

MAINE STATE LEGISLATURE

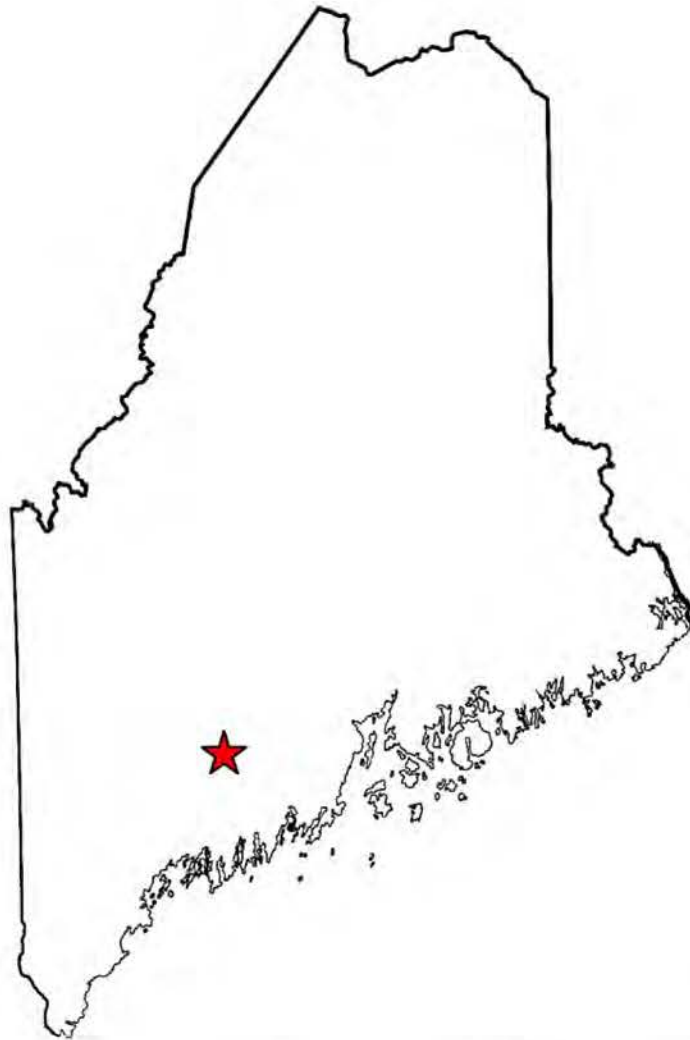
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2010

Maine Highway Safety Plan



Safety

Bureau of Highway Safety

John Elias Baldacci, Governor

Anne H. Jordan, Commissioner

**Highway Safety Plan
Federal Fiscal Year 2010
(October 1, 2009 - September 30, 2010)**

Prepared For:

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

By:

Maine Bureau of Highway Safety
Lauren V. Stewart, Director

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John Elias Baldacci
Governor

STATE OF MAINE
Department of Public Safety
Bureau of Highway Safety
164 State House Station
Augusta, Maine
04333-0164



Anne H. Jordan
Commissioner

Lauren V. Stewart
Director

Dear Maine Citizens:

The Maine Bureau of Highway Safety (MeBHS) strives to eliminate traffic deaths and injuries. We do this by making grants available to local and state organizations for programs that help them enforce traffic laws, educate the public in traffic safety, and provide a varied and effective means of reducing fatalities, injuries and economic losses from traffic crashes.

The MeBHS draws funds from several federal government funding sources for these grants. We mount public awareness campaigns and act as the primary traffic safety resource in order to enlist the help of the general public and the media to encourage traffic safety on all of our roads and highways.

The MeBHS strives to be results-oriented in all that we do and to be a leader in the traffic safety arena. We proactively respond to emerging traffic safety issues through innovative and evidential-based programs and technologies. Through public and private partnerships with key stakeholders, we work more effectively and continue to explore methods that enable traffic safety practitioners to do their jobs more efficiently.

With the support of Governor Baldacci and Commissioner Anne Jordan, the Governor's Representative for Highway Safety, our legislature, and through the efforts of all of our partners in traffic safety, we have seen a steady decrease in traffic fatalities over the past several years. However one fatality will always be too many.

This year, we have adopted the vision of *Toward Zero Deaths. Every One Counts*. The 2010 Highway Safety Plan details the State of Maine's strategies to achieve our overall goals of continuing to reduce fatalities, injuries, and property damage costs resulting from motor vehicle crashes. It also serves as our application for Section 402 federal funds for Fiscal Year 2010.

We are proud of the success realized here in Maine in traffic safety and will continue to strive toward funding and implementing programs which will make significant impacts on traffic safety in Maine.

Sincerely,

Lauren V. Stewart, Director

Buckle Up. Drive Safely.



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Mission of the Bureau

The mission of the Maine Bureau of Highway Safety is to save lives and reduce injuries on Maine roads and highways, through strong leadership, partnerships with other public and private organizations, innovation, facilitation, project and program support, and through the effective and efficient administration of traffic safety grant funds.

Maine Facts



- Population of Maine in 2000: 1,321,574
- Land Area: 33,215 square miles
- Length of coastline: 3,500 miles
- Forest: 17 million acres
- Persons per square mile: 41.3
- Home ownership rate (2000): 71.6%
- Largest city by population: Portland
- 1,009,688 licensed drivers plus 99,783 licensed motorcyclists (2008)
- 1,548,272 registered vehicles (2008)
- State Capital: Augusta
- 16 Counties
- Nearly 500 municipalities
- 146 law enforcement agencies: 123 local agencies, 16 County Sheriffs' offices, and 7 Maine State Police troops
- 5.2% under age 5; 78.5 % 18 years and over; 14.1% age 65 and over
- 96.6% white; .7% African American; .5% American Indian and Alaska Native; .8% Asian; .4% other; .9% Hispanic or Latino

About the Maine Bureau of Highway Safety

The Federal Highway Safety Act of 1966 directed the National Highway Traffic Safety Administration (NHTSA) and Federal Highway Administration (FHWA) of the United States Department of Transportation to jointly administer various highway safety programs and projects. This federal grant program provides funds administered through the Maine Department of Public Safety (MeDPS), Bureau of Highway Safety (MeBHS) to eligible entities to be used, in part, for traffic safety education and enforcement to decrease the deaths and injuries that occur on Maine roads and highways.

The MeBHS is tasked with the responsibility of effectively administering and utilizing Section 402 State and Community Highway Safety Funds and related grant funds received from NHTSA and FHWA. These funds are to be used for planning, implementing and evaluating short-term behavioral highway safety programs and projects with the intent that other sources of funding will sustain these programs over the long-term. The MeBHS is the leader in coordinating the safety efforts of federal, state and local organizations involved in Maine traffic safety. Our programs are intended to improve the behavior of and instill a sense of responsibility in drivers, passengers, pedestrians and cyclists. Our goal is to ultimately reduce the number of fatalities, injuries and property damage costs caused by highway crashes.

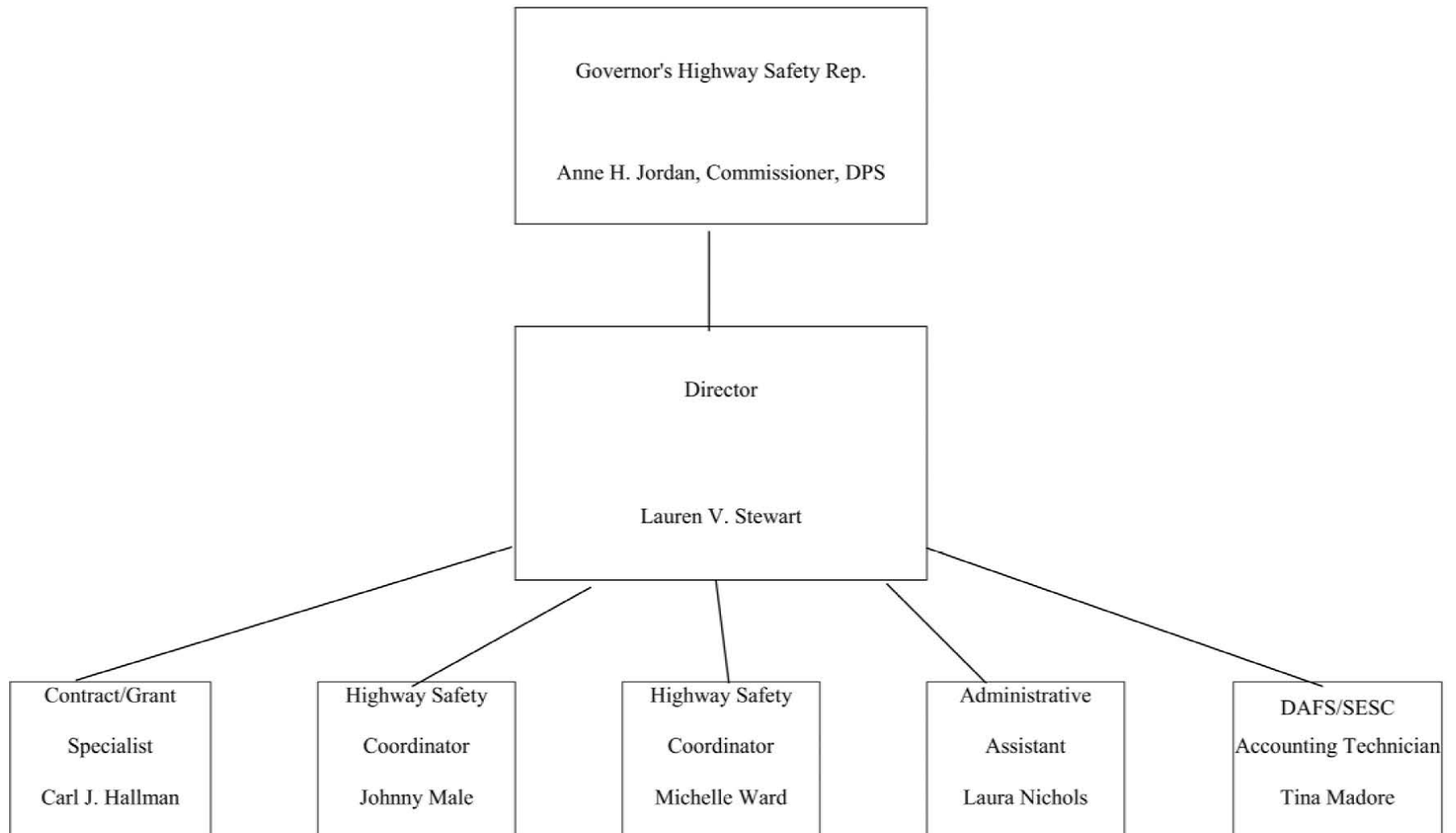
In addition to administering federal grant funds, the MeBHS is also responsible for:

- **Managing Maine's Implied Consent Program.** This is a statewide program that tests drivers suspected of being impaired by alcohol or other drugs. Maine's Implied Consent and Operating Under the Influence laws mandate that all drivers arrested for suspected OUI must take a blood alcohol test. Failure to do so results in even longer mandatory license suspension periods. The Maine Supreme

Judicial Court has ruled that our law mandating the testing of all individuals involved in fatal accidents is both constitutional and enforceable.

- Developing and administering the Maine Driving Dynamics Driver Improvement Program. This is a five-hour driver improvement course that allows for point reduction on a driver's record. Each year, approximately 5,000 people attend a Maine Driving Dynamics class.
- Administration of the Federal Fatal Analysis Reporting System (FARS). This system records data on fatal crashes in Maine for input into a larger national record-keeping system of statistical data. The FARS data is analyzed by the MeBHS and the Maine State Police to determine enforcement priorities and schedules.

Highway Safety Organizational Chart



HSP Planning Process Overview

Each September 1, the MeBHS must provide NHTSA a comprehensive plan to reduce traffic crashes and resulting deaths, injuries and property damage. The Highway Safety Plan (HSP) serves as Maine's application for available federal funds for these specific purposes. The HSP describes Maine's top highway safety problems, identifies activities and countermeasures, provides qualitative and quantitative performance measures to determine goals and objectives and gives descriptions of continuing and new grants and projects.

The MeBHS provides leadership and financial resources that develop, promote and coordinate programs designed to influence public and private policy and to make systemic changes and heighten public awareness of highway safety issues.

Developing and implementing the HSP is a year-round activity as outlined on the next page. It involves discussions with all of our partners in highway safety.

HSP Planning Process Cycle

October	Federal Fiscal Year begins Begin implementation of HSP projects approved by NHTSA
November-December	Annual Report prepared and submitted
January-April	Initiate partnership meetings Obtain input and project ideas for future HSP planning and problem identification processes Evaluate and monitor project progress
May-June	Proposals due and future projects agreed upon On-site grantee visits begin Data compilation and final review
July-August	HSP developed Grantees notified of project acceptance
September	Annual HSP/402 Application due to NHTSA Federal Fiscal Year ends All grants finalized

Each January, the MeBHS mails surveys and requests for HSP projects to all eligible state, public and private agencies outlining the opportunity to participate in the program and the requirements to compete for available funds. Proposals are submitted addressing traffic safety problems from all interested and eligible agencies.

The MeBHS coordinators function as liaisons with private and public sector traffic safety leaders to track successful programs and encourage collaborative efforts. This approach encourages widespread participation in the program and gives us a broad base from which to select the most effective and cost-efficient countermeasure programs possible. The Governor's Representative for Highway Safety, the MeBHS Director and highway safety coordinators regularly attend meetings of the Maine Chiefs of Police Association, Maine Sheriffs Association, Maine Chiefs Traffic Safety Committee, EMS coordinators and others to further gather input on needs and potential solutions and to explain federal guidelines, MeBHS policy and the application process. In addition to the solicitation, the MeBHS considers information developed by staff members through contacts with grantees, potential grantees, and other highway safety professionals and non-profit agencies.

Since the MeBHS may not have sufficient funds for all submitted proposals, a comprehensive review is part of the proposal selection process. We review all proposals against several criteria including: potential traffic safety impact, crash and fatality statistics (specifically high crash locations), seriousness of identified problem(s), and performance on previous grants.

The MeBHS program goal is to help local communities develop traffic safety programs which will contribute toward the reduction in traffic crashes, injuries and deaths. Our grants touch as many state and local agencies as possible. The grants are distributed statewide.

Priority Program Areas

The National Highway Traffic Safety Administration has identified eight priority program areas for eligible grant funding. These programs, administered by MeBHS, are:

Alcohol/Drugs and Impaired Driving: The program goal is to reduce deaths and injuries attributable to alcohol and drug involvement, by adults and teens, by removing alcohol- and drug-impaired drivers from the roads.

Occupant Protection and Child Passenger Safety: These two programs share a goal to increase compliance with both adult and child safety restraint laws including the correct and consistent use of infant and child safety seats.

Pedestrian and Bicycle Safety: The program goal is to increase safety awareness among pedestrians, bicyclists and motorists through various approaches including education, enforcement and engineering.

Traffic Records: The program goal is to establish/improve record systems that aid in identifying existing and emerging traffic safety problems and aid in evaluating program performance. Accurate and current records are needed to support problem identification and to evaluate countermeasure effectiveness.

Emergency Medical Services: The program goal is to ensure that persons involved in motor vehicle collisions receive rapid and appropriate medical treatment through a coordinated system of emergency medical care.

Police Traffic Services: The program goal is to reduce motor vehicle collisions through selective enforcement, education and deterrence. PTS programs seek to encourage compliance with safety belt use, impaired driving, speed limit and other traffic laws.

Motorcycle Safety: The program goal is to improve motorcycle safety by training and educating motorcycle riders on the effectiveness and need for safety equipment and educating the motoring public on the presence of motorcycles in the traffic environment.

Teen Drivers and Senior Drivers: These two programs share a common goal of keeping our most vulnerable drivers safe, reducing the number of crashes and injuries by teen and elder drivers and providing alternate means of transportation when necessary.

This Highway Safety Plan addresses these national priority program areas as they are administered by the MeBHS. Activities to be undertaken in FFY 2010 for these priority areas will include:

- various activities and programs that counter the incidence of impaired driving by adults and teens, including enforcement, education, support of the National *Drunk Driving. Over the Limit. Under Arrest* campaign, and institution of a Traffic Safety Resource Prosecutor (TSRP);
- continuing our focus on increasing adult, teen and child safety restraint usage through support of the National “*Click It or Ticket*” Campaigns, child passenger safety technician training, and educational outreach through new partnerships and well publicized enforcement mobilizations;
- enhancing partnerships that increase our opportunity for data analysis and evaluation;
- increasing participation of law enforcement in our enforcement activities through use of a specialized liaison;
- identifying activities to decrease the incidence of speed related fatalities and crashes and providing opportunities for enforcement and education;
- identifying activities to decrease the incidence of crashes related to distractions;
- continuing our focus on reducing the number of motorcycle fatalities through our partnerships with the Bureau of Motor Vehicles, Maine DOT, MTSC and various motorcycle rider associations.

Special attention will be given to identifying more highway safety partners at the community and grassroots level for emphasis in those areas of the state where data indicates the greatest problem in all behavioral highway safety areas. The MeBHS continues to work closely with the MeDOT Safety Office, the Strategic Highway Safety Planning Process, and the MTSC Strategic Plan to be sure that all highway safety and traffic safety efforts compliment each other. We are thankful for the continued participation and dedication of our law enforcement partners in assisting us with our highway safety efforts.

Priority Program Area Assignments

Alcohol/Drugs and Impaired Driving	<p>Carl J. Hallman, Contract/Grant Specialist Carl.j.hallman@maine.gov (207) 626-3843</p>
Occupant Protection & Child Passenger Safety	<p>Michelle Ward, Highway Safety Coordinator Michelle.ward@maine.gov (207) 626-3845</p>
Pedestrian and Bicycle Safety	<p>Johnny Male, Highway Safety Coordinator Johnny.male@maine.gov (207) 626-3842</p>
Traffic Records	<p>Lauren V. Stewart, Director Lauren.v.stewart@maine.gov (207) 626-3840</p>
Emergency Medical Services	<p>Lauren V. Stewart, Director Lauren.v.stewart@maine.gov (207) 626-3840</p>
Police Traffic Services	<p>Carl J. Hallman, Contract/Grant Specialist Carl.j.hallman@maine.gov (207) 626-3843</p>
Motorcycle Safety	<p>Carl J. Hallman, Contract/Grant Specialist Carl.j.hallman@maine.gov (207) 626-3843</p>
Teen Drivers	<p>Michelle Ward, Highway Safety Coordinator Michelle.ward@maine.gov (207) 626-3845</p>
Senior Drivers	<p>Lauren V. Stewart, Director Lauren.v.stewart@maine.gov (207) 626-3840</p>

Problem Identification Process Overview

The specific highway safety problems in Maine as outlined in this document were identified by analyzing available data that include traffic crashes, traffic citation information, OUI arrests, FARS data, CODES data, the State Strategic Highway Safety Plan, HSIP, Commercial Vehicle Safety Plan, surveys and other input from state, county and local agencies interested in addressing highway safety issues. This analysis helps to identify when, where, why and to whom specific safety problems occur. We analyze our data using mapping and crash data capabilities from the Maine Department of Transportation, injury data from Maine CDC, FARS, CODES, available NHTSA data, Maine Transportation Safety Coalition data and other data sources. Isolating and identifying contributing factors is a great advantage in the planning and selection of countermeasures. Problem identification and solution development are ongoing throughout the year.

Problem Identification – Supporting Data*

**Alcohol Related Crashes by
County
2008**

County Name	Number of Crashes
Androscoggin	114
Aroostook	55
Cumberland	319
Franklin	54
Hancock	62
Kennebec	128
Knox	53
Lincoln	76
Oxford	70
Penobscot	139
Piscataquis	12
Sagadahoc	25
Somerset	51
Waldo	48
Washington	28
York	263
TOTAL	1497

**Alcohol Related Crashes by Day of
Week
2008**

Day of week	Number of Crashes
MONDAY	144
TUESDAY	150
WEDNESDAY	146
THURSDAY	173
FRIDAY	266
SATURDAY	347
SUNDAY	271
TOTAL	1497

**Alcohol Related Crashes by Time of
Day
2008**

Hour of day	Number of Crashes
12 am - 1 am	129
1 am - 2 am	181
2 am - 3 am	91
3 am - 4 am	59
4 am to 5 am	26
5 am - 6 am	26
6 am - 7 am	16
7 am - 8 am	24
8 am - 9 am	12
9 am - 10 am	12
10 am - 11 am	13
11 am - 12 pm	17
12 pm - 1 pm	22
1 pm to 2 pm	28
2 pm - 3 pm	26
3 pm - 4 pm	51
4 pm - 5 pm	54
5 pm - 6 pm	88
6 pm - 7 pm	78
7 pm - 8 pm	105
8 pm - 9 pm	87
9 pm - 10 pm	109
10 pm - 11 pm	105
11 pm - 12 am	138
TOTAL	1497

**Alcohol Related Crashes by Age
2008**

Driver age	Number of Crashes
15	1
16	11
17	14
18	44
19	59
20	55
21	90
22	67
23	86
24	60
25	41
26	56
27	52
28	48
29	40
30	27
31	30
32	22
33	33
34	30
35	27
36	31
37	30
38	31
39	27
40	23
41	25
42	33
43	35
44	35
45	31
46	26
47	32
48	24
49	23
50	25
51	20
52	17
53	15
54	11
55	13
56	9
57	10
58	12
59	10
60	8
61	6

Driver Age	Number of Crashes
62	6
63	7
64	2
65	2
66	4
67	6
68	1
69	2
71	1
72	4
73	2
74	1
75	5
77	1
78	1
79	1
80	1
81	1
83	2
85	1
TOTAL	1506

**Speed Related Crashes by County
2008**

County Name	Number of Crashes
Androscoggin	508
Aroostook	308
Cumberland	1145
Franklin	258
Hancock	315
Kennebec	707
Knox	146
Lincoln	187
Oxford	382
Penobscot	812
Piscataquis	52
Sagadahoc	153
Somerset	313
Waldo	208
Washington	137
York	825
TOTAL	6456

**Speed Related Crashes by Day of
Week
2008**

Day of Week	Number of Crashes
MONDAY	693
TUESDAY	1032
WEDNESDAY	1020
THURSDAY	671
FRIDAY	1256
SATURDAY	1005
SUNDAY	782
TOTAL	6459

**Speed Related Crashes by Time of
Day
2008**

Hour of day	Number of Crashes
12 am - 1 am	170
1 am - 2 am	160
2 am - 3 am	95
3 am - 4 am	81
4am - 5 am	95
5 am - 6 am	206
6 am - 7 am	293
7 am - 8 am	493
8 am - 9 am	413
9 am - 10 am	326
10 am - 11 am	330
11 am - 12 pm	314
12 pm - 1 pm	315
1 pm to 2 pm	318
2 pm - 3 pm	338
3 pm - 4 pm	407
4 pm - 5 pm	390
5 pm - 6 pm	329
6 pm - 7 pm	268
7 pm - 8 pm	267
8 pm - 9 pm	241
9 pm - 10 pm	232
10 pm - 11 pm	205
11 pm - 12 am	173
TOTAL	6459

**Speed Related Crashes by Age
2008**

Driver age	Number of Crashes
15	10
16	209
17	372
18	316
19	310
20	290
21	276
22	254
23	252
24	187
25	182
26	161
27	149
28	144
29	151
30	118
31	126
32	108
33	106
34	103
35	109
36	85
37	105
38	116
39	107
40	99
41	101
42	89
43	104
44	98
45	101
46	93
47	96
48	108

Driver Age	Number of Crashes
49	79
50	89
51	88
52	71
53	82
54	71
55	66
56	61
57	64
58	54
59	55
60	55
61	53
62	34
63	33
64	34
65	24
66	26
67	24
68	21
69	14
70	21
71	14
72	11
73	13
74	13
75	15
76	16
77	6
78	4
79	8
80	4
81	7
82	11
83	7
84	2
85	3
86	5
87	3
88	1
89	1
90	1
TOTAL	6499

*Data provided by the MaineDOT

Goal Development Process

The goals identified in this report were determined together with the problem identification process. The goals were established for the various program priority areas; the targets were based on a 5-year average based on past trends and our Maine specific experiences. The goals in this HSP are shown together with appropriate performance measures. Performance measures include: absolute numbers (fatalities, serious injuries); percentages (speed-related or alcohol-involved crashes); and rates (fatality rate/100 MVMT). Graphs and charts are used to present trends and goals. Five-year averages were used in setting the base periods.

The MeBHS recognizes that achievement of goals is not solely dependent upon the activities performed within our office, but is inclusive of collaborative and ongoing efforts of a multitude of government and private entities.

The NHTSA and the Governor's Highway Safety Association (GHSA) have agreed to a minimum set of performance measures to be used by States and Federal agencies in the development and implementation of behavioral highway safety plans and programs. An expert panel of highway safety professionals from NHTSA, GHSA, FHWA, IACP, AASHTO, State Highway Safety Offices, and academic and research organizations, among others, assisted in developing the measures. NHTSA will use the core measures as an integral part of its reporting to Congress, the public and others.

The minimum set of performance goals contains 14 measures: ten core outcome measures, one core behavior measure and three activity measures. The measures cover the major areas common to State highway safety plans and use existing state data systems.

Performance Goals

Core Outcome Measures

Traffic Fatalities (FARS)

C-1) To decrease traffic fatalities by 5% from the 5 year average of 178.8 for 2004-2008 to 168.9 by December 31, 2013.

Serious Traffic Injuries (State Crash Data Files)

C-2) To decrease serious traffic injuries 5% from the 5 year average of 997 for 2004-2008 to 947 by December 31, 2013 .

Mileage Death Rate (FARS)

C-3a) To decrease the mileage death rate 5% from the 5 year average of 1.18 for 2004-2008 to 1.12 by December 31, 2013.

Rural Mileage Death Rate (as of August 2009)

C-3b) To decrease the rural mileage death rate 5% from the 5 year average of 1.46 for 2004-2008 to 1.39 by December 31, 2013.

Urban Mileage Death Rate (as of August 2009)

C-3c) To decrease the urban mileage death rate 5% from the 5 year average of .48 for 2004-2008 to .46 by December 31, 2013.

Unrestrained Passenger Vehicle Occupant Fatalities (FARS)

C-4) To decrease unrestrained passenger vehicle occupant fatalities by 5% from the 5 year average of 70 for 2004-2008 to 66.5 by December 31, 2013

Alcohol Impaired Driving Fatalities (FARS)

C-5) To decrease alcohol impaired driving fatalities by 5% from the 5 year average for 2004-2008 of 49.2 to 46.7 by December 31, 2013.

Speeding Related Fatalities (FARS)

C-6) To decrease speeding related fatalities by 5% from the 5 year average of 75.2 for 2004-2008 to 71.4 by December 31, 2013.

Motorcyclist Fatalities (FARS)

C-7) To decrease motorcyclist fatalities by 5% from the 5 year average of 20.2 for 2004-2008 to 19.2 by December 31, 2013.

Unhelmeted Motorcyclist Fatalities (FARS)

C-8) To decrease unhelmeted motorcyclist fatalities by 5% from the 5 year average of 13.2 for 2004-2008 to 12.5 by December 31, 2013.

Drivers Age 20 or Younger Involved in Fatal Crashes (FARS)

C-9) To decrease drivers age 20 or younger involved in fatal crashes by 5% from the 5 year average of 20.8 for 2004-2008 to 19.7 by December 31, 2013.

Pedestrian Fatalities (FARS)

C-10) To reduce pedestrian fatalities by 10% from the 5 year average of 10.2 for 2004-2008 to 9.2 by December 31, 2013.

BEHAVIOR MEASURE

Seat Belt Usage Rate (Observed Seat Belt Use Survey)

B-1) To increase statewide seat belt compliance by 2% from the 2008 survey results from 83% to 85% by December 31, 2013.

ACTIVITY MEASURES

A-1) To monitor seat belt citations issued during grant-funded enforcement activities.

A-2) To monitor impaired driving arrests made during grant-funded enforcement activities.

A-3) To monitor speeding citations issued during grant-funded enforcement activities.

Crash Data / Trends

	5 Year Averages					Progress Report Data 2004-2008				
	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008
C-1: Fatalities (Actual)	181	169	192	216	207	194	169	188	183	155
C-2: # of Serious Injuries	1,298	1,271	1,222	1,237	1,091	1,119	1,030	996	978	862
C-3a: Fatality Rate /100 million VMT	1.3	1.2	1.3	1.5	1.4	1.3	1.1	1.2	1.22	1.08
C-3b: Rural Mileage Death Rate (FARS)						1.56	1.50	1.49	1.51	1.08
C-3c: Urban Mileage Death Rate (FARS)						0.53	0.19	0.59	0.45	0.64
C-4: # of Unrestrained Passenger Vehicle Occupant Fatalities	86	77	87	91	98	87	77	65	76	45
C-5: # of Fatalities Involving Driver or Motorcycle Operator w/ $\geq .08$ BAC	45	36	54	40	56	50	47	46	61	42
C-6: # of Speeding-Related Fatalities	79	74	73	83	79	90	86	61	86	53
C-7: # of Motorcyclist Fatalities	16	18	14	13	20	22	15	23	23	18
C-8: # of Unhelmeted Motorcyclist Fatalities	12	15	5	8	12	11	9	17	15	14
C-9: # of Drivers Age 20 or Younger Involved in Fatal Crashes	16	17	17	21	13	21	16	23	25	19
C-10: # of Pedestrian Fatalities	11	15	12	14	13	10	9	10	10	12
B-1: % Observed Belt Use for Passenger Vehicles - Front Seat Outboard Occupants	59.0%	59.0%	59.0%	59.2%	59.2%	72.3%	75.8%	77.2%	79.8%	83.0%
A-1: # of Seat Belt Citations Issued During Grant-Funded Enforcement Activities	0	0	0	245	0	2166	2568	1725	1566	5997
A-2: # of Impaired Driving Arrests Made During Grant-Funded Enforcement Activities	0	345	269	272	321	275	330	301	359	506
A-3: # of Speeding Citations Issued During Grant-Funded Enforcement Activities	0	0	0	0	0	0	0	3312	2947	3963

Performance Goals and Trends

Goal: C-1: Fatalities (Actual)
Baseline

Reduce 5 year average by 5% by December 2013
5 year average of 178.8 to 168.9

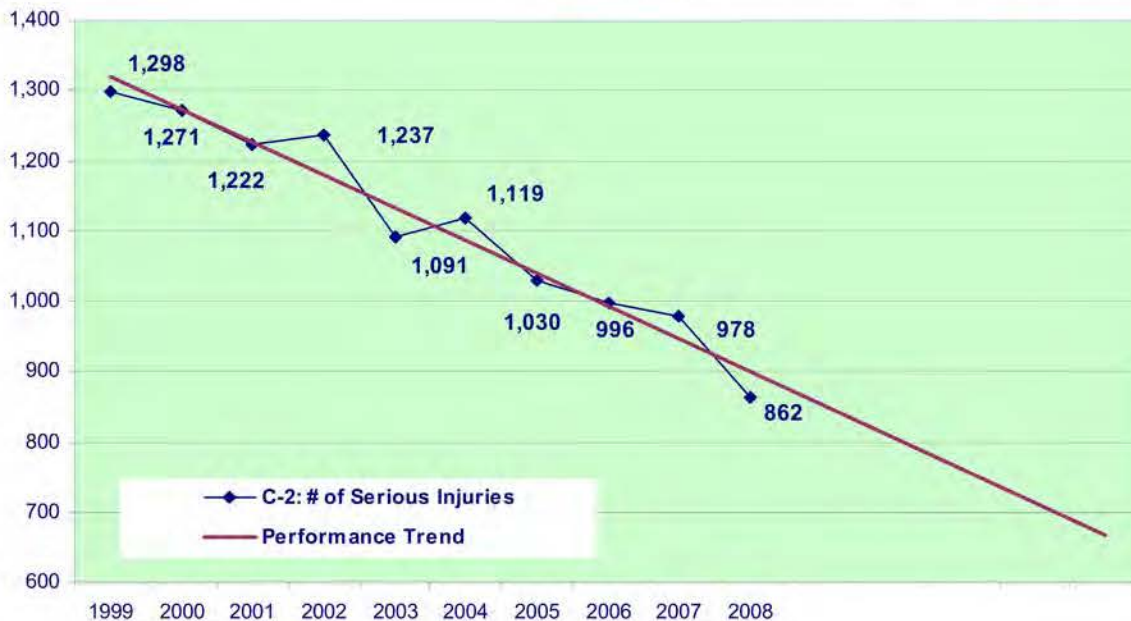
Fatality Trends



Goal: C-2: # Serious Injuries
Baseline

Reduce 5 year average by 5% by December 2013
5 year average of 997 to 947

Injury Trends



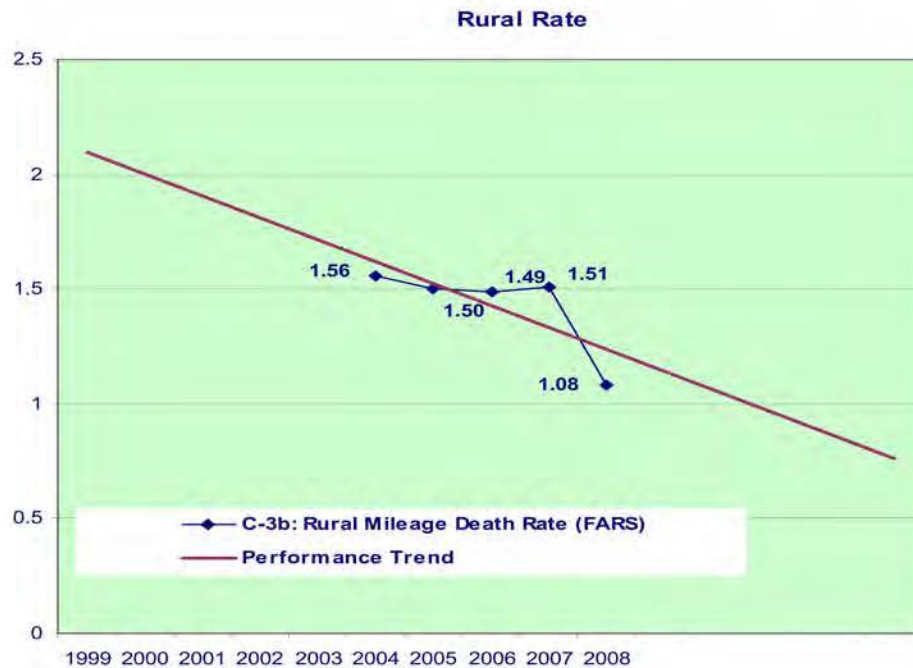
Goal: C-3a: Fatality Rate
Baseline

Reduce 5 year average by 5% by December 2013
5 year average of 1.18 to 1.12



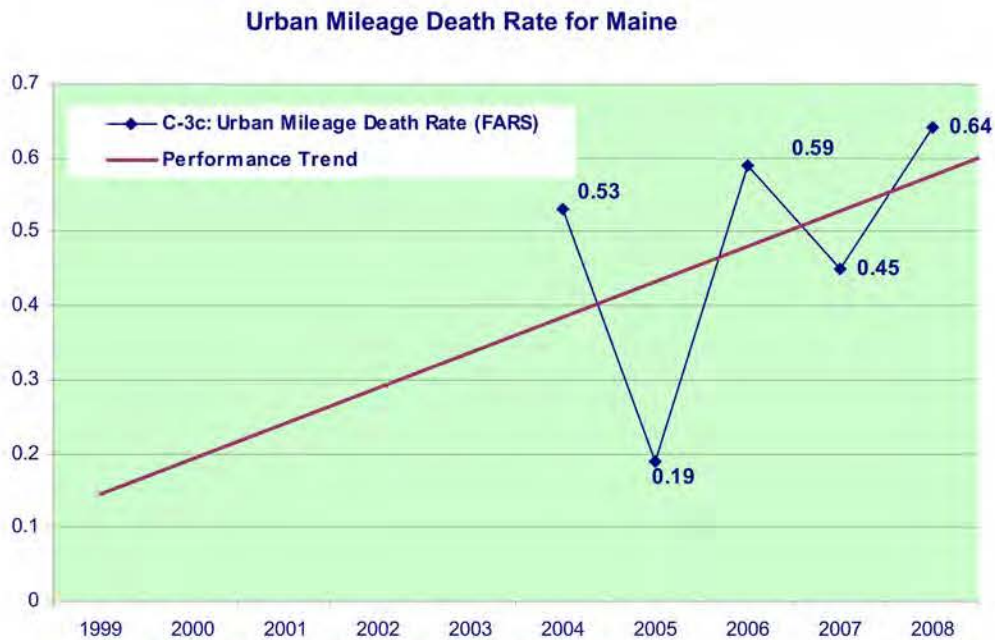
Goal: C-3b Rural Mileage Death Rate
Baseline

Reduce by 5% from
5 year average of 1.46 to 1.39 by December 31, 2013



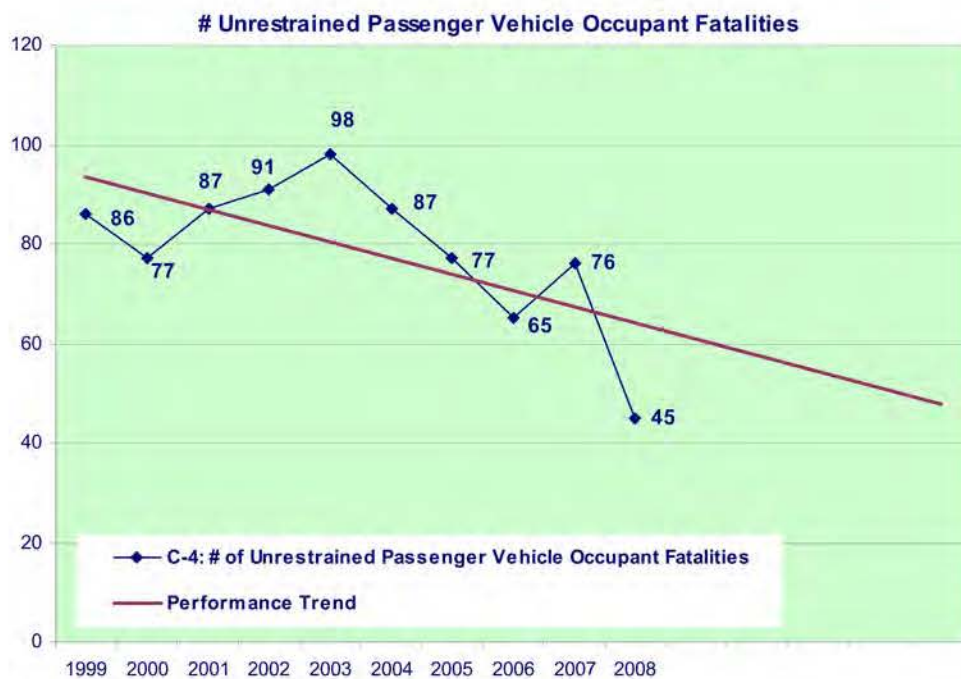
Goal: C-3c Urban Mileage Death Rate
Baseline

Reduce by 5% from
5 year average of .48 to .46 by December 31, 2013



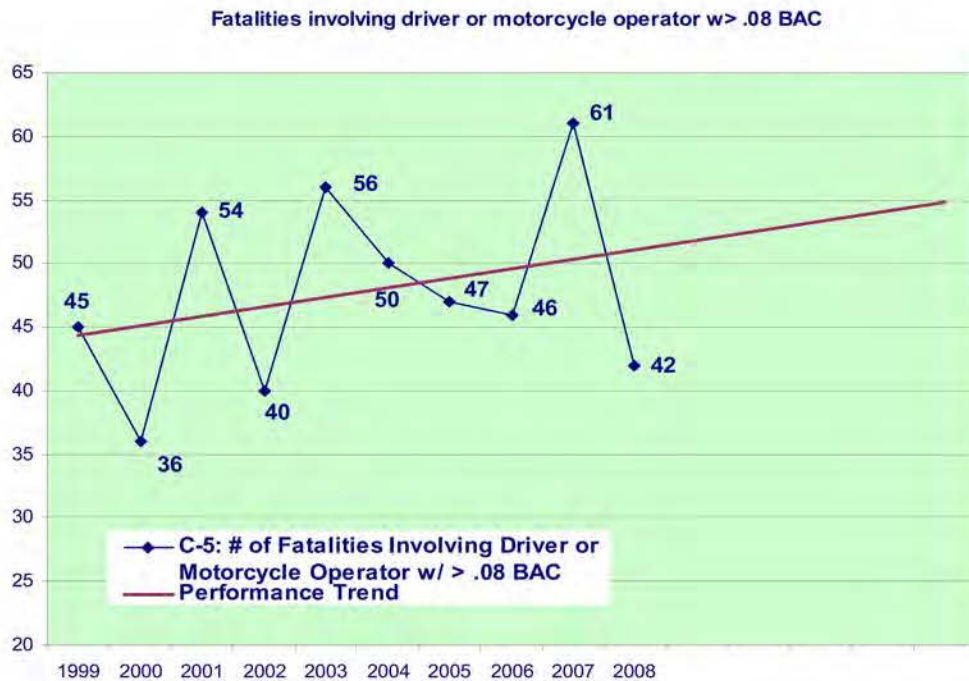
Goal: C-4 Unrestrained Fatalities
Baseline

Reduce 5 year average by 5% by December 2013
5 year average of 70 to 66.5



Goal: C-5 Fatalities at .08 or Above
Baseline

Reduce 5 year average by 5% by December 2013
5 year average of 49.2 to 46.7



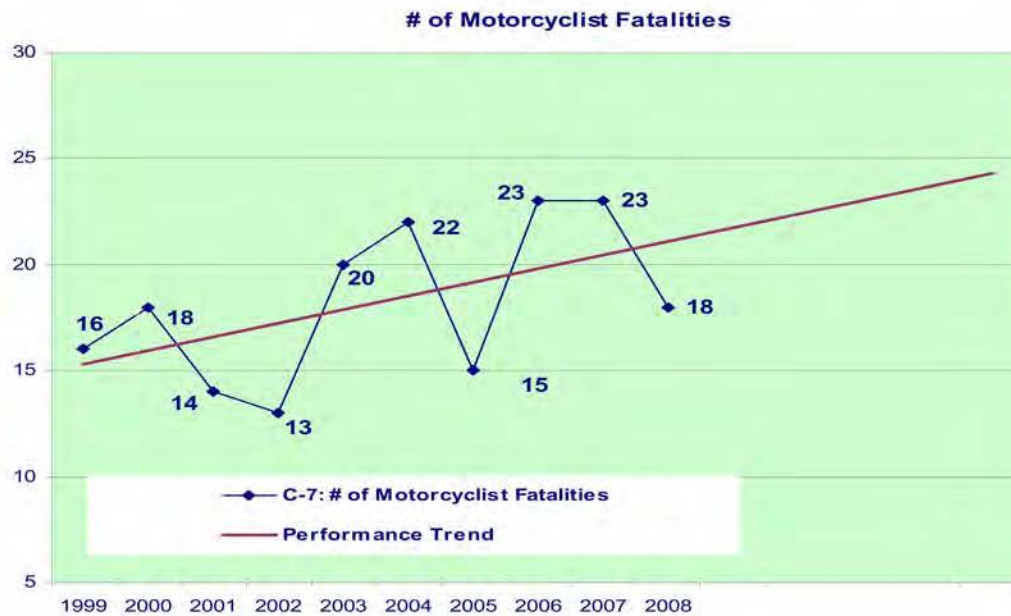
Goal: C-6 Speeding Related Fatalities
Baseline

Reduce 5 year average by 5% by December 2013
5 year average of 75.2 to 71.4



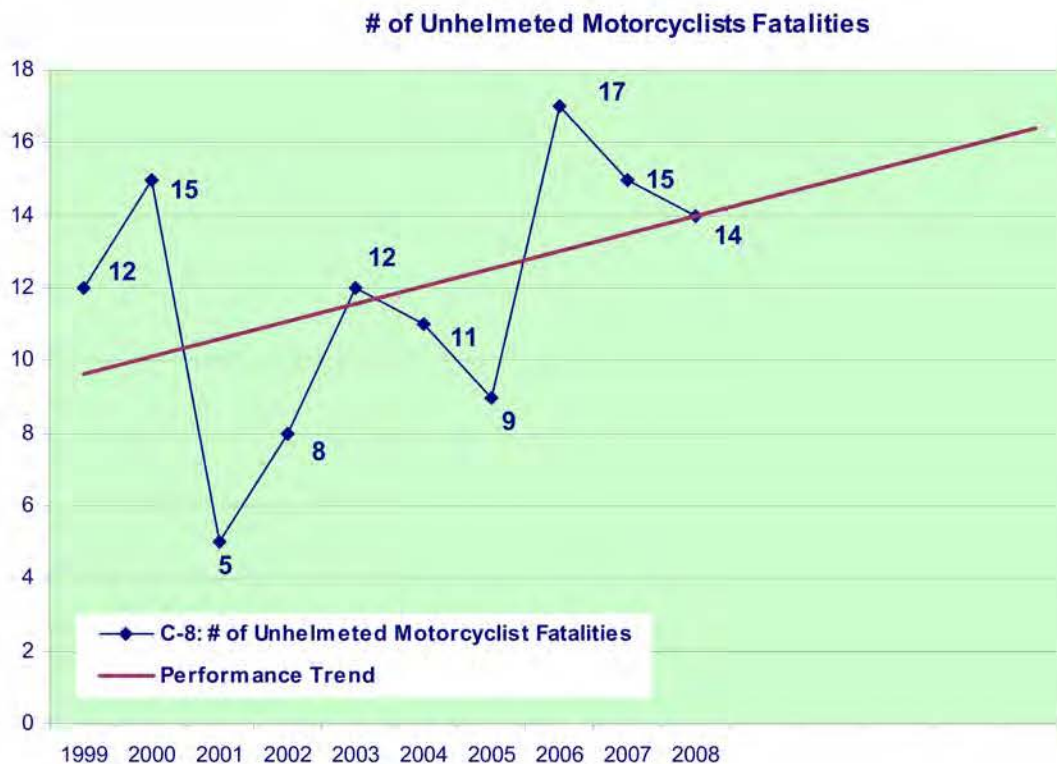
Goal: C-7 Motorcycle Fatalities
Baseline

Reduce 5 year average by 5% by December 2013
5 year average of 20.2 to 19.2



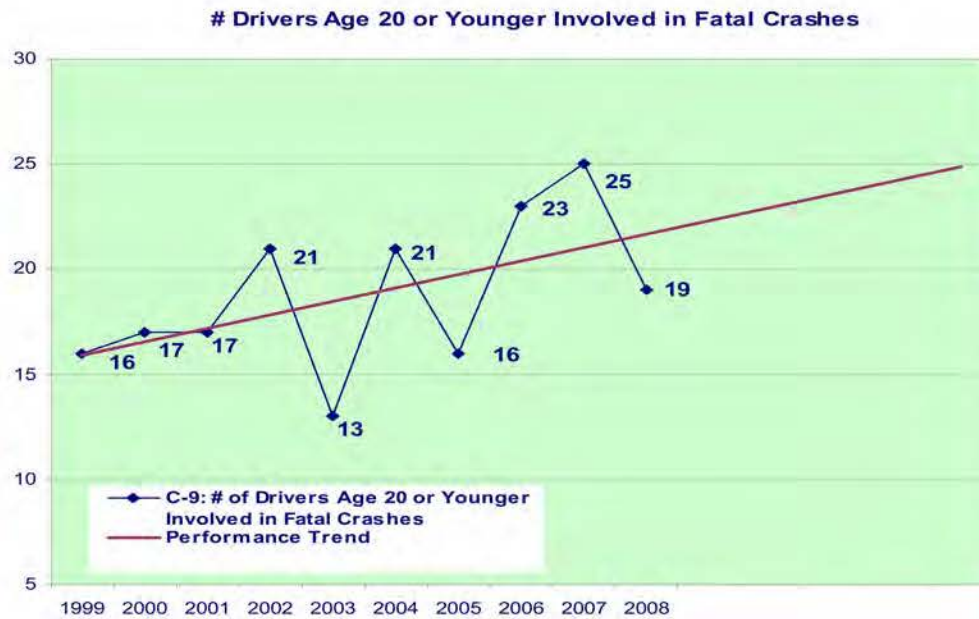
Goal: C-8 Unhelmeted Motorcyclists
Baseline

Reduce 5 year average by 5% by December 2013
5 year average of 13.2 to 12.5



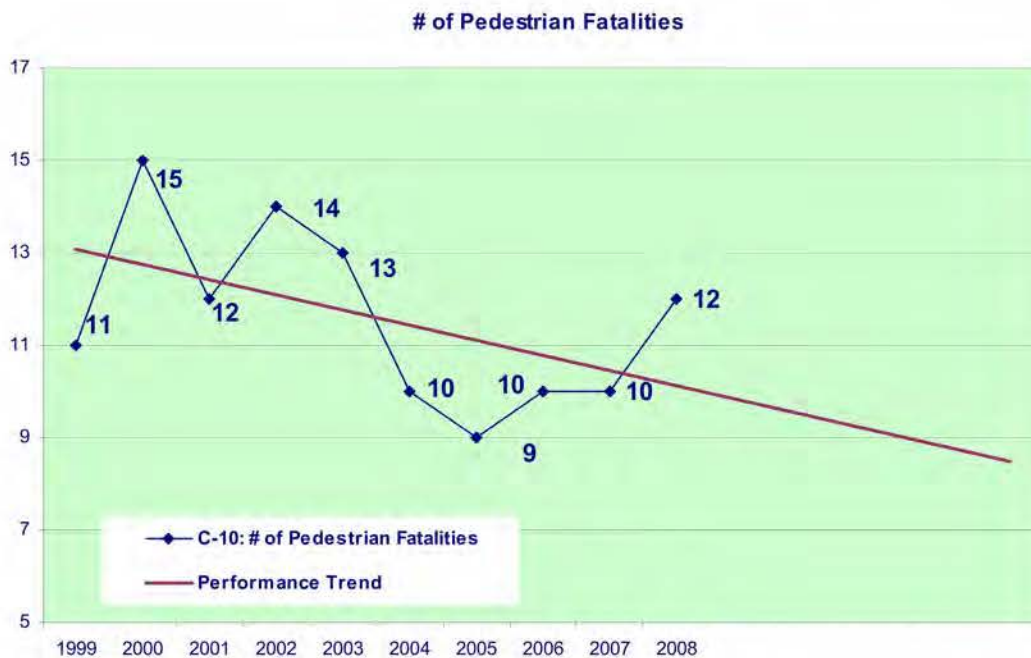
Goal: C-9 Drivers 20 & Under
Baseline

Reduce 5 year average by 5% by December 2013
5 year average of 20.8 to 19.7



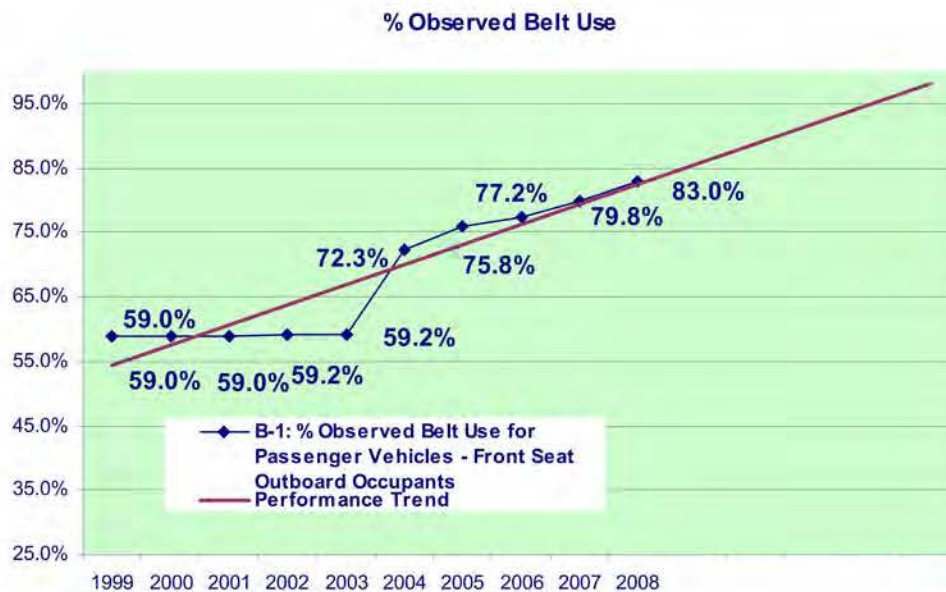
Goal: C-10: Pedestrian Fatalities
Baseline

Reduce 5 year average by 10% by December 2013
5 year average of 10.2 to 9.2



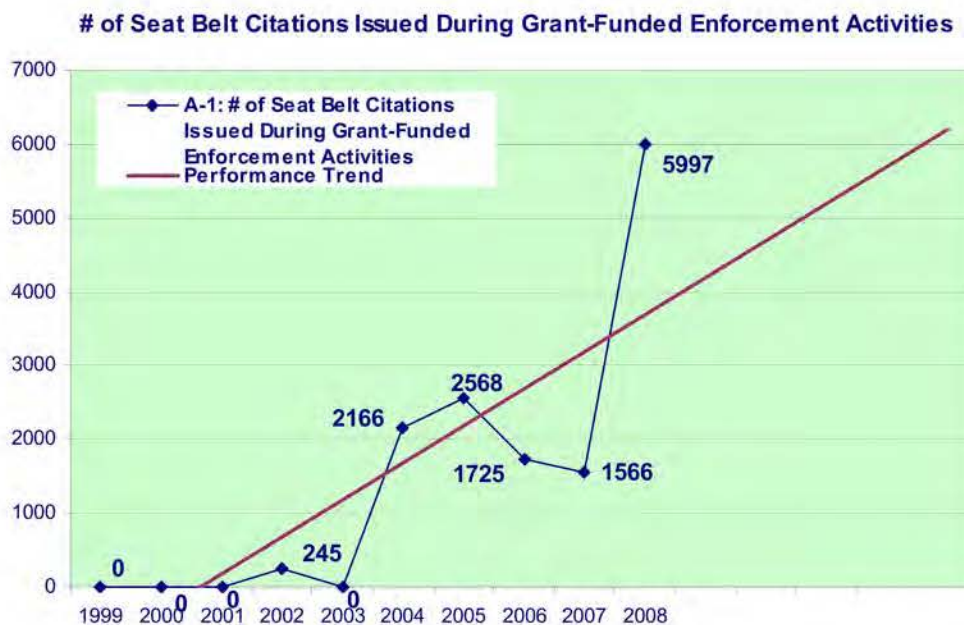
Goal: B-1: Observed Belt Use
Baseline

Increase Seat Belt Usage by 2% to 85% by December 2013
Based on 2008 Survey data



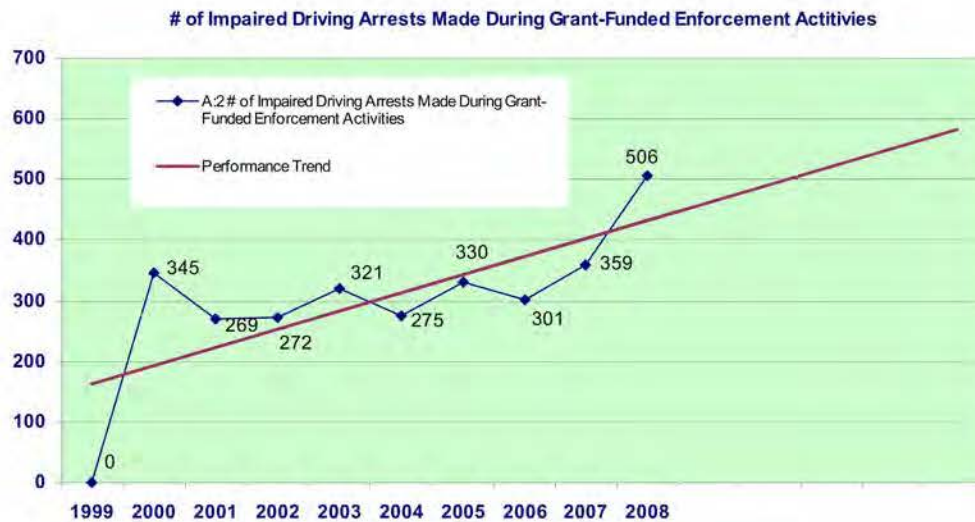
Goal: A-1: # Seat Belt Citation
Baseline

Monitor
5 year average of 2804



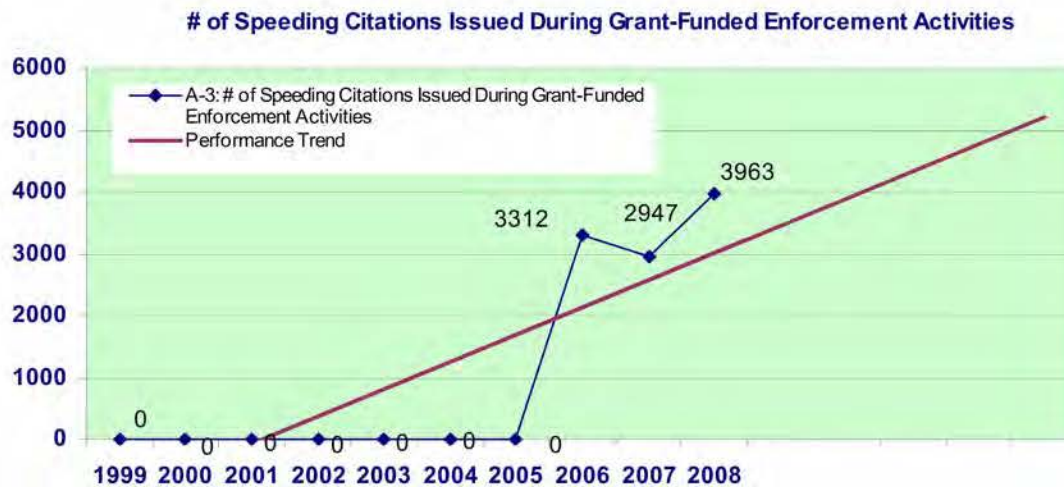
Goal: A-2: Impaired Driving Arrests
Baseline

Monitor
5 year average of 354



Goal: A-3: Speeding Citations
Baseline

Monitor
3 year average of 3407



Section 402 Funded Countermeasures

Planning and Administration Program Area

Project Number: 2010-01PA

Project Title: MeBHS P&A

Project Description: Funds will support a portion of the costs associated with the administration of the state highway safety office and highway safety plan performance goals. Costs include salaries, operational costs and expenses, training, travel, dues and necessary highway safety system accounting upgrades.

Project Cost: \$377,000.00

Paid Media Program Area

Project Number: 2010-01PM

Project Title: Paid Media to Support all Program Areas

Project Description: Funds will support paid media activities including: high visibility enforcement campaigns for seat belt and impaired driving, child passenger safety efforts, speed, teen driving, distractions and police traffic services.

Project Cost: \$300,000.00

Occupant Protection Program Area

Project Number: 2010-10OP

Project Title: Occupant Protection Program Management

Project Description: Costs associated with public information, education, procurement and distribution of printed materials and promotional information, attendance of MeBHS employees and representatives at trainings, conferences and workshops for Occupant Protection.

Project Cost: \$50,000.00

Project Number: 2010-10OP

Project Title: Seat Belt Education Position

Project Description: This is a full-time occupant protection coordinator position through Mid-Coast EMS. This position allows for seat belt education and outreach to individuals of all ages through the use of convincer and roll-over simulator demonstrations and public presentations. This program reaches thousands of Maine citizens each year and provides education to all Maine school grades K-12, private business and state agencies.

Project Cost: \$70,000.00

Project Number: 2010-10OP

Project Title: Convincer, Rollover, and CPS Trailer Operations & Maintenance

Project Description: Costs associated with the use, purchase, and maintenance of highway safety vehicles and equipment. *No equipment in excess of \$5k will be purchased without express approval in writing by NHTSA.*

Project Cost: \$50,000.00

Project Number: 2010-10OP

Project Title: CIOT HVE – May Campaign

Project Description: Costs associated with enforcement and education for the 2010 May CIOT HVE Campaign.

Project Cost: \$230,000.00

Project Number: 2010-10OP

Project Title: Annual Observational Seat Belt Usage Survey

Project Description: Funds will support the annual project with the University of Maine, Muskie Research Center for the MeBHS annual observational survey. 405 funds will also be used for this project.

Project Cost: \$100,000.00

Project Number: 2010-10OP

Project Title: Occupant Protection Minority Outreach Efforts

Project Description: Costs associated with a dedicated outreach program to educate Maine minority populations regarding the benefits of using seat belts. Project with Maine Department of Labor and Multi-Cultural Affairs.

Project Cost: \$10,000.00

Project Number: 2010-10OP

Project Title: Unbelted Teen Driver Project

Project Description: Funds will support a project with the BMV designed to increase the teen seat belt usage rate. 405 funds will also be used toward this project.

Project Cost: \$20,000.00

Alcohol and Impaired Driving Program Area

Project Number: 2010-10AL

Project Title: Impaired Driving Program Management

Project Description: Funding will support attendance of MeBHS employees at trainings, conferences, and workshops for Impaired Driving. Funds will also support public information and education materials.

Project Cost: \$50,000.00

Project Number: 2010-10AL

Project Title: NHTSA Drunk Driving. Over the Limit. Under Arrest. Campaign (August)

Project Description: Funding for this project will support overtime for law enforcement to participate in impaired driving enforcement details and checkpoints for the DDOLUA HVE Enforcement and Education Program.

Project Cost: \$260,000.00

Project Number: 2010-10AL

Project Title: Various Community Alcohol Education Programs

Project Description: These funds will support various mini-grants (including Sagadahoc SO and the MCJA projects) to support community efforts to combat impaired driving.

Project Cost: \$50,000.00

Project Number: 2010-10AL

Project Title: Impaired Driving NHTSA Assessment (scheduled March 2010)

Project Description: These funds will support costs associated with a NHTSA Impaired Driving Assessment.

Project Cost: \$35,000.00

Emergency Medical Services Program Area

Project Number: 2010-10EM

Project Title: EMS CPS in Ambulances Training

Project Description: Funding will support a project for EMS service provider training and materials.

Project Cost: \$13,703.49

Traffic Records Program Area

Project Number: 2010-10TR

Project Title: Traffic Records Coordinating Committee

Project Description: Funds will support meeting materials, travel, Traffic Records Facilitation, and other expenses associated with the Traffic Records Coordinating Committee and its members.

Project Cost: \$10,000.00

Project Number: 2010-10TR

Project Title: CODES

Project Description: Funds will support MHIC in the continuation of the Maine CODES project.

Project Cost: \$25,000.00

Project Number: 2010-10TR

Project Title: Traffic Records Program Management

Project Description: Funds will support MeBHS employees at meetings, trainings and workshops associated with Traffic Records.

Project Cost: \$50,000.00

Project Number: 2010-10TR

Project Title: Traffic Records Data Analyst

Project Description: Funds will support a contract position to provide technical assistance related to TR projects and the Maine Crash Reporting System, and to the MeBHS website.

Project Cost: \$115,000.00

Project Number: 2010-10TR

Project Title: Traffic Records MSP On-Line Crash Training

Project Description: Funds will support an online LE training project for the new Maine Crash Reporting System and for the new CMV system/processes.

Project Cost: \$25,000.00

Project Number: 2010-10TR

Project Title: Traffic Records MTSC Data Book Update

Project Description: Funds will support a project to update the MTSC data book.

Project Cost: \$2,794.80

Police Traffic Services Program Area

Project Number: 2010-10PT

Project Title: Equipment Procurement (individual items under \$5,000.00)

Project Description: Funds will support law enforcement in the procurement of laser and radar equipment and other tools necessary to enforce speed and aggressive driving behaviors. *No equipment in excess of \$5k will be purchased without express approval in writing by NHTSA.*

Project Cost: \$500,000.00

Project Number: 2010-10PT

Project Title: PTS Program Management

Project Description: Funds will support public information, education, procurement and distribution of printed materials and promotional information items, attendance of MeBHS employees at trainings, conferences and workshops.

Budget: \$50,000.00

Project Number: 2010-10PT

Project Title: MSP Enforcement/Crash Reconstruction

Project Description: Funds will support one grant for the year-long efforts of the Maine State Police (MSP) to target specific areas identified for speed and alcohol related crashes. This project will include overtime for the NHTSA CIOT HVE in May and November.

Project Cost: \$285,000.00

Project Number: 2010-10PT

Project Title: Local & County Law Enforcement Speed Enforcement

Project Description: Funds will support overtime for dedicated speed details throughout the year, for local and county law enforcement.

Project Cost: \$300,000.00

Project Number: 2010-10PT

Project Title: Law Enforcement Chiefs Challenge

Project Description: Funds will cover the costs associated with the Maine Law Enforcement Chiefs Challenge. The Chiefs Challenge is an assessment tool on LE traffic safety programs.

Project Cost: \$75,000.00

Project Number: 2010-10PT

Project Title: Specialized LE Training- Drug Recognition Experts/SFST

Project Description: Funds will support specialized training, travel and/or materials for state, local, and county law enforcement in the area of SFST and Drug Recognition in the campaign against driving under the influence of drugs, and expenses for the yearly national DRE conference.

Project Cost: \$25,000.00

Project Number: 2010-10PT

Project Title: Law Enforcement Liaison

Project Description: Funds will support a full-time Law Enforcement Liaison for the state of Maine.

Project Cost: \$100,000.00

Project Number: 2010-10PT

Project Title: Operating After Suspension (OAS) Activities

Project Description: Funds will support York and Cumberland Counties (and others) with dedicated OAS details based on data showing OAS as a problem in those counties.

Project Cost: \$25,000.00

Project Number: 2010-10PT

Project Title: Commercial Motor Vehicles (CMV) Pilot Project

Project Description: Funds will support a pilot project to target aggressive drivers with CMV. This will be a project with the MMTA and the MSP.

Project Cost: \$29,737.00

Child Passenger Safety Program Area

Project Number: 2010-10CR

Project Title: Child Passenger Safety Educator

Project Description: Funds will support a child passenger safety education project supported by one liaison from the Maine CDC, Injury Prevention Unit. This position will continue to manage safety seat check up events, market the Maine CPS program, disseminate information, coordinate with doctors, nurses and other partners in CPS for the state of Maine. This position also manages an information database for collection and analysis of CPS data.

Project Cost: \$100,000.00

Project Number: 2010-10CR

Project Title: Child Passenger Transportation on Buses

Project Description: Funding for this project will support the training of bus drivers and CPS certification of more instructors plus specialized training in special needs as necessary.

Project Cost: \$40,000.00

Project Number: 2010-10CR

Project Title: Child Safety Seats for Fitting Stations and Voucher Sites

Project Description: Funding for this project will support new safety seats, supplies and materials, and special needs safety seats for Maine fitting stations and for income eligible voucher sites.

Project Cost: \$100,000.00

Project Number: 2010-10CR

Project Title: Child Passenger Safety Technician and Instructor Training

Project Description: Funds will support the training and recertification of technicians and instructors; the continuation of the CPS incentive program and other activities directed at

increasing and retaining quality technicians and instructors through partnership with Falmouth Fire & EMS. 2011 funds will also be used for this project.

Project Cost: \$50,000.00

Project Number: 2010-10CR

Project Title: CPS Awareness Training for Law Enforcement

Project Description: Funds will support an on-line training program for law enforcement to raise awareness of the importance of child passenger restraint and laws.

Project Cost: \$ 10,000.00

Safe Communities and Bicycle & Pedestrian Safety Program Area

Project Number: 2010-10PS

Project Title: Pedestrian Community Grants

Project Description: Funds will support various mini-grants for community efforts for pedestrian safety such as the Caribou PD Reflect While You Walk project.

Project Cost: \$10,000.00

Project Number: 2010-10PS

Project Title: Bicycle Helmet & Safety Program

Project Description: Funds will support the educational activities of the Brain Injury Association and for distribution of bicycle helmets to Maine children.

Project Cost: \$ 100,000.00

Project Number: 2010-10PS

Project Title: Bicycle Safety Education

Project Description: Funds will support the activities of the Bicycle Coalition of Maine to educate Maine citizens on bicycle laws and bicycle safety and to promote the Share The Road message.

Project Cost: \$52,000.00

Section 405 Funded Countermeasures

Project Number: 2010-10OPS

Project Title: Annual Observational & Attitudinal Surveys

Project Description: Funds will support the costs associated with administration of the annual observational seat belt usage rate survey and the new required attitudinal survey.

Project Cost: \$350,000.00

Project Number: 2010-10OPS

Project Title: HVE Enforcement for November CIOT campaign

Project Description: Funds will support the costs associated with administration of the November CIOT seat belt enforcement grants.

Project Cost: \$350,000.00

Project Number: 2010-10OPS

Project Title: Teen Belt Project (BMV & Steering Committee)

Project Description: Funds will support the costs associated with administration of the BMV Teen/Parental project & the administration of the activities resulting from the Teen Driving Plan created by the Teen Steering Committee.

Project Cost: \$93,067.04

Section 406 Funded Countermeasures

Project Number: 2010-10PBL

Project Title: 406 P&A

Project Description: Funds will support the costs associated with administration of P&A activities for Section 406 activities.

Project Cost: \$179,050.80

Project Number: 2010-10PBL

Project Title: Statewide Media Campaign for all priority program areas

Project Description: Funds will support the State's media plan.

Project Cost: \$552,218.00

Section 408 Funds

Project Number: 2010-10K9

Project Title: Maine Crash Reporting System (MCRS) Upgrade Phase I

Project Description: Funds to support MCRS upgrade detailed in Section 408 approved application.

Project Cost: \$ 397,978.00

Project Number: 2010-10K9

Project Title: Maine Crash Reporting System (MCRS) Upgrade Phase II

Project Description: Funds to support MCRS upgrade detailed in Section 408 approved application.

Project Cost: \$345,000.00

Project Number: 2010-10K9

Project Title: CODES Project

Project Description: Funds will supplement a portion of the MHIC Maine CODES Project.

Project Cost: \$21,629.00

Project Number: 2010-10K9

Project Title: BMV Crash XML Update

Project Description: Funds will support the necessary upgrades and updates to the BMV crash system resulting from the MCRS upgrades.

Project Cost: \$14,110.00

Project Number: 2010-10K9

Project Title: E-Citation Study

Project Description: Funds will support a contracted study to ready Maine for e-citation collection as approved in the Section 408 application.

Project Cost: \$100,000.00

Project Number: 2010-10K9

Project Title: MCRS Phase III

Project Description: Funds to support MCRS upgrade detailed in Section 408 approved application.

Project Cost: \$160,000.00

Project Number: 2010-10K9

Project Title: E-Citation Data Collection

Project Description: Funds to support the e-citation data collection project outlined in the Section 408 approved application.

Project Cost: \$250,000.00

Project Number: 2010-10K9

Project Title: Violations Bureau Case Mgmt System

Project Description: Funds to support a new case management system for the Violations Bureau as outlined in the approved Section 408 application.

Project Cost: \$95,000.00

Project Number: 2010-10K9

Project Title: E-Citation Reporting

Project Description: Funds to support the e-citation reporting project outlined in the Section 408 approved application.

Project Cost: \$50,000.00

Project Number: 2010-10K9

Project Title: CODES/EMS Linkage Project

Project Description: Funds will support a project to link specific EMS data and CODES data to enhance data analysis and reporting as outlined in the Section 408 approved application.

Project Cost: \$500,000.00

Section 410 Funds

Project Number: 2010-10K8

Project Title: Sustained High Visibility Enforcement

Project Description: Funds will support the impaired driving HVE efforts by law enforcement (in addition to 402 funds) to support national crackdowns and sustain enforcement efforts for the entire year.

Project Cost: \$ 360,000.00

Project Number: 2010-10K8

Project Title: Traffic Safety Resource Prosecutor

Project Description: Funds will support a position for a full time Traffic Safety Resource Prosecutor to assist Maine law enforcement and prosecutors with impaired driving cases and training.

Project Cost: \$150,000.00

Project Number: 2010-10AL

Project Title: Breath Testing Instruments

Project Description: Funding will support the procurement of both portable and non portable breath testing instruments to support the OUI program. *No equipment in excess of \$5k will be purchased without express approval in writing by NHTSA.*

Project Cost: \$100,000.00

Project Number: 2010-10K8

Project Title: 410 P&A

Project Description: Funds will support the costs associated with administration of P&A activities for Section 410.

Project Cost: \$156,815.56

Project Number: 2010-10AL

Project Title: LE Equipment to aid in impaired driving enforcement

Project Description: Funding will support the procurement of equipment to assist LE in the detection and prosecution of impaired drivers. Equipment will include in-cruiser video cameras. *No equipment in excess of \$5k will be purchased without express approval in writing by NHTSA.*

Project Cost: \$1,500,000.00

Project Number: 2010-10AL

Project Title: MSP Video Cameras for Impaired Driving Enforcement

Project Description: Funding will support the procurement of 50 in-cruiser video cameras for the MSP Impaired Driving Enforcement efforts. *No equipment in excess of \$5k will be purchased without express approval in writing by NHTSA.*

Project Cost: \$250,000.00

Section 2010 Funds

Project Number: 2010-10MC

Project Title: Bureau of Motor Vehicle Motorcycle Safety Program

Project Description: Funds will support additional motorcycle safety training, necessary updates to curricula and efforts toward a Share the Road media campaign.

Project Cost: \$218,240.61

Section 2011 Funds

Project Number: 2010-10CP

Project Title: Maine Child Passenger Technician, Training & Incentives

Project Description: Funding for this project will support training of CPS instructors and technicians. These funds will be used in conjunction with Section 402 funds to further the program.

Project Cost: \$200,000.00

Project Number: 2010-10CP

Project Title: Maine Child Passenger Minority Population Project

Project Description: Funding for this project will support increasing the outreach and availability of the CPS program to minority populations statewide, including identifying and marketing for technicians, instructors, materials and stations or sites.

Project Cost: \$117,515.33

Project Number: 2010-10CP Task 1

Project Title: Maine Child Passenger Seats

Project Description: Funding for this project will support 402 funds in the purchase of seats for the Maine CPS Program.

Project Cost: \$50,000.00

FF2010 Projects	402 Funds Needed	Current Carry-over (8/17)	Estimated New 402 Funds 2010	Total Available Funds (New + Carry-Over)
P&A	377,000.00			
Total PA	377,000.00	265,014.96	111,985.04	377,000.00
PM	300,000.00			
Total PM	300,000.00	53,240.00	246,760.00	300,000.00
OP Mgmt	50,000.00			
Rick Tarr	70,000.00			
Conv/Rollover/Trailer	50,000.00			
CIOT May	230,000.00			
Annual SB Survey 1/2	100,000.00			
OP Minority	10,000.00			
Unbelted Teens (BMV)	20,000.00			
Total OP	530,000.00	413,806.98	116,193.02	530,000.00
AL Mgmt	50,000.00			
AL August DDOLUA	260,000.00			
AL Community Programs (Saga/MCJA)	50,000.00			
AL Imp Dr. Assessment	35,000.00			
Total AL	395,000.00	219,566.54	175,433.46	395,000.00

EM Training	13,703.49			
Total EM	13,703.49	13,703.49		13,703.49
TR Mgmt	50,000.00			
TR-CODES	25,000.00			
TRCC	10,000.00			
TR Data Analyst	115,000.00			
TR - MSP On-line Training	25,000.00			
TR EMS Project	75,000.00			
TR-MTSC Data Bood	2,794.80			
Total TR	302,794.80	302,794.80		302,794.80
PT Mgmt	50,000.00			
PT Equipment	500,000.00			
MSP Enforcement/Crash Recon	285,000.00			
Local Speed	300,000.00			
Chiefs Challenge	75,000.00			
DRE/SFST	25,000.00			
LEL	100,000.00			
OAS	25,000.00			
CMV Project	29,737.00			
Total PTS	1,389,737.00	535,389.46	854,347.54	

CR Position/MIPP	100,000.00			
CR Buses	40,000.00			
CR BHS Seats/Stipends	100,000.00			
CR Tech & Instructor (1/2)	50,000.00			
CR for LE	10,000.00			
Total CR	300,000.00	169,997.52	130,002.48	300,000.00
SA	0.00			
Total SA	0.00	0.00		
PS -Community Ped (Caribou)	10,000.00			
PS-BIA	100,000.00			
PS - Bicycle Coalition	52,000.00			
Total PS	162,000.00	35,196.54	126,803.46	
Total 402 Projects	3,770,235.29	2,008,710.29	1,761,525.00	3,770,235.29

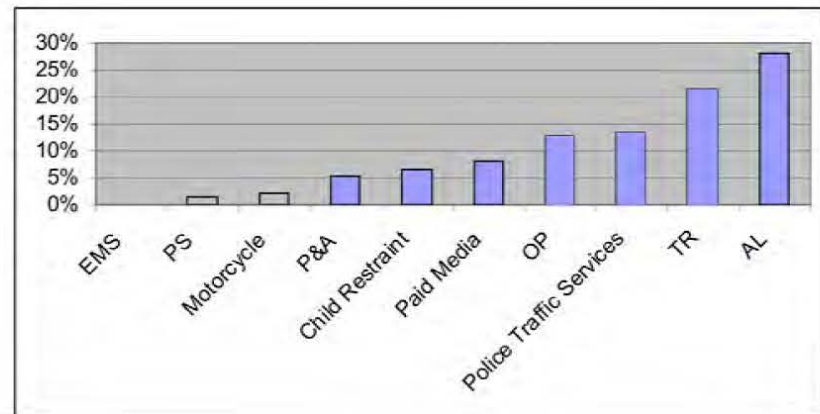
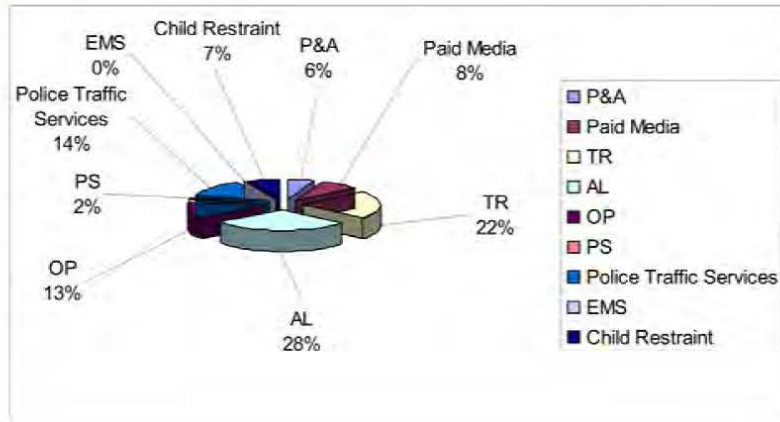
FFY2010 Projects	Funds Needed	Current Carry-over (8/17)	Estimated New Funds in 2010	Total Available Funds (New + Carry-Over)
405 Observational & Attitudinal Surveys	350,000.00			
405 CIOT November Enforcement	350,000.00			
405 Teen Belt Project (Steering Comm)	93,067.04			
Total 405	793,067.04	636,424.04	156,643.00	793,067.04
406 PA	179,050.80	179,050.80		179,050.80
406 Media Campaign	552,218.00	552,218.20		552,218.20
Total 406	731,268.80	731,269.00		731,269.00
408 MCRS Phases 1	397,978.00			
408 MCRS Phase 2	345,000.00			
408 MCRS Phase 3	160,000.00			
408 CODES	21,629.00			
408 BMV Crash XML Update	14,110.00			
408 E-Citation Study	100,000.00			
408 E-Citation Data Collection	250,000.00			
408 Violations Case Mgmt	95,000.00			
408 E-Citation Reporting	50,000.00			
408 CODES/EMS Linkage	500,000.00			
Total 408	1,933,717.00	1,337,141.41	500,000.00	1,837,141.41

410PA	256,815.56	156,815.56	100,000.00	256,815.56
410 Breath Testing Instruments	100,000.00			
410 TSRP	150,000.00			
410 Holiday HVE	360,000.00			
410 AL Equipment for LE	1,500,000.00			
410 MSP Video Cameras	250,000.00			
Total 410	2,360,000.00	949,311.70	1,000,000.00	1,949,311.70
2010 MC BMV Project(includes media)	218,240.61			
Total 2010 MC	218,240.61	118,240.61	100,000.00	218,240.61
2011 CPS for Minority Populations	117,515.33			
2011 CPS Trainings & Incentives	200,000.00			
2011 CPS Seats	50,000.00			
Total 2011 CPS	367,515.33	265,966.33	101,549.00	367,515.33
Total 402 Projects	3,770,235.29	2,008,710.29	1,761,525.00	3,770,235.29
Total Other Funds	\$6,660,624.34	4,195,168.65	1,958,192.00	6,153,360.65
TOTAL ALL FUNDS	\$10,430,859.63	6,203,878.94	3,719,717.00	9,923,595.94

*Please note: Carry over is reflected as of 8/17/2009. Actual carry over funds will likely be less. The planned project balances exceed the estimated available funding for all projects.

Financial Summary

	402	405	406	408	410	2010	2011	Total	% of Total
P&A	\$377,000		179,051		256,816			\$812,867	5%
Paid Media	\$300,000		552,218					\$852,218	8%
TR	\$302,795			1,933,717				\$2,236,512	22%
AL	\$395,000				2,360,000			\$2,755,000	28%
OP	\$530,000	793,067						\$1,323,067	13%
PS	\$162,000							\$162,000	2%
Police Traffic Services	\$1,389,737							\$1,389,737	13%
EMS	\$13,703							\$13,703	0.13%
Child Restraint	\$300,000						367,515	\$667,515	6%
Motorcycle						218,241		\$218,241	2%
TOTAL	\$3,770,235	\$ 793,067	\$ 731,269	\$ 1,933,717	\$ 2,616,816	\$ 218,241	\$ 367,515	\$10,430,860	100%



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

State: Maine

Highway Safety Plan Cost Summary

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2010-HSP-1

Report Date: 08/19/2009

For Approval

Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/(Decre)	Current Balance	Share to Local
NHTSA								
NHTSA 402								
Planning and Administration								
	PA-2010-00-00-00		\$.00	\$377,000.00	\$.00	\$377,000.00	\$377,000.00	\$.00
Planning and Administration Total			\$.00	\$377,000.00	\$.00	\$377,000.00	\$377,000.00	\$.00
Alcohol								
	AL-2010-00-00-00		\$.00	\$132,000.00	\$.00	\$395,000.00	\$395,000.00	\$300,000.00
Alcohol Total			\$.00	\$132,000.00	\$.00	\$395,000.00	\$395,000.00	\$300,000.00
Emergency Medical Services								
	EM-2010-00-00-00		\$.00	\$4,500.00	\$.00	\$13,703.49	\$13,703.49	\$13,703.49
Emergency Medical Services Total			\$.00	\$4,500.00	\$.00	\$13,703.49	\$13,703.49	\$13,703.49
Occupant Protection								
	OP-2010-00-00-00		\$.00	\$177,000.00	\$.00	\$530,000.00	\$530,000.00	\$450,000.00
Occupant Protection Total			\$.00	\$177,000.00	\$.00	\$530,000.00	\$530,000.00	\$450,000.00
Pedestrian/Bicycle Safety								
	PS-2010-00-00-00		\$.00	\$4,000.00	\$.00	\$162,000.00	\$162,000.00	\$162,000.00
Pedestrian/Bicycle Safety Total			\$.00	\$4,000.00	\$.00	\$162,000.00	\$162,000.00	\$162,000.00
Police Traffic Services								
	PT-2010-00-00-00		\$.00	\$464,000.00	\$.00	\$1,389,737.04	\$1,389,737.04	\$1,000,000.00
Police Traffic Services Total			\$.00	\$464,000.00	\$.00	\$1,389,737.04	\$1,389,737.04	\$1,000,000.00
Traffic Records								
	TR-2010-00-00-00		\$.00	\$101,000.00	\$.00	\$302,794.80	\$302,794.80	\$250,000.00
Traffic Records Total			\$.00	\$101,000.00	\$.00	\$302,794.80	\$302,794.80	\$250,000.00
Child Restraint								
	CR-2010-00-00-00		\$.00	\$100,000.00	\$.00	\$300,000.00	\$300,000.00	\$250,000.00

Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/(Decre)	Current Balance	Share to Local
	Child Restraint Total		\$.00	\$100,000.00	\$.00	\$300,000.00	\$300,000.00	\$250,000.00
	Paid Advertising							
	PM-2010-00-00-00		\$.00	\$100,000.00	\$.00	\$300,000.00	\$300,000.00	\$300,000.00
	Paid Advertising Total		\$.00	\$100,000.00	\$.00	\$300,000.00	\$300,000.00	\$300,000.00
	NHTSA 402 Total		\$.00	\$1,459,500.00	\$.00	\$3,770,235.33	\$3,770,235.33	\$2,725,703.49
405 OP SAFETEA-LU								
	K2-2010-00-00-00		\$.00	\$2,379,201.00	\$.00	\$793,067.04	\$793,067.04	\$750,000.00
	405 Occupant Protection Total		\$.00	\$2,379,201.00	\$.00	\$793,067.04	\$793,067.04	\$750,000.00
	405 OP SAFETEA-LU Total		\$.00	\$2,379,201.00	\$.00	\$793,067.04	\$793,067.04	\$750,000.00
NHTSA 406								
	K4PA-2010-00-00-00		\$.00	\$.00	\$.00	\$179,050.80	\$179,050.80	\$.00
	406 Planning and Administration Total		\$.00	\$.00	\$.00	\$179,050.80	\$179,050.80	\$.00
406 Safety Belts Paid Media								
	K4PM-2010-00-00-00		\$.00	\$.00	\$.00	\$552,218.20	\$552,218.20	\$.00
	406 Safety Belts Paid Media Total		\$.00	\$.00	\$.00	\$552,218.20	\$552,218.20	\$.00
	NHTSA 406 Total		\$.00	\$.00	\$.00	\$731,269.00	\$731,269.00	\$.00
408 Data Program SAFETEA-LU								
	K9-2010-00-00-00		\$.00	\$645,000.00	\$.00	\$1,837,141.41	\$1,837,141.41	\$1,500,000.00
	408 Data Program Incentive Total		\$.00	\$645,000.00	\$.00	\$1,837,141.41	\$1,837,141.41	\$1,500,000.00
	408 Data Program SAFETEA-LU Total		\$.00	\$645,000.00	\$.00	\$1,837,141.41	\$1,837,141.41	\$1,500,000.00
New 410 Alcohol								
	J8-2010-00-00-00		\$.00	\$2,360,000.00	\$.00	\$1,949,311.70	\$1,949,311.70	\$1,500,000.00
	New 410 Alcohol Total		\$.00	\$2,360,000.00	\$.00	\$1,949,311.70	\$1,949,311.70	\$1,500,000.00
410 Alcohol SAFETEA-LU								
	K8PA-2010-00-00-00		\$.00	\$256,815.56	\$.00	\$256,815.56	\$256,815.56	\$.00

Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/(Decre)	Current Balance	Share to Local
	410 Alcohol Planning and Administration Total		\$.00	\$256,815.56	\$.00	\$256,815.56	\$256,815.56	\$.00
	410 Alcohol SAFETEA-LU Total		\$.00	\$256,815.56	\$.00	\$256,815.56	\$256,815.56	\$.00
	2010 Motorcycle Safety							
	K6-2010-00-00-00		\$.00	\$.00	\$.00	\$218,240.61	\$218,240.61	\$150,000.00
	2010 Motorcycle Safety Incentive Total		\$.00	\$.00	\$.00	\$218,240.61	\$218,240.61	\$150,000.00
	2010 Motorcycle Safety Total		\$.00	\$.00	\$.00	\$218,240.61	\$218,240.61	\$150,000.00
	2011 Child Seats							
	K3-2010-00-00-00		\$.00	\$367,515.33	\$.00	\$367,515.33	\$367,515.33	\$367,515.33
	2011 Child Seat Incentive Total		\$.00	\$367,515.33	\$.00	\$367,515.33	\$367,515.33	\$367,515.33
	2011 Child Seats Total		\$.00	\$367,515.33	\$.00	\$367,515.33	\$367,515.33	\$367,515.33
	NHTSA Total		\$.00	\$7,468,031.89	\$.00	\$9,923,595.98	\$9,923,595.98	\$6,993,218.82
	Total		\$.00	\$7,468,031.89	\$.00	\$9,923,595.98	\$9,923,595.98	\$6,993,218.82

Certifications and Assurances

Failure to comply with applicable Federal statutes, regulations and directives may subject State officials to civil or criminal penalties and/or place the State in a high risk grantee status in accordance with 49 CFR §18.12.

Certifications and Assurances

The Governor is responsible for the administration of the State highway safety program through a State highway safety agency which has adequate powers and is suitably equipped and organized (as evidenced by appropriate oversight procedures governing such areas as procurement, financial administration, and the use, management, and disposition of equipment) to carry out the program (23 USC 402(b) (1) (A));

The political subdivisions of this State are authorized, as part of the State highway safety program, to carry out within their jurisdictions local highway safety programs which have been approved by the Governor and are in accordance with the uniform guidelines promulgated by the Secretary of Transportation (23 USC 402(b) (1) (B));

At least 40 percent of all Federal funds apportioned to this State under 23 USC 402 for this fiscal year will be expended by or for the benefit of the political subdivision of the State in carrying out local highway safety programs (23 USC 402(b) (1) (C)), unless this requirement is waived in writing;

The State will implement activities in support of national highway safety goals to reduce motor vehicle related fatalities that also reflect the primary data-related crash factors within the State as identified by the State highway safety planning process, including:

National law enforcement mobilizations,

Sustained enforcement of statutes addressing impaired driving, occupant protection, and driving in excess of posted speed limits,

An annual statewide safety belt use survey in accordance with criteria established by the Secretary for the measurement of State safety belt use rates to ensure that the measurements are accurate and representative,

Development of statewide data systems to provide timely and effective data analysis to support allocation of highway safety resources.

The State shall actively encourage all relevant law enforcement agencies in the State to follow the guidelines established for vehicular pursuits issued by the International Association of Chiefs of Police that are currently in effect.

This State's highway safety program provides adequate and reasonable access for the safe and convenient movement of physically handicapped persons, including those in wheelchairs, across curbs constructed or replaced on or after July 1, 1976, at all pedestrian crosswalks (23 USC 402(b) (1) (D));

Cash draw downs will be initiated only when actually needed for disbursement, cash disbursements and balances will be reported in a timely manner as required by NHTSA, and the same standards of timing and amount, including the reporting of cash disbursement and balances, will be imposed upon any secondary recipient organizations (49 CFR 18.20, 18.21, and 18.41). Failure to adhere to these provisions may result in the termination of drawdown privileges);

The State has submitted appropriate documentation for review to the single point of contact designated by the Governor to review Federal programs, as required by Executive Order 12372 (Intergovernmental Review of Federal Programs);

Equipment acquired under this agreement for use in highway safety program areas shall be used and kept in operation for highway safety purposes by the State; or the State, by formal agreement with appropriate officials of a political subdivision or State agency, shall cause such equipment to be used and kept in operation for highway safety purposes (23 CFR 1200.21);

The State will comply with all applicable State procurement procedures and will maintain a financial management system that complies with the minimum requirements of 49 CFR 18.20;

The State highway safety agency will comply with all Federal statutes and implementing regulations relating to nondiscrimination. These include but are not limited to: (a) Title VI of the Civil Rights Act of 1964 (P.L. 88-352) which prohibits discrimination on the basis of race, color or national origin (and 49 CFR Part 21); (b) Title IX of the Education Amendments of 1972, as amended (20 U.S.C. §§ 1681-1683, and 1685-1686), which prohibits discrimination on the basis of sex; (c) Section 504 of the Rehabilitation Act of 1973, as amended (29 U.S.C. §794), which prohibits discrimination on the basis of handicaps (and 49 CFR Part 27); (d) the Age Discrimination Act of 1975, as amended (42U.S.C. §§ 6101-6107), which prohibits discrimination on the basis of age; (e) the Drug Abuse Office and Treatment Act of 1972 (P.L. 92-255), as amended, relating to nondiscrimination on the basis of drug abuse; (f) the comprehensive Alcohol Abuse and Alcoholism Prevention, Treatment and Rehabilitation Act of 1970(P.L. 91-616), as amended, relating to nondiscrimination on the basis of alcohol abuse of alcoholism; (g) §§ 523 and 527 of the Public Health Service Act of 1912 (42 U.S.C. §§ 290 dd-3 and 290 ee-3), as amended, relating to confidentiality of alcohol and drug abuse patient records; (h) Title VIII of the Civil Rights Act of 1968 (42 U.S.C. §§ 3601 et seq.), as amended, relating to nondiscrimination in the sale, rental or financing of housing; (i) any other

nondiscrimination provisions in the specific statute(s) under which application for Federal assistance is being made; and, (j) the requirements of any other nondiscrimination statute(s) which may apply to the application.

The Drug-free Workplace Act of 1988(49 CFR Part 29 Sub-part F):

1. The STATE OF MAINE certifies that it will provide a drug-free workplace by:

Publishing a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession, or use of a controlled substance is prohibited in the Applicant's workplace and specifying the actions that will be taken against employees for violations of such prohibition;

Establishing an on-going drug-free awareness program to inform employees about:

the dangers of drug abuse in the workplace;

the Applicant's policy of maintaining a drug-free workplace;

any available drug counseling, rehabilitation, and employee assistance programs; and

the penalties that may be imposed upon employees for drug abuse violation occurring in the workplace;

Making it a requirement that employee be engaged in the performance of the grant/project be given a copy of the statement required by paragraph (a);

Notifying the employee in the statement required by paragraph (a) that, as a condition of employment under the grant/project, the employee will:

abide by the terms of the statement; and

notify the employer in writing of his/her conviction for a violation of a criminal drug statute occurring in the workplace no later than five (5) calendar days after such conviction;

Notifying the federal agency in writing, within ten (10) calendar days after receiving notice under subparagraph (d)(2) from an employee or otherwise receiving actual notice of such conviction. Employers of convicted employees must provide notice, including position title, to every project office or other designee on whose grant/project activity the convicted employees were working, unless the federal agency has designated a central point for the receipt of such notices. Notice shall include the identification number(s) of each affected grant/project.

Taking one of the following actions, within thirty(30) calendar days of receiving notice under subparagraph (d)(2), with respect to any employee who is so convicted:

taking appropriate personnel action against such an employee, up to and including termination, consistent with the requirements of the Rehabilitation Act of 1973, as amended; or

requiring such employee to participate satisfactorily in a drug abuse assistance or rehabilitation program approved for such purposes by a federal, state or local health, law enforcement or other appropriate agency;

Making a good faith effort to continue to maintain a drug-free workplace through implementation of paragraphs (a), (b), (c), (d), (e) and (f).

Buy America Act

The State will comply with the provisions of the Buy America Act (23 USC 101 Note), which contains the following requirements:

Only steel, iron and manufactured products produced in the United States may be purchased with Federal funds unless the Secretary of Transportation determines that such domestic purchases would be inconsistent with the public interest; that such materials are not reasonably available and of a satisfactory quality; or that inclusion of domestic materials will increase the cost of the overall project contract by more than 25 percent. Clear justification for the purchase of non-domestic items must be in the form of a waiver request submitted to and approved by the Secretary of Transportation.

Political Activity (Hatch Act)

The State will comply with the provisions of 5 U.S.C. §§ 1501-1508 and implementing regulations of 5 CFR Part 151, concerning "Political Activity of State or Local Offices, or Employees".

Certifications Regarding Federal Lobbying

Certification for Contracts, Grants, Loans, and Cooperative Agreements

The undersigned certifies, to the best of his or her knowledge and belief, that:

(1) No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.

(2) If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.

(3) The undersigned shall require that the language of this certification be included in the award documents for all sub-award at all tiers (including subcontracts, subgrants, and contracts under grant, loans, and cooperative agreements) and that all sub recipients shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by section 1352, title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

Restriction on State Lobbying

None of the funds under this program will be used for any activity specifically designed to urge or influence a State or local legislator to favor or oppose the adoption of any specific legislative proposal pending before any State or local legislative body. Such activities include both direct and indirect (e.g., "grassroots") lobbying activities, with one exception. This does not preclude a State official whose salary is supported with NHTSA funds from engaging in direct communications with State or local legislative officials, in accordance with customary State practice, even if such communications urge legislative officials to favor or oppose the adoption of a specific pending legislative proposal.

Certification Regarding Debarment and Suspension

Instructions for Primary Certification

1. By signing and submitting this proposal, the prospective primary participant is providing the certification set out below.

2. The inability of a person to provide the certification required below will not necessarily result in denial of participation in this covered transaction. The prospective participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into this transaction. However, failure of the prospective primary participant to furnish a certification or an explanation shall disqualify such person from participation in this transaction.

3. The certification in this clause is a material representation of fact upon which reliance was placed when the department or agency determined to enter into this transaction. If it is later determined that the prospective primary participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.

4. The prospective primary participant shall provide immediate written notice to the department or agency to which this proposal is submitted if at any time the prospective primary participant learns its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.

5. The terms covered transaction, debarred, suspended, ineligible, lower tier covered transaction, participant, person, primary covered transaction, principal, proposal, and voluntarily excluded, as used in this clause, have the meaning set out in the Definitions and coverage sections of 49 CFR Part 29. You may contact the department or agency to which this proposal is being submitted for assistance in obtaining a copy of those regulations.

6. The prospective primary participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency entering into this transaction.

7. The prospective primary participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion-Lower Tier Covered Transaction," provided by the department or agency entering into this covered transaction, without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions.

8. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals.

Each participant may, but is not required to, check the list of Parties Excluded from Federal Procurement and Non-procurement Programs.

9. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

10. Except for transactions authorized under paragraph 6 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.

**Certification Regarding Debarment, Suspension, and Other Responsibility Matters-
Primary Covered Transactions**

(1) The prospective primary participant certifies to the best of its knowledge and belief, that its principals:

(a) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded by any Federal department or agency;

(b) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State or local) transaction or contract under a public transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of record, making false statements, or receiving stolen property;

(c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State or Local) with commission of any of the offenses enumerated in paragraph (1)(b) of this certification; and

(d) Have not within a three-year period preceding this application/proposal had one or more public transactions (Federal, State, or local) terminated for cause or default.

(2) Where the prospective primary participant is unable to certify to any of the Statements in this certification, such prospective participant shall attach an explanation to this proposal.

Instructions for Lower Tier Certification

1. By signing and submitting this proposal, the prospective lower tier participant is providing the certification set out below.

2. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.
3. The prospective lower tier participant shall provide immediate written notice to the person to which this proposal is submitted if at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
4. The terms covered transaction, debarred, suspended, ineligible, lower tier covered transaction, participant, person, primary covered transaction, principal, proposal, and voluntarily excluded, as used in this clause, have the meanings set out in the Definition and Coverage sections of 49 CFR Part 29. You may contact the person to whom this proposal is submitted for assistance in obtaining a copy of those regulations.
5. The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency with which this transaction originated.
6. The prospective lower tier participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion -- Lower Tier Covered Transaction," without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions. (See below)
7. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the List of Parties Excluded from Federal Procurement and Non-procurement Programs.
8. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

9. Except for transactions authorized under paragraph 5 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.

Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion
-- Lower Tier Covered Transactions:

1. The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal department or agency.

2. Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal.

Environmental Impact

The Governor's Representative for Highway Safety has reviewed the State's Fiscal Year **2006** highway safety planning document and hereby declares that no significant environmental impact will result from implementing this Highway Safety Plan. If, under a future revision, this Plan will be modified in such a manner that a project would be instituted that could affect environmental quality to the extent that a review and statement would be necessary, this office is prepared to take the action necessary to comply with the National Environmental Policy Act of 1969 (42 USC 4321 et seq.) and the implementing regulations of the Council on Environmental Quality (40 CFR Parts 1500-1517).

**Anne H. Jordan, Commissioner, DPS and
Governor's Representative for Highway Safety
August 18, 2009**

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9. Except for transactions authorized under paragraph 5 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.

Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion
-- Lower Tier Covered Transactions:

1. The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal department or agency.
2. Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal.

Environmental Impact

The Governor's Representative for Highway Safety has reviewed the State's Fiscal Year 2006 highway safety planning document and hereby declares that no significant environmental impact will result from implementing this Highway Safety Plan. If, under a future revision, this Plan will be modified in such a manner that a project would be instituted that could affect environmental quality to the extent that a review and statement would be necessary, this office is prepared to take the action necessary to comply with the National Environmental Policy Act of 1969 (42 USC 4321 et seq.) and the implementing regulations of the Council on Environmental Quality (40 CFR Parts 1500-1517).



Anne H. Jordan, Commissioner, DPS and
Governor's Representative for Highway Safety

August 18, 2009