertise



It takes a village

- Collaboration between multi-disciplinary stakeholders strengthens safety outcomes. Universities play an important role in this

Interdisciplinary community

- Universities bring together engineering, public health, psychology, policy, and industry to create innovative, effective safety solutions

Putting the pieces together

- Like puzzle pieces, universities connect data, technology, and practice

Why Partner with Universities?

Universities provide **specialized expertise**

- Data Science
- Engineering
- Human Behavior
- Policy

Academic partners are **neutral conveners**, helping bridge enforcement, industry, and community

Research programs are often funded through **grant opportunities**

Source: Pexels

Students and faculty generate a **long-term pipeline** of innovative solutions

What Resources/Skills Do Universities Have?

- Data Warehousing
- Data Analysis
- GIS Expertise
- Training
- Marketing/ Demographic Research
- Problem Identification
- Program Evaluation
- Stakeholder Outreach
- Event Organization

What Services Can Universities Provide?

Research Collaboration	Data Driven Enforcement	Curriculum/ Training Development	Data Linkage
Field Data Collection	Web Based Data Tools	Conferences/ Summits	Educational Campaigns
Online Content Development	Content Development	Crash Data Analysis	Grant Writing
Communication Planning	Event Planning	Survey Design & Implementation	Graphic Design

Where to Find University Support

- Ask Regional Summit Coordinators
- University Transportation Centers
- University Departments
- State Traffic Records Coordinating Committees
- FMCSA State or Regional Service Centers
- Professional Organizations/Conferences
- Other

Leveraging University Resources

Data Analysis Resources

- Crash data
- GIS mapping
- Analytics dashboards

Human Factors Expertise

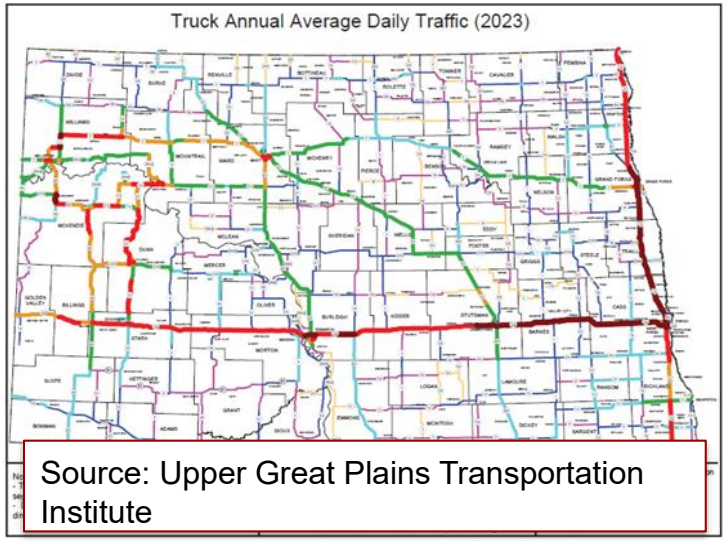
- Driver behavior surveys
- Simulator labs

Software/Infrastructure

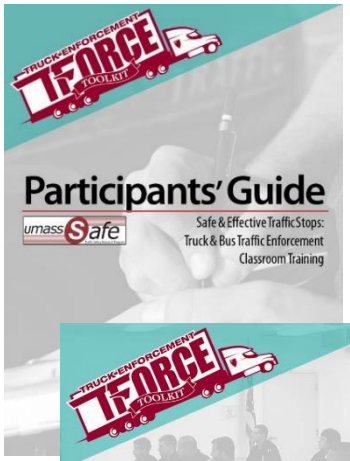
- Enterprise licenses to live traffic volume, ArcMap, Statistical packages, Survey platforms
- Simulator labs

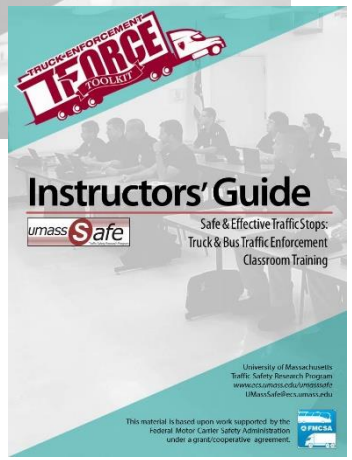
Technical Services

- Training, curriculum, modules
- Resource-Content Toolkits
- Data collection Mobile apps



Source: Upper Great Plains Transportation Institute





Policy Analysis

- Regulatory evaluations, state of practice
- Unify guidelines
- Federal and state concurrent enforcement

Building Effective Partnerships With Universities

Start with **shared goals**

- Crash reduction
- Driver safety
- Data quality

Source: Upper Great Plains Transportation Institute

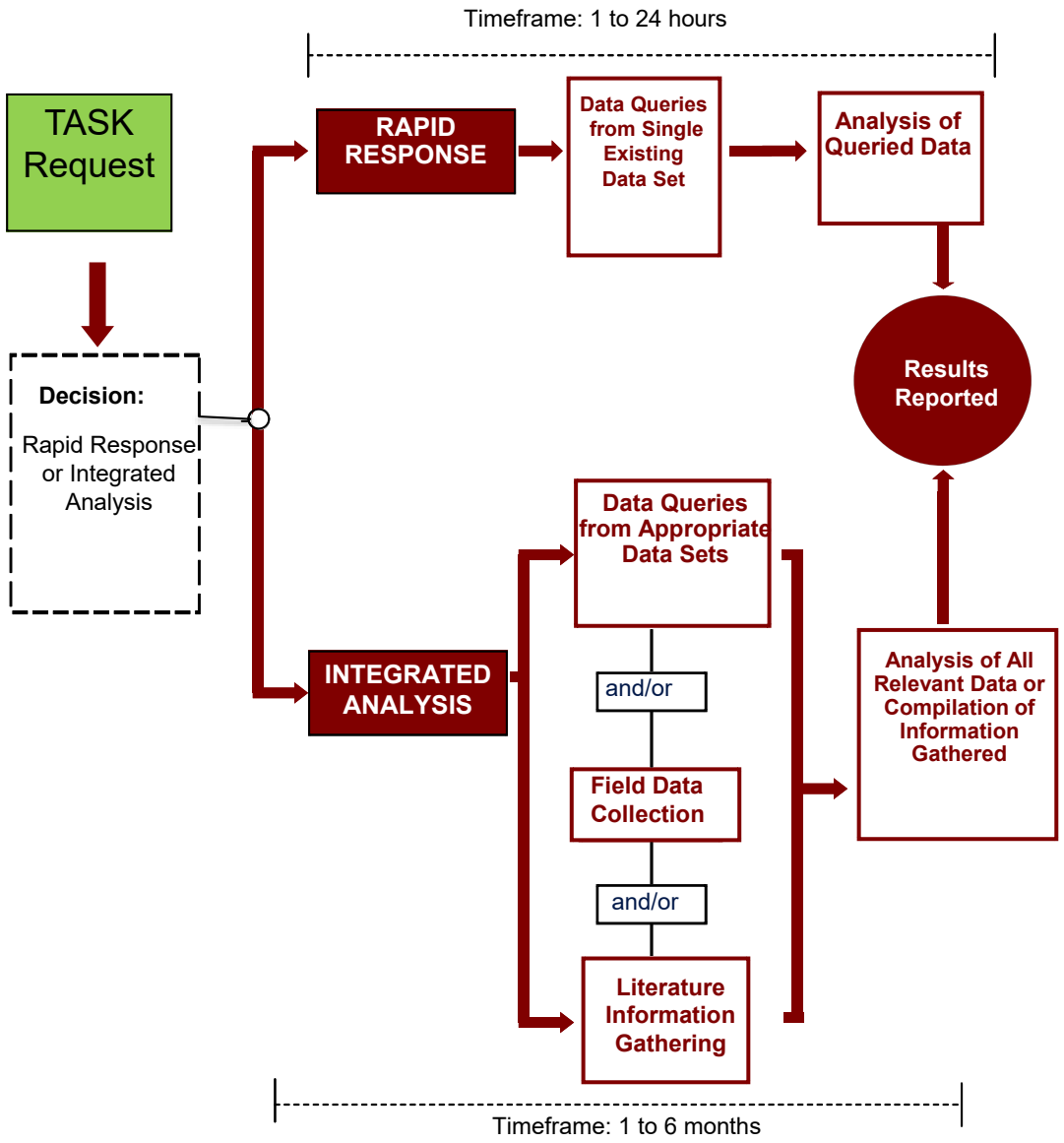
Establish a **formal framework** (MOUs, grant agreements) to clarify roles

Engage early – bring partners into the planning stages, not just implementation and evaluation

Maintain **regular communication** via steering committees or ongoing meetings

Prioritization and Timeline

Technical Assistance Center: Task-Workflow Conceptual Framework



Types of Partnerships

Formal Research Partnerships

Grant funded, structured reporting

Applied Technical Assistance

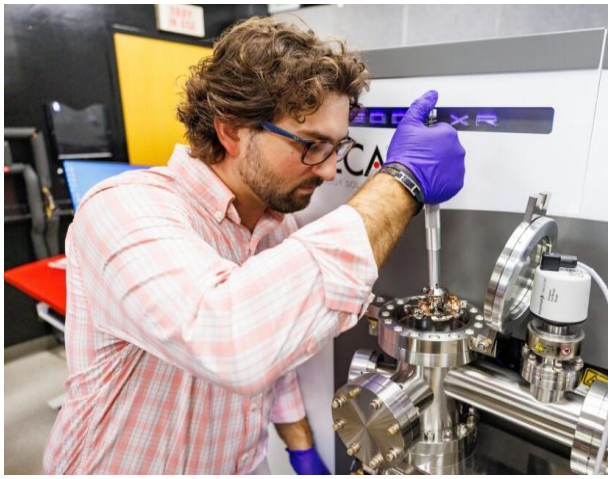
Universities provide staff time/data analysis for agencies

Community Partnerships

Municipalities and enforcement agencies partner with faculty/student teams

Industry Partnerships

Fleets and driver-training schools work with universities to test technology or public education campaigns



Source: University of Alabama Center for Advanced Public Safety

Source: Upper Great Plains Transportation Institute

Types of Grants

National

- **Federal Grants** (FHWA, FMCSA, NHTSA, USDOT UTCs)
  - Often competitive, multi-year, research-focused.
- **Foundations & Private Sector**
  - Safety-focused foundations, industry research collaborations.

State

- **MCSAP Grants to Universities**
  - Crash Data Analysis, Planning (CVSP), Training Development.
- **Highway Safety Office Grants (NHTSA 402/405 funds)**
  - Education/outreach, traffic records, enforcement, and data projects.
- **State DOT Research & Innovation Programs**
  - Applied research, pilot projects, evaluations.

Types of Grants - Continued

Other Grants

- **Regional & National Consortium Grants**
  - Pooled fund studies, regional and national collaborations.
- **Professional Associations & Non-Profits**
  - CVSA, GHSA, ITE regional chapters, safety coalitions.
- **Industry/Private Sector Grants**
  - Trucking associations, insurance companies, tech firms funding safety pilots.
- **Indefinite Delivery/Indefinite Quantity (IDIQ) Contracts**
  - Federal mechanisms (e.g., Bureau of Transportation Statistics, USDOT task orders) allow multiple projects under a master agreement.
  - Universities can participate as prime or subcontractors to deliver technical assistance, data analysis, or evaluation.

Examples of University Partnership Projects

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CMV Safety Summits

Eastern Commercial Vehicle Safety Summit

- **2016:** Best Practices for Advancing Safety Through Partnerships with Universities
- **2019:** Best Practices for Industry & Law Enforcement Partnerships
- **2022:** Advancing Technology to Prevent Truck & Bus Crashes
- **2024:** Innovative Best Practices to Prevent Crashes
- **Coming 2026:** Where Research, Enforcement, and Industry move Together

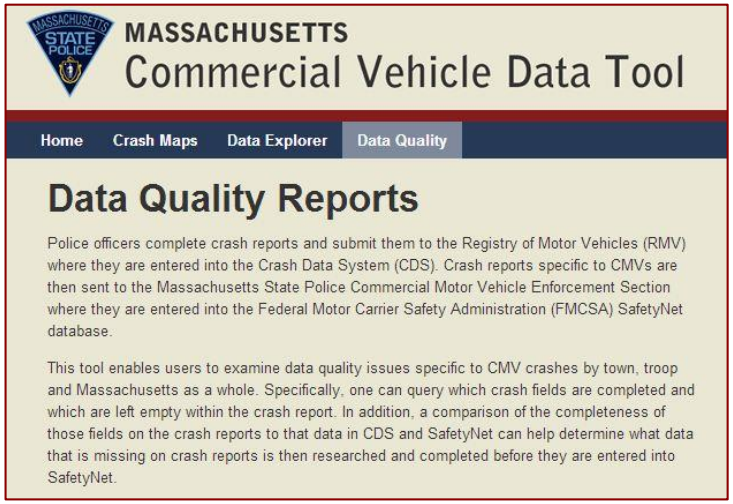
Post-Summit Survey Results

- *97% of attendees indicated the Summit was excellent/good, with 3% indicating it was adequate*
- *100% of survey respondents indicated the Summit should be held regularly, with 59% suggesting a yearly Summit, 33% indicating it should be held every two years, and the remaining 3% suggesting it should be held every three to four years*
- *Each element of the Summit (keynotes, plenary panels, and concurrent sessions) received more than 90% satisfaction (excellent/good)*

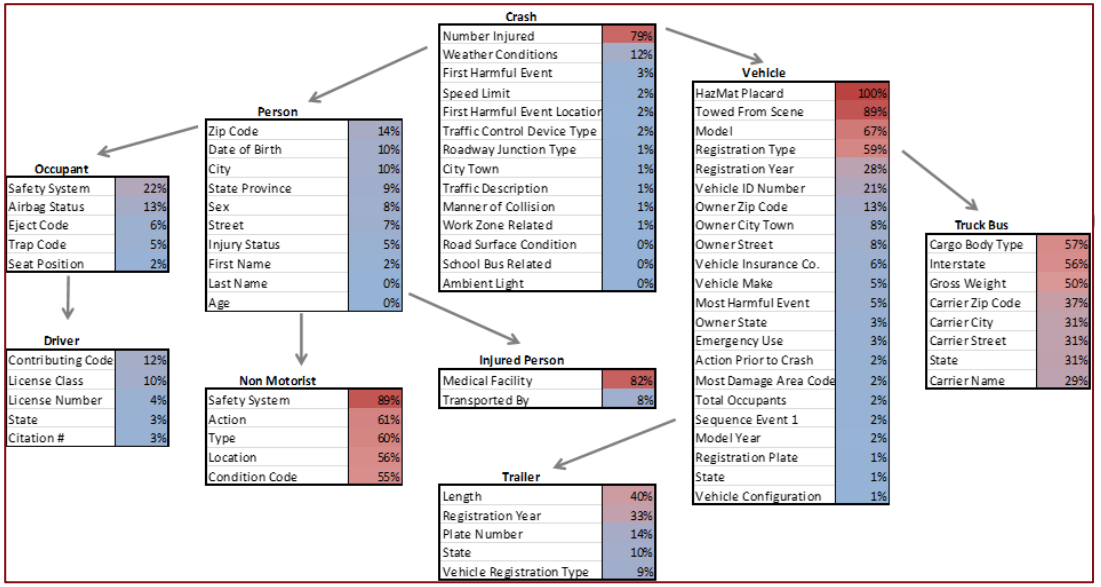
CMV Safety Summits (Cont.)

Commercial Vehicle Safety Summits are a valuable way to gather diverse stakeholders to engage in collaboration, problem solving, and developing innovative approaches.

Commercial Vehicle Enforcement Toolkit



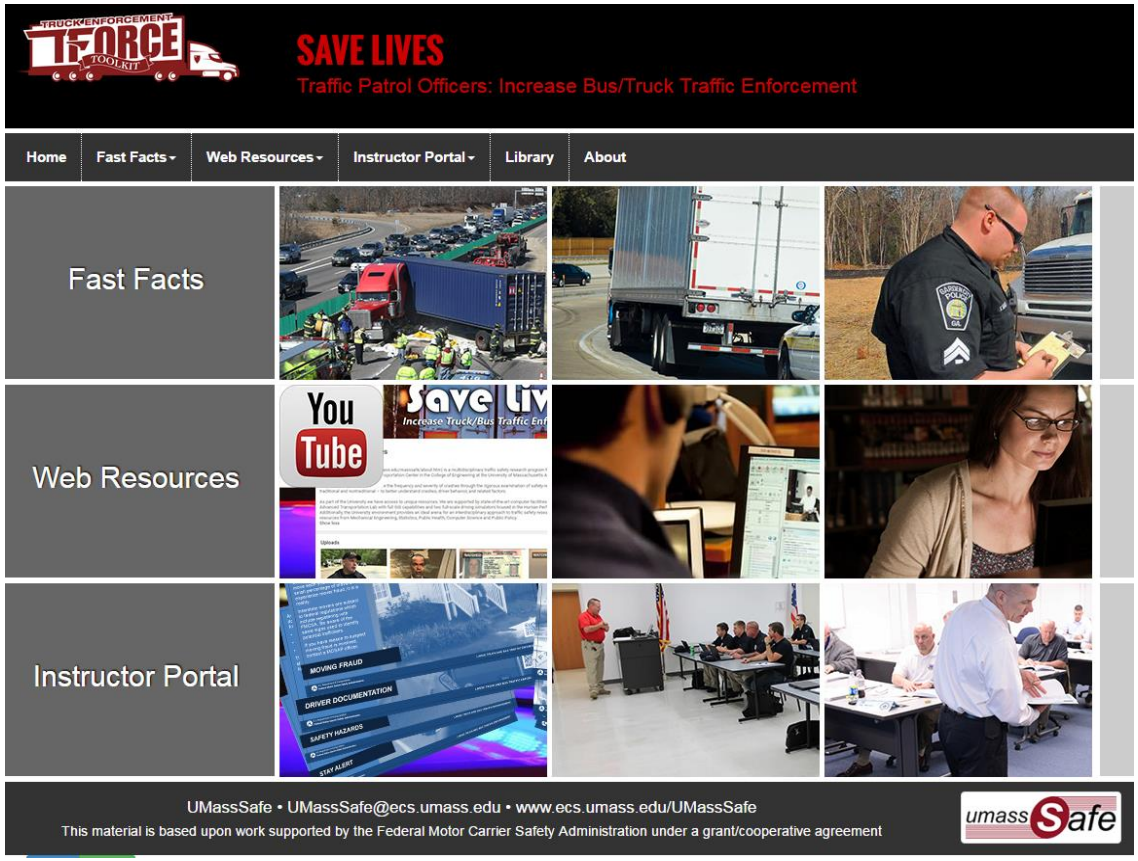
- Crash Reporting
- Traffic Stops
- Officer Safety
- Crash Data Quality

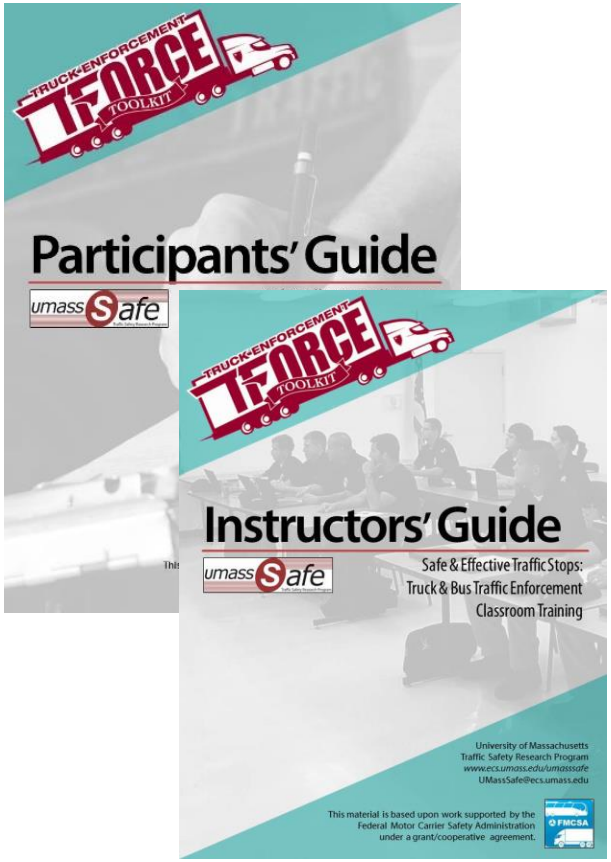


T-Force Toolkit

Tool for identifying similarities and differences between traffic enforcement with heavy trucks/buses and passenger cars

- Officer Safety: Location, Approach, Visibility
- Understanding Commercial Driver License classes





T-Force Analytics

Massachusetts
Inspections: Trooper

Jurisdiction: Troop H x | Vehicle Type: All CMVs | Inspection Level: Select | Time Range: CY20 x | Reset

4,650 CMV INSPECTIONS	1,326 CMV OOS INSPECTIONS	28.52% CMV OOS RATE	10,768 CMV VIOLATIONS	2.32 CMV VIOLATIONS / INSPECTION

Troopers

Search name...

Code	Name	Inspections	OOS Inspections	Violations
3275	TPR J. GRAY	753	263	2675
1882	SGT. J. SHEA	722	157	1107
1747	TPR P POWELL	617	66	1136
3323	TPR JAMES MORRIS	523	164	1399
0004	WILLIAM BARRY	452	3	18
0887	SGT CHARLES DEVIN	388	126	1069
3185	TPR JEFFREY SULLIVAN	387	197	1096
3368	TPR GREGORY TURCO	197	111	777
3553	TPR MICHAEL CLEMENT	102	29	583
1006	DAVE DILAURO	102	10	29
0120	PCONNORS	67	2	22
0020	D PROUTY	48	10	82
3158	TPR V NOE	43	6	75
3529	TPR PAUL ATEN	42	80	263
3737	TPR ANDREW AMARAL	39	13	99
3284	TPR PATRICK HAYNES	37	0	7
2398	TPR SC MAGUIRE	23	24	54
3362	TPR D. M. TAVARES	19	10	68
117	WAYNE A LAWSON	14	2	10
3296	TPR. C. KASZYK	12	8	26
2488	TPR. JJ BATES	12	1	17
4015	JOHN O'ROURKE	10	3	32
3668	TPR DANIEL MORO	9	20	38
4165	TPR NICHOLAS LORENCO	7	9	41
3190	TPR M TUCKER	7	8	27
2646	TPR C MANISCALCHI	4	0	1

Violation Summary

Violation	Count
Violation of Local Laws	1459
Inoperable Required Lamp	1060
No medical certificate in driver's possession	486
No/discharged/unsecured fire extinguisher	428
Not marked	
Lane Restrict	
Operating a	
Failing to use	
Inoperable H	

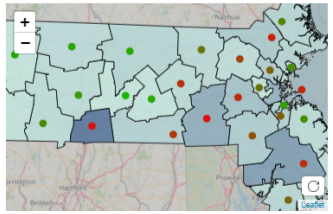
INTRASTATE
vehicle in int
USDOT numb
Filtered: (All CM

Inspecti

2,600
2,400
2,200
2,000
1,800
1,600
1,400

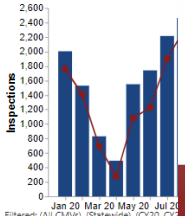
Inspections Compared to Crashes

Inspections
Crashes



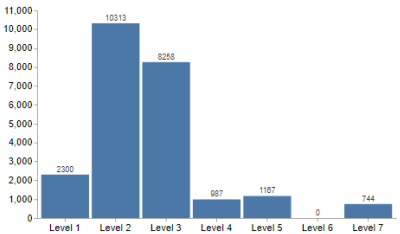
Filtered: (All CMVs), (Statewide), (CY20, CY21-Q1)

Inspections Over Time



Filtered: (All CMVs), (Statewide), (CY20, CY2

Number of Inspections by Level



Filtered: (All CMVs), (Statewide), (CY20, CY21-Q1)

Top Carriers - Violations per Inspection

[Show By Count]

Carrier	# Inspections	Avg Violations per Inspection
ARTHUR STANLEY	1	31
DANIEL KELLER DBA PARADISE POOLS	1	31
ALCALA BROS	1	29
D M KOLODZIEJ TRUCKING INC	1	29
BROCKS BUILDING LLP	1	27
ROADRUNNER'S LOGISTIC LLC	1	27
WF LANDSCAPE SERVICES	1	27
JK DELIVERY LLC	1	26
ZAQUEU FRANSCISCO DA SILVA	1	26
MTM AUTO TRANSPORT INC	1	25

Filtered: (All CMVs), (Statewide), (CY20, CY21-Q1)

Crash Risk Explorer

Weather

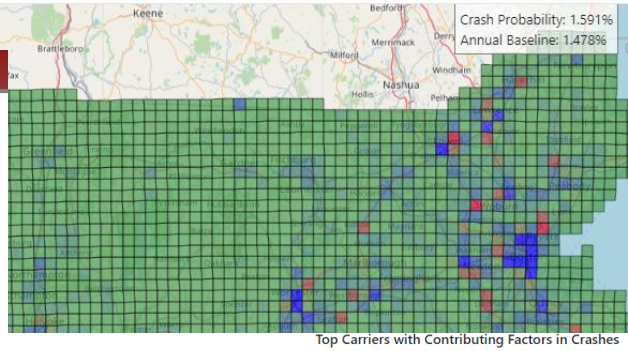
Precipitation: None
Wind: None/Light
Temperature (°F): 41-60
[Use Forecast/Prior Year]

Date

Start: 2021-04-01
End: 2021-05-28
[Use Single Date]

Traffic: Typical
Road Work: No
Inspection Activity: Typical

Mode



Inspection | Crash | About | Logged in as test [Logout]

T-FORCE ANALYTICS

INSPECTION DASHBOARDS

Custom region and trooper analysis

CRASH DASHBOARDS

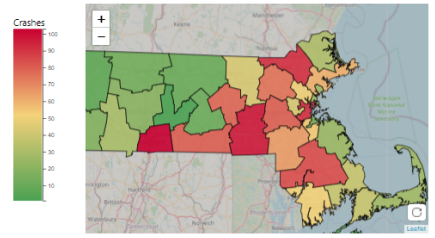
Interactive data visualization and mapping

UMassSafe • UMassSafe@UMass.edu • www.UMassSafe.org

This material is based upon work supported by Federal Motor Carrier Safety Administration unde grant/cooperative agreement

Crash Map

Crashes



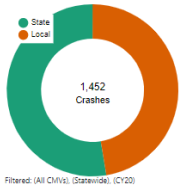
Filtered: (All CMVs), (Statewide), (CY20)

Top Carriers with Contributing Factors in Crashes

Carrier	# Crashes
RYDER	5
COSMOS GRANITE and MARBLE	4
JRM HAULING AND RECYCLING SERVICES II INC	4
CASELLA WASTE MANAGEMENT OF MA INC	3
FIRST STUDENT INC	3
MBTA	3
ALLIED WASTE SERVICES OF BOSTON OR REPUBLIC SERVICES OF BOSTON OR ALLIED WASTE SERVICES OF TYNGSBORO OR REPUBLIC SERVICE	3
DISILVA TRANSPORTATION INC	2
DAVID CURVING	2
EXPRESS AUTO REPAIR LLC	2

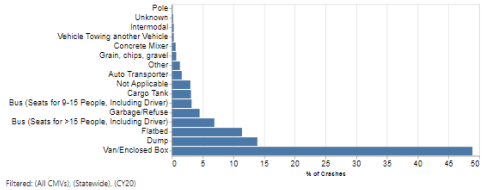
Filtered: (All CMVs), (Statewide), (CY20)

Local/State Police Breakdown



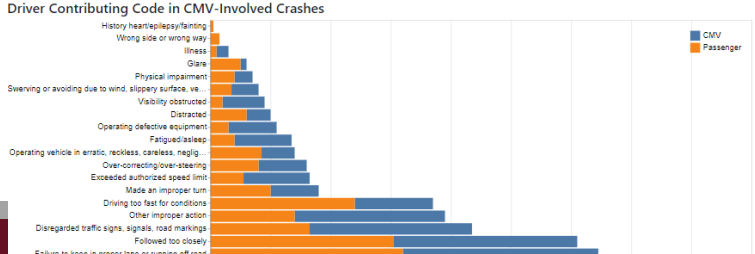
Filtered: (All CMVs), (Statewide), (CY20)

Cargo Body Type Crash Frequency



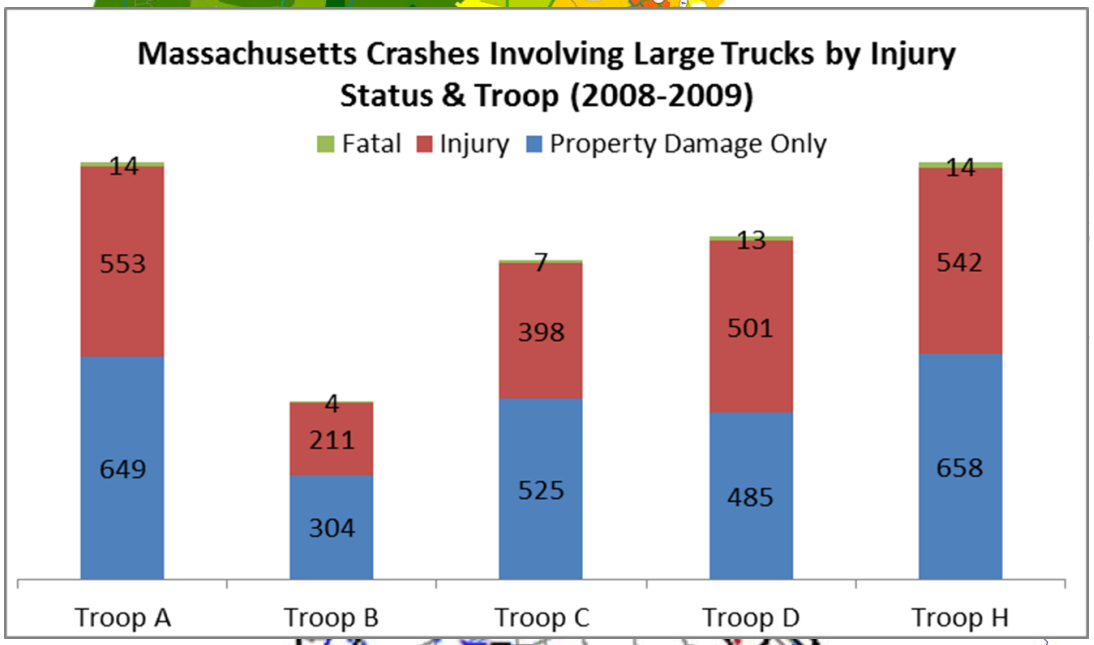
Filtered: (All CMVs), (Statewide), (CY20)

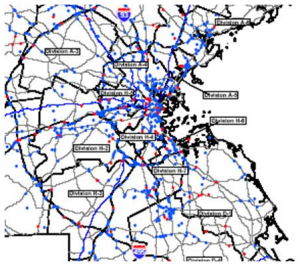
Driver Contributing Code in CMV-Involved Crashes

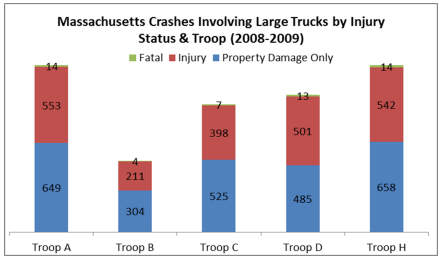


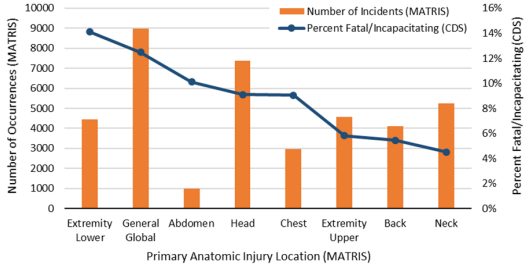
Commercial Vehicle Safety Plan

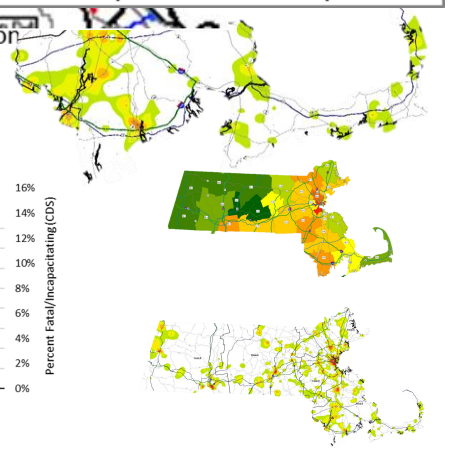
- Developed & implemented by MA State Police with support from UMassSafe
- Goals, Trend Analysis, Problem Identification, Crash Reduction Plan & Monitoring Plan
- Methodology has evolved over time based on feedback of agency usability and technology advancements





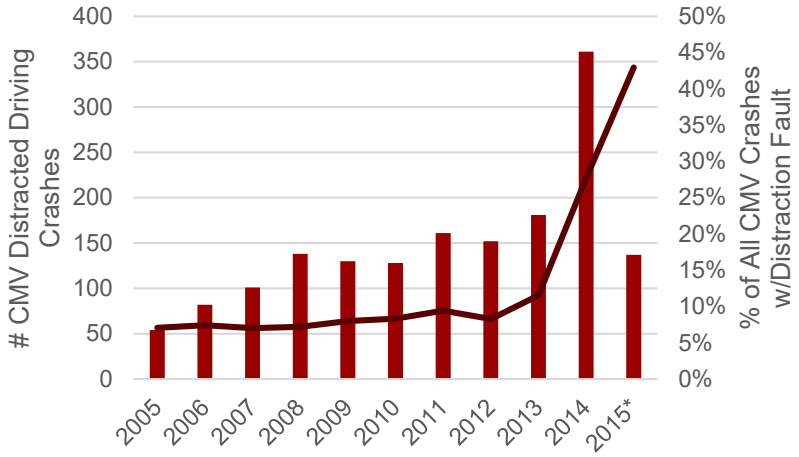




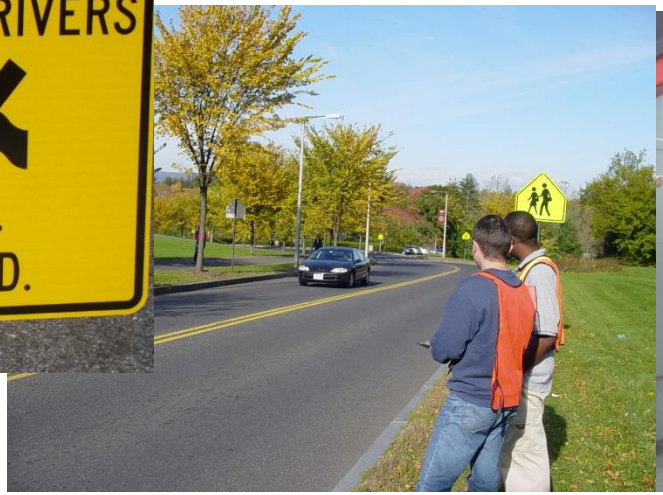


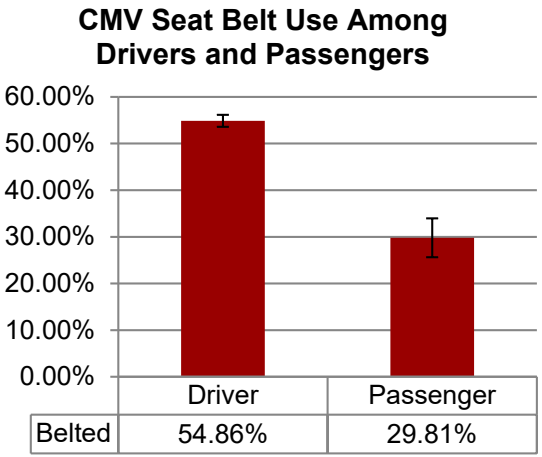
CMV Driver Distraction Pilot Project

Massachusetts Crashes with CMV Driver Contributing Code of Inattention, 2005-2015



CMV Seat Belt Survey & Campaign

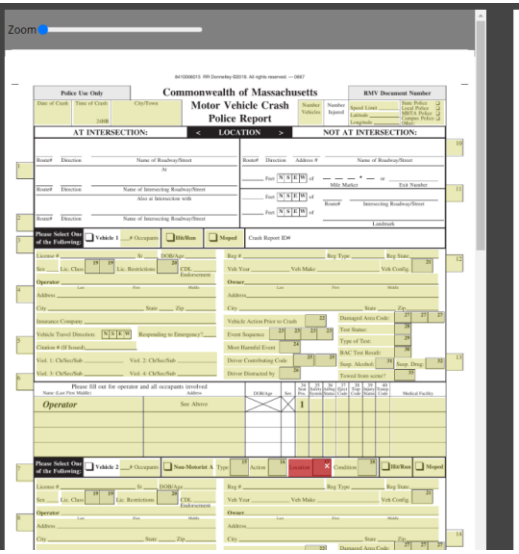


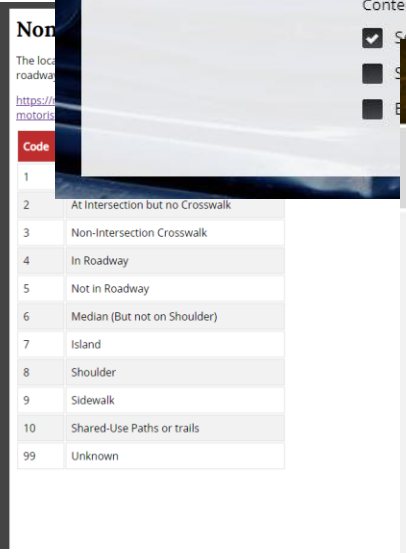


Crash E-Manual - Crash Report Data Dictionary

www.MassCrashReportManual.com

- Data Dictionary
- Interactive Crash Report Overlays
- Crash Report Review Guidelines
- Traffic Records News
- And more





LEA/LEO Specific Data Quality Reports

		% Invalid/Incomplete Entry by Field													
		Crash	Vehicle	Occupant				Driver			Non-Motorist				
Name	# Analyzed Crash Reports	Speed Limit	Vehicle Travel Direction	Safety System	Airbag Status	Ejection Code	Transported by Code	License Class	Driver Contributing Code	Driver Distracted By	Type	Action	Location	Condition	Transported by Code
TOTAL Cambridge Police	**832**	6%	13%	24%	24%	25%	35%	18%	15%	15%	15%	19%	18%	20%	82%
JEAN-BAPTISTE, JERRY	87		26%	92%	92%	92%	96%	9%	13%	13%	4%	17%	13%	4%	100%
CALLINAN, JASON	72		18%	6%	6%	6%	19%	18%	17%	17%	13%	13%	13%	13%	83%
DONAHUE, MARK	28		2%	80%	87%	93%	7%	20%	13%	13%	100%	100%	100%	100%	100%
MICELI, MELISSA	24		3%	82%	82%	82%	18%	25%	19%	19%	71%	71%	71%	71%	71%
CIRIELLO, ROBERT	23		8%	15%	15%	19%	26%	33%	33%	33%	33%	33%	33%	33%	67%
VALENTIN, SIMON	22	95%		14%	14%	14%	5%	10%	10%	10%	50%	50%	50%	50%	50%
ROSA, DAVID	22		33%	28%	44%	22%	11%	11%	11%	17%					50%
EDWARDS, GARY	20			16%	16%	16%		64%	59%	59%					
GRASSI, JOSEPH	18			21%	21%	21%	16%	19%	13%	13%	33%	33%	33%	33%	100%
JOSEPH, DONYELL	15		4%				15%	24%	24%	19%					50%
ALLEN, STEVEN	15	100%		4%	4%	4%	92%	4%	4%	4%					100%
BARTLETT, DANIEL	14		16%	5%	5%	5%	73%	11%	11%	11%					100%
LOWE, SEAN	13		20%	6%	13%	13%	75%	20%						100%	
BROWN, ZACHARY	13		4%	25%	25%	25%	13%	21%	21%	21%	67%	67%	67%	67%	33%
CLAVETTE, MARK	12		9%				87%	23%	15%	15%					100%
CHERUBINO, MICHAEL	12		11%				14%	17%							67%
BROWN, RICHARD	11		29%	11%	11%	11%	56%	38%	13%	13%	100%	100%	100%	100%	100%
COSTA, EDMUND	11		5%	37%	37%	37%		9%	9%	9%	50%	50%	50%	50%	
DIGGINS, JAMES	10		6%	17%	17%	17%	17%	36%	27%	27%					100%
SMITH, MARK	10			21%	21%	21%		25%	17%	17%					100%
BUILES, LUIS	10		14%	27%	27%	27%		18%	9%	9%					100%
CAZEAU, ANDY	9			13%	6%	6%		50%	50%	50%	67%	67%	67%	67%	67%
MORRISSEY, MICAHEL	9		7%	100%	100%	100%	20%	40%	40%	40%					
CROWLEY, JOHN	9	11%					29%			14%				50%	100%
FOSTER, EDDIE	9		6%	15%	15%	15%	31%	10%	10%	10%					100%
VIEIRA, LEE	9	100%	14%	100%	100%	100%	11%								
AYOUB, NICHOLAS	9	11%					22%								67%
ALI, ASIF	9		28%	14%	14%	14%	36%			10%					100%
GALUSKI, KYLE	9		25%					14%	14%	14%					100%
AMES, CHRISTOPHER	8		25%	29%	29%	29%	50%	9%							
HUDSON, LAWRENCE	8		40%	14%	14%	14%	29%	14%	14%	14%					100%
PADGETT, IVELISE	8		25%				46%	11%			50%	50%	50%	50%	100%
ANTONOPOULOS, MILTIADES	8						13%	8%	8%	8%					100%
CROWLEY, JOSEPH	8		15%				33%	44%	44%	44%					
BUXBAUM, JOSHUA	8						15%	17%	17%	17%					
O'REGAN, BRIAN	8			18%	18%	18%	91%	11%	11%	11%					100%
MCMAHON, DEVIN	8		21%	25%	25%	25%	50%								

Crash E-Manual – LEA Quality Scorecard

Select LEA: https://masscrashreportmanual.com/crash-report-quality-scorecard/

CHICOPEE POLICE DEPT | Submit

Driver

Field	LEA Grade	LEA Data Quality	Statewide Data Quality	LEA vs State Difference
Driver License Class	B	86%	94%	-8 ▼
Driver Contributing Code	B	86%	96%	-10 ▼
Driver Distracted	B	85%	89%	-4 ▼
Alcohol Suspected	F	55%	71%	-16 ▼

Person

Field	LEA Grade	LEA Data Quality	Statewide Data Quality	LEA vs State Difference
Seating Position	A+	99%	99%	0
Safety System Used	B-	80%	96%	-16 ▼
Airbag Status	B-	80%	98%	-18 ▼

Non-Motorist

Field	LEA Grade	LEA Data Quality	Statewide Data Quality	LEA vs State Difference
Non-Motorist Type	B	86%	88%	-2 ▼
Non-Motorist Action	B	83%	86%	-3 ▼

- Used by LEAs to assess their officer-submitted crash reports for completeness and validity
- Table compares the percentage of records with acceptable DQ for each specific field, alongside the respective statewide DQ percentage

Making the Most of Grants

- **Leverage multiple sources**: combine state funds with university research capacity.
- **Build sustainability**: use pilot project funding to position for larger grants.
- **Grow workforce:** Expose CMV-realm to college students
- **Engage early**: universities can help write and structure proposals for stronger competitiveness.
- **Align with national priorities**: Safe Systems, CMV Safety, Vision Zero, MMUCC, Work Zone Safety.

Challenges for Universities

While universities bring expertise and innovation, they face structural challenges that can impact collaboration. Recognizing these barriers helps agencies and industry partners **set realistic expectations** and design stronger partnerships.

Grant Process Complexity

Lengthy proposal reviews, institutional approvals, and compliance steps.

Grant Restrictions

Federal and state funding comes with rigid eligibility, allowable expenses, and procurement rules.

Grant Reporting Requirement

Frequent progress reports, financial audits, and documentation.

Institutional Overhead (Indirect Costs

Indirect cost rates (facilities and administration) increase project budgets.

Professional Networking Organizations

Forums and Events for Finding the Right Partners

- **TRB Annual Meeting (Jan 11–15, 2026, DC)** → Meet Primary Investigators and State Partners.
- **CVSA (Commercial Vehicle Safety Alliance)** → Brings together FMCSA, state enforcement, tech vendors, and increasingly university projects.
- **ATSSA Convention & Traffic Expo** (work zones + TIM; Feb 20–24, 2026, Houston) CMV work-zone pilots and state DOTs.
- **NOCoE "Talking TIM" webinars** (monthly)—Identify potential partners doing real deployments.
- **FHWA National Coalition on Truck Parking** A policy + implementation space with agencies, labs, and researchers.
- **SAE COMVEC** Engineering-focused but useful for tech pilots and OEM links
- **AAMVA International Conference** Great for finding implementation partners.

Funding & pipelines (to find like-minded university consortia)

- USDOT University Transportation Centers (2022–2026)
- FMCSA CMV Roadside Technology Corridor

Questions & Contact Information

Robin Riessman - riessman@ecs.umass.edu

University of Massachusetts

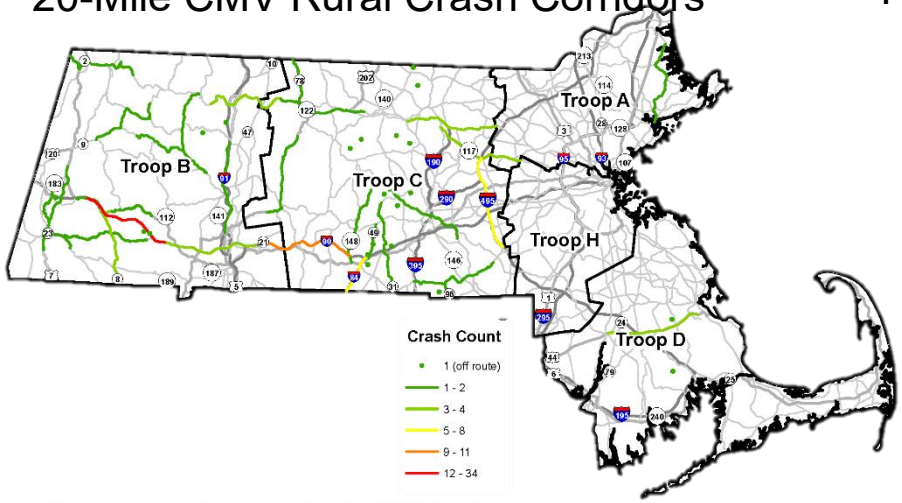
www.umasssafe.org

umass Safe

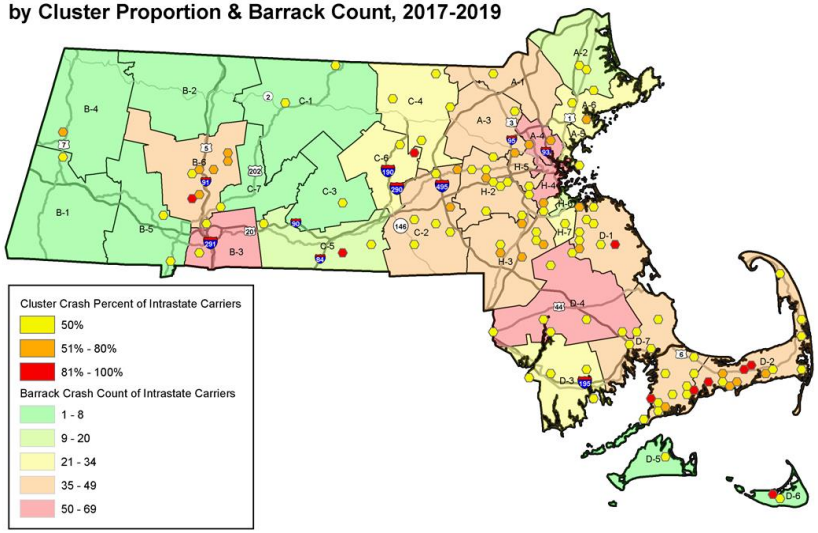
Traffic Safety Research Program

Using Data to Guide Safety Programming

20-Mile CMV Rural Crash Corridors



Massachusetts Intrastate Carrier CMV Crashes by Cluster Proportion & Barrack Count, 2017-2019

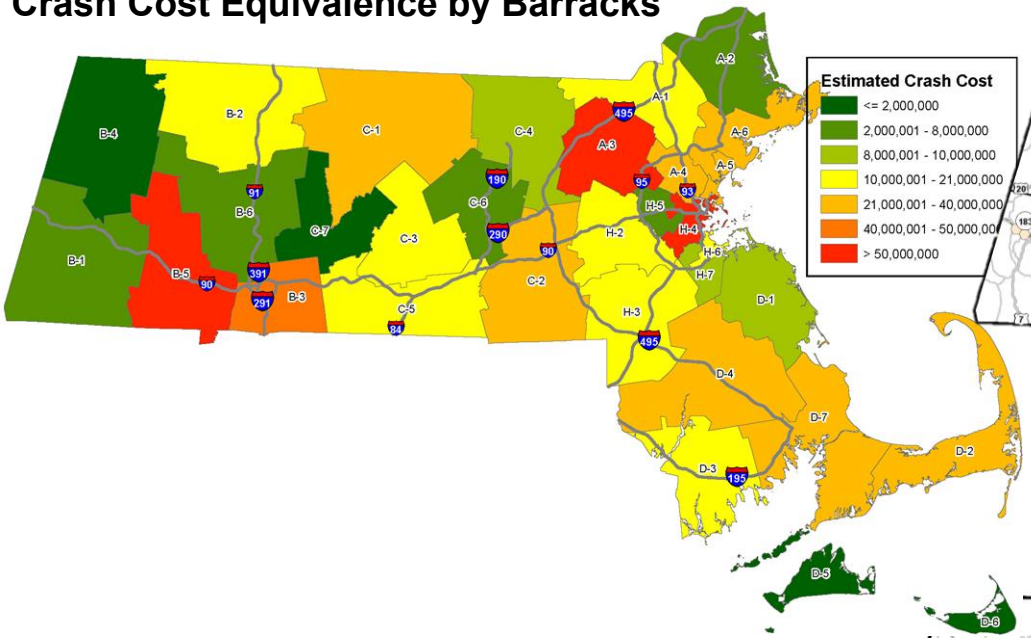


Problem Identification of Intrastate Carrier Crashes

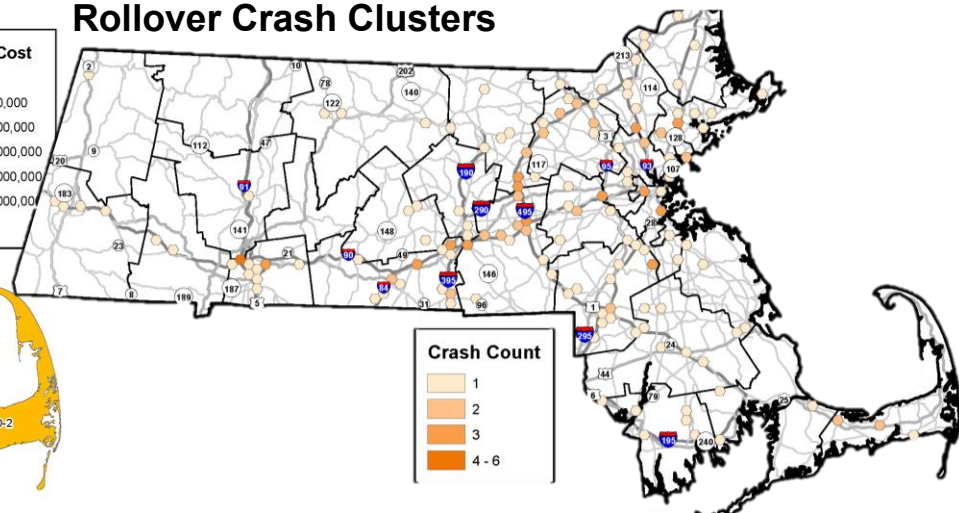
First Harmful Event	Intrastate	Interstate
Collision w/ motor vehicle in traffic	78.2%	78.6%
Collision w/ parked motor vehicle	6.1%	3.6%
Collision w/ guardrail	1.5%	3.1%
Overturn/rollover	1.6%	2.0%
Collision w/ pedestrian	2.0%	0.9%
Collision w/ bridge overhead structure	0.9%	1.5%
Collision with bridge	0.3%	1.3%
Collision with utility pole	1.4%	0.9%
Collision with tree	1.6%	0.9%
Collision with median barrier	0.2%	1.0%
Jackknife	0.1%	0.7%
Collision with embankment	0.4%	0.6%
Collision with curb	0.6%	0.4%
Collision w/ other light pole or other post/support	0.9%	0.4%

Using Data to Guide Safety Programming

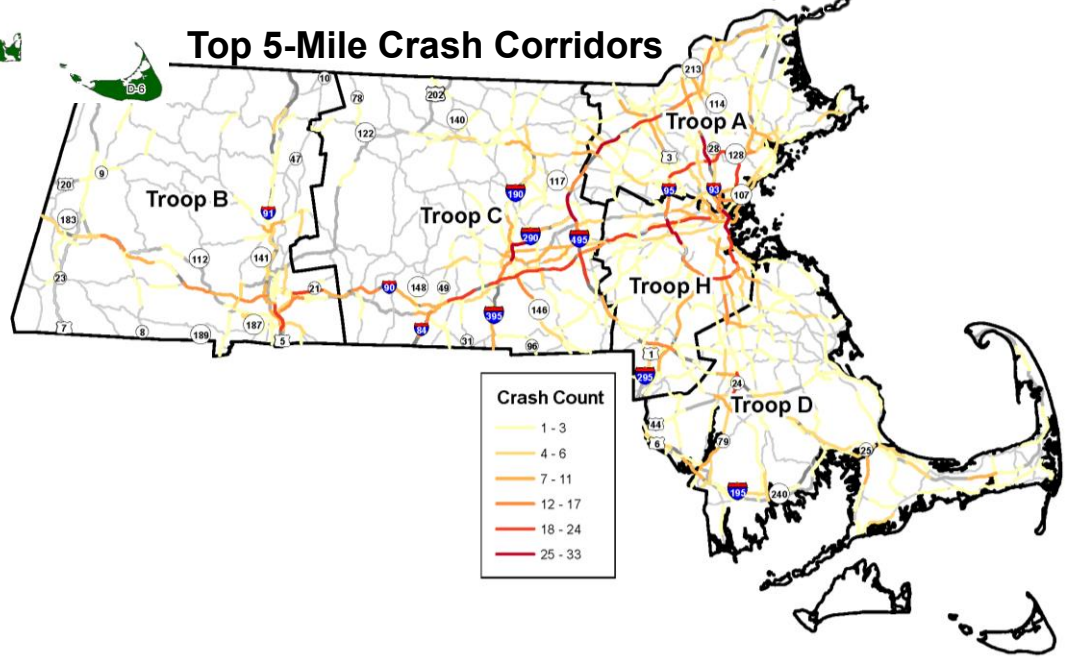
Crash Cost Equivalence by Barracks



Rollover Crash Clusters



Top 5-Mile Crash Corridors



Top 5-Mile CMV Crash Corridors			
Crash Count	Route	Mile Marker	Troop
33	I-495	78-83	A
30	I-93	14-19	H
27	I-290	5-10	C
27	MA-128	8-13	H
26	I-495	64-69	C
26	I-93	28-33	A
24	M-128	21-26	A

Using Data to Guide Safety Programming

Crash Report: Driver Contributing Code	Passenger-Car Driver	CMV Driver
No improper driving	45.5%	55.1%
Unknown	13.3%	13.5%
Inattention	7.2%	5.6%
Failed to yield right of way	6.4%	3.4%
Followed too closely	4.6%	5.1%
Failure to keep in proper lane or running off road	4.6%	2.7%
Other improper action	3.8%	3.9%
Driving too fast for conditions	2.9%	2.1%
Operating vehicle in erratic manner	2.2%	1.0%
Disregarded traffic signs, signals, road markings	2.1%	2.1%
Made an improper turn	1.5%	1.1%
Distracted	1.1%	0.6%
Fatigued/asleep	0.9%	0.7%
Glare	0.9%	0.2%
Swerving or avoiding	0.7%	0.7%
Exceeded authorized speed limit	0.7%	0.6%
Over-correcting/over-steering	0.5%	0.5%
Visibility obstructed	0.4%	0.9%
Wrong side or wrong way	0.4%	0.2%
Physical impairment	0.4%	0.1%

Management Reports

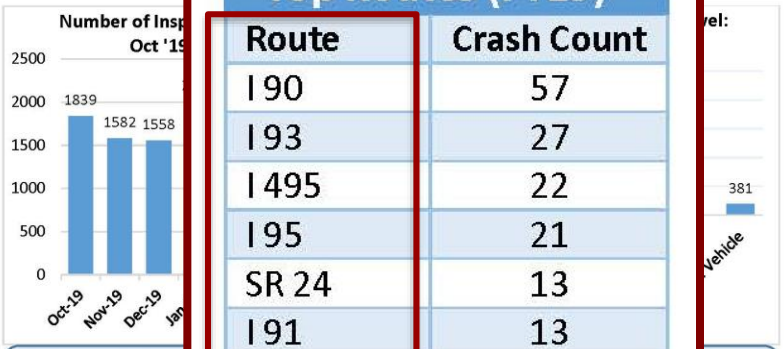
umass SAFE Traffic Safety Research Program

University of Massachusetts Amherst
Amherst, MA 01003
www.umasssafe.org

Massachusetts Commercial Motor Vehicle Management Report

Inspections: Oct 2019 – May 2020 (data sourced as of 7/31/2020)

In order to conduct data-driven enforcement, the Massachusetts State Police Commercial Vehicle Enforcement Section examines the inspection and crash details of the most recent quarters for trends and anomalies. The following charts and tables depict the recorded SafetyNet data to aid in the formation of directives for both inspection and traffic enfo COVID-19 and the reconciliation of a



Inspection activity droppe due to state directives su pandemic.

tivity, ious state r-only

Carrier	n Rate
JANDJ TRUCKING	5
MTM AUTO TRANSPORT	5
SET LOGISTICS CO	5
BMT LOGISTICS LLC	3
ALDEN AND SONS CONCRETE FORMS	23

Top Routes (FY19)*

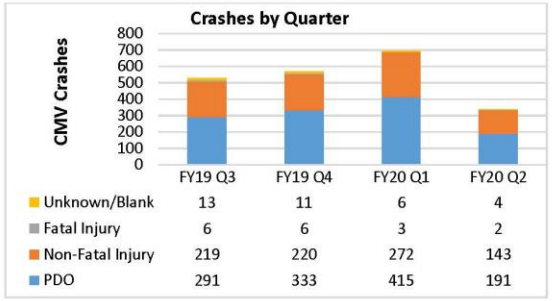
Route	Crash Count
I 90	57
I 93	27
I 495	22
I 95	21
SR 24	13
I 91	13
I 290	11
I 195	7
US 3	7
SR 123	6

Top Violations for Vehicles Inspected (Oct '19 – May '20)

Violation Description	Count
VIOLATION OF LOCAL LAWS	2489
INOPERABLE REQUIRED LAMP	2332
NOT MARKED IN ACCORDANCE WITH REGULATIONS	1034
OPERATING A PROPERTY-CARRYING VEHICLE WITHOUT POSSESSING A VALID MEDICAL CERTIFICATE.	942
NO/DISCHARGED/UNSECURED FIRE EXTINGUISHER	922

Massachusetts Commercial Motor Vehicle Management Report

Crashes: Oct 2019 – May 2020 (data sourced as of 7/31/2020)



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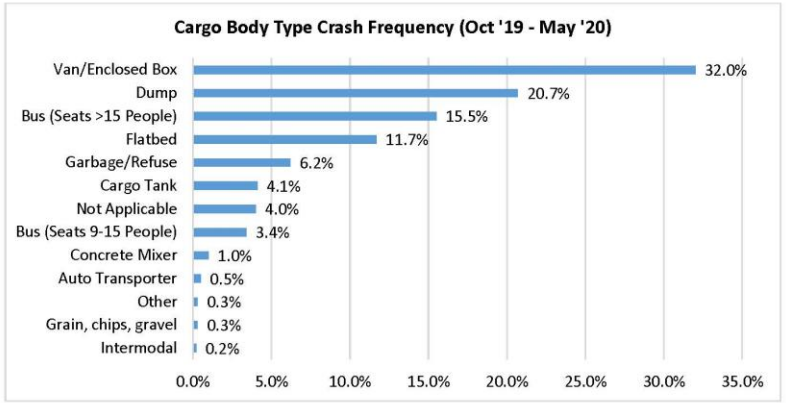


Top Carriers in Crashes with Contributing Factors: Oct '19 - May '20

Carrier	Count
PVTA	5
ALLIED WASTE/REPUBLIC SERVICES	4
MERRIMACK VALLEY REGIONAL TRANSIT AUTHORITY	3
NEW ENGLAND ICE CREAM	2
DURHAM SCHOOL SERVICES	2

*Latest available data is for FY19 only

Understanding At-Risk Driving Attitudes & Behaviors

CMV Driver Attitude & Behavior Survey

- Online self-reported survey of
- 20 multiple choice questions (~4 minutes)
- Aiming to quantify driver's attitudes/beliefs of risky behaviors
  - Sending a text message
  - Exceeding HOS regs
  - Driving after consuming alcohol & cannabis
- Results and recommended uses in CMV crash prevention at Commercial Vehicle-Safety Technical Assistance Center (CV-STAC)

Understanding At-Risk Driving Attitudes & Behaviors

- Online self-reported survey of 20 multiple choice questions (~4 minutes)
- Aiming to quantify driver's attitudes/beliefs of risky behaviors
  - Sending a text message
  - Exceeding HOS regs
  - Driving after consuming alcohol & cannabis

- Distribution through state and federal trucking associations, Facebook, and respondent acquisition services
- Convene a *CMV Data-Driven Safety Work Group* of ESC stakeholders to guide use of findings – Seeking volunteers!
- Share results to inform safety programming efforts for improved efficiency and industry-relations

Commercial Vehicle Safety Technical Assistance Center (CV-STAC)

cvstac.umasssafe.org

Online Resource Center

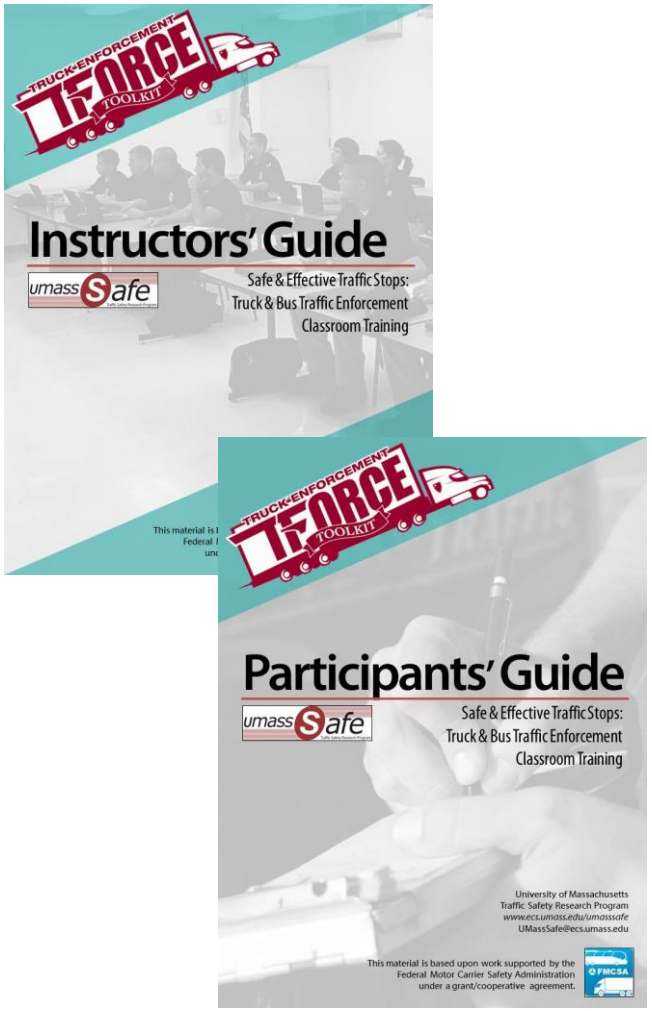
- Multi-agency Partnerships
- Safety Programming

Develop - Expand - Replicate

- Best Practice Guides
- Webinars
- Education Materials
- News Highlights

Classroom Training

- Traffic stop from start to finish
- Similarities and Differences between traffic enforcement with trucks/buses and passenger cars
  - Officer Safety
  - Choosing the location
  - Approaching a large truck/bus
  - Visibility issues
  - Commercial Drivers License
  - Assisting the truck in re-entering traffic



Types of Grants

- **Federal Research Grants** (FHWA, FMCSA, NHTSA, USDOT UTCs)
  - Often competitive, multi-year, research-focused.
- **Foundations & Private Sector**
  - Safety-focused foundations, industry research collaborations.
- **Strengths**: Universities are skilled at writing and managing research grants; provide continuity across projects.
- **Challenges**: Indirect costs, long timelines, academic publication focus may differ from agency “on-the-ground” needs.

Types of Partnerships

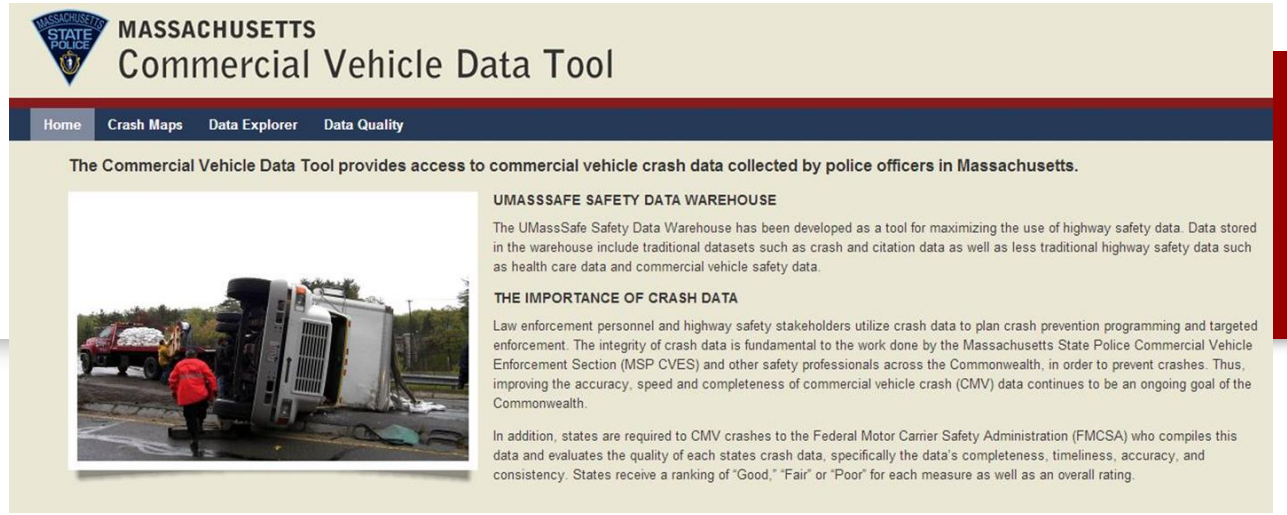
University

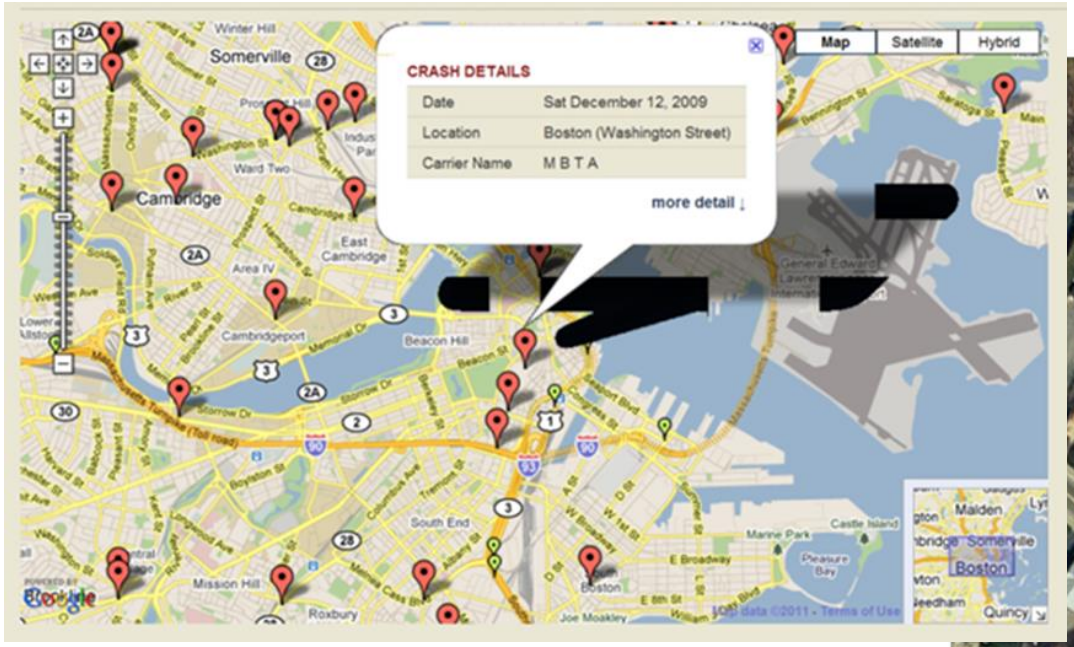
- Typically a formal partnership facilitated by a grant

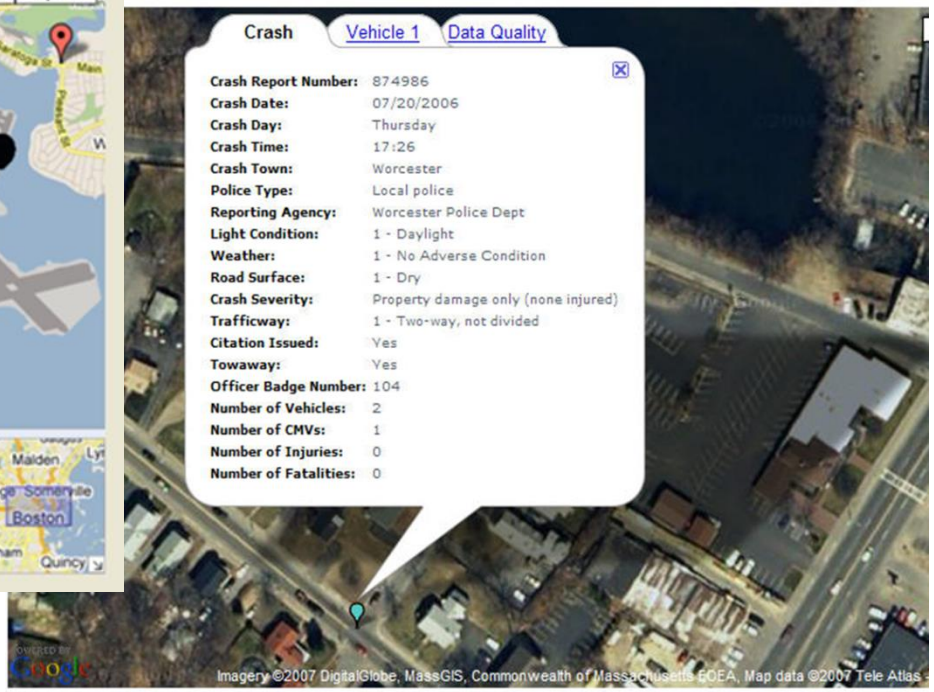
Community

- Either a formal or informal partnerships with a community entity, such as a Department of Transportation, municipality, etc.

Crash Data Web Interface

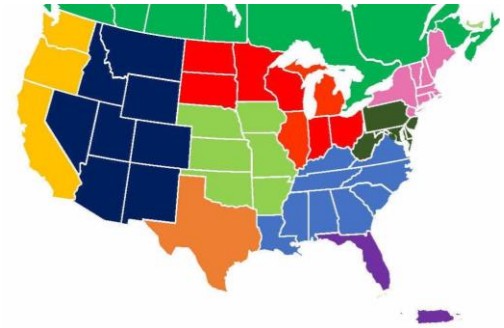






Professional Networking Organizations

- Transportation Research Board
- Lifesavers
- American Traffic Safety Information Professionals:
- **ITE** Institute of Transportation Engineers (regional sections & student chapters)



- International Association of Crime Analysts (regional chapters)

Current as of July 2024. Clicking on a state will make the tooltip "stick" so you can click on the website URL.
Source: IACA, Regional Association Committee • Created with Datawrapper

Go-to forums & events (where the right people a

- **TRB Annual Meeting (Jan 11–15, 2026, DC)** → J meet PIs/state partners.

- **CVSA (Commercial Vehicle Safety Alliance)** → draw FMCSA, state enforcement, tech vendors, a

- **ATSSA Convention & Traffic Expo** (work zones CMV work-zone pilots and state DOTs. ATSSACC

- **NOCoE "Talking TIM" webinars** (monthly)—low- warning, EDC-7, etc.). transportationops.orgtransp
- **FHWA National Coalition on Truck Parking**—po researchers. Trucking Research
- **SAE COMVEC** (engineering-heavy but useful for
- **AAMVA** (CDL/CMV program side): CDL coordinat for implementation partners. comvec.sae.orgSAE

Funding & pipelines (to find like-minded universi

- **USDOT University Transportation Centers (202**
- **FMCSA CMV Roadside Technology Corridor**— states/ORNL. FMCSA

COVERLAB Analytics – North Carolina

Decision Support Analytics for Enforcement Planning

Special Overtime Projects (SOP) Tracking / Analytics / Reports

Mobile Technologies Tracking / Analytics / Reports

COVERLAB Applications:

- Developing performance metrics
- Uploading and formatting grant proposals
- Coordinating with CVE staff for cooperative proposal development
- Providing statistical charts / graphs for improved content messaging

for

- Annual CVSP (MCSAP)
- Size & Weight Plan (ITD)
- High Priority Grants (HP-CMV and HP-ITD)