

# MAINE STATE LEGISLATURE

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State of Maine  
Federal Fiscal Year 2014  
Highway Safety Plan



Maine Department of Public Safety  
Bureau of Highway Safety  
164 State House Station  
Augusta, ME 04330

Paul R. LePage, Governor  
John E. Morris, Commissioner  
Lauren V. Stewart, Director



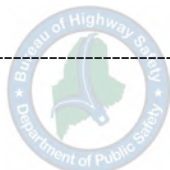
**Our Mission:**

To save lives and reduce injuries on the state's roads and highways through leadership, innovation, facilitation, project and program support, and working in partnership with other public and private organizations.



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Paul R. LePage  
Governor

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



John E. Morris  
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, state and non-profit 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 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 extensive data analysis we are able to pin-point Maine's top traffic safety problems such as impaired driving, speed, non-use of seat belts and distraction. With this Highway Safety Plan as our guide, the Bureau of Highway Safety will fund numerous grants aimed at combating the driver behaviors that lead to injuries and fatalities on our roadways. We will fund grants specifically designed to decrease impaired driving crashes, including sobriety checkpoints and special dedicated enforcement mobilizations. We will continue to fund education and enforcement grants aimed at increasing the use of seat belts, especially for our most vulnerable young drivers and child passengers. We will continue to fund programs and projects designed to reduce speed-related and distraction-related crashes and fatalities.

The MeBHS draws from federal and state government funding sources for our purposes. 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. We work most effectively through public and private partnerships with key stakeholders, and continue to explore methods that enable traffic safety practitioners to do their jobs more efficiently. We join with other states to maintain the vision of *Toward Zero Deaths: Every Life Counts!* The 2014 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 Federal Fiscal Year 2014 as required by 23CFR 1200.10-1200.13.

With the support of Governor Paul LePage and Commissioner John Morris, the Governor's Representative for Highway Safety, our legislature, and through the efforts of all of our partners in traffic safety, we have been experiencing a trend toward decreases in traffic fatalities. However, **one fatality will always be too many.** We all need to work together toward the common goal of safer Maine roads. We are proud of the success realized here in Maine in traffic safety and will continue to strive toward coordinating, funding and implementing programs that will make significant impacts on traffic safety in Maine.

Sincerely,

Lauren V. Stewart, Director



## Maine Facts



- Population of Maine in 2010: 1,328,361
- 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 (2010): 71.3%
- Largest city by population: Portland
- 1,009,230 licensed drivers (2012)
- 108,477 licensed motorcyclists (2012)
- 1,533,840 registered vehicles (2012)
- 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% under age 5; 63 % 18-64 years; 16% age 65 and over
- 95.2% white; 1.2% African American; .6% American Indian and Alaska Native; 1% Asian; 1.3% 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, 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.

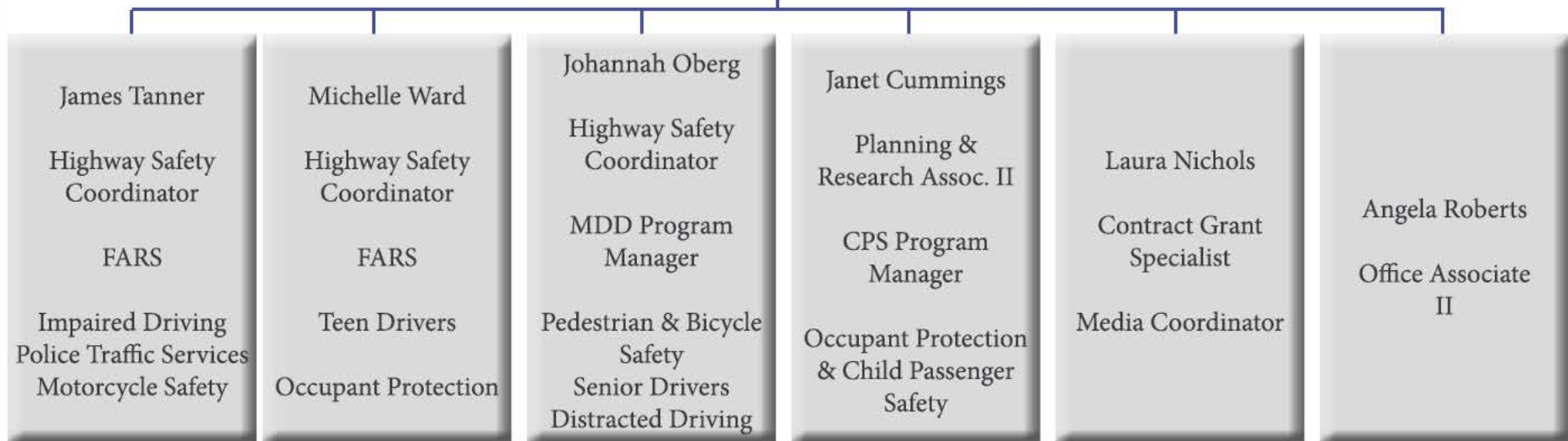
In addition to administering federal grant funds, the MeBHS is also responsible for:

- Managing Maine's Implied Consent Program under Title 29A subchapter 4 §2521- 2528. This is a state-wide 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 under Title 23 §4208. 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, the Maine State Police and others to determine enforcement priorities and schedules.



John E. Morris  
Commissioner  
Department of Public Safety  
Governor's Representative

Lauren V. Stewart  
Director  
Bureau of Highway Safety





## HSP Planning Process Overview

In accordance with 23 CFR 1200.11, the MeBHS must provide NHTSA with a comprehensive plan to reduce traffic crashes and resulting deaths, injuries and property damage by July 1. The Highway Safety Plan (HSP) serves as Maine's application 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 describes the strategies and projects the MeBHS plans to implement as well as the resources that MeBHS will use to achieve its highway safety performance targets.

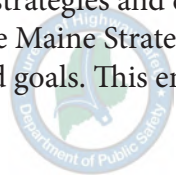
The MeBHS, the Commercial Motor Vehicle Division and the MeDOT Safety Office continue to update the Strategic Highway Safety Plan and the Maine Transportation Safety Coalition (MTSC) Data Book to be sure that all highway safety and traffic safety efforts are coordinated and compliment each other and that all potential partners and activities have been identified. The SHSP group has been meeting every 4 months. This effort has brought about increased communication between partners – with lane departure strategies being a good example – bringing state police in on rumble strip and wrong way driver conversations. This coordinated plan can make a significant difference in bringing about crash reductions and the resulting personal consequences of those tragic events.

The safety strategy continues to evolve. Maine transportation safety advocates recognize that road redesign efforts are important, but we need to also consider poor driver decision making and bad driver behaviors. Often these human factors can best be influenced either through actual (or perceived) enforcement presence and education (changing poor behaviors/making safe behaviors the peer-pressured norm). Partnered efforts mentioned in the list below have presented MeBHS opportunities to participate with others to implement broad actions that will influence safe practices for all Maine road users. The Maine Transportation Safety Coalition has published the comprehensive crash and fatality data through 2009 in late 2010 and is about to publish a shorter digest of 2010 crash results that align with the SHSP.

2010/2011 saw a revitalization of the Strategic Highway Safety Plan, and that work continued into 2012.

This maturing philosophy will continue to influence the project selection process and direct funds to broad strategic needs like rumble strips, low cost safety improvements and median cable guardrail installations to implement projects that significantly impact the safety performance in the state.

In Maine's latest version of the SHSP completed in 2012 the overall safety goal is to achieve a fatality rate of less than 1.0 fatalities/hundred million vehicle miles traveled by 2014. This goal is achieved by not only the efforts of the Maine HSP, but of the efforts of all stakeholders in the Maine SHSP. Almost every other day a person loses their life in a Maine vehicular crash. Crashes occur on our roads nearly one hundred times a day. When looking at the underlying story lines related to these frequent and tragic events, one consistently finds that these occurrences are almost always preventable. MeBHS and members from the Strategic Highway Safety Plan Committee are working together to improve these results and the Strategic Highway Safety Plan is established to develop action plans related to Enforcement, Education, Engineering and Emergency Response that are necessary to affect safety improvements. The MeBHS Highway Safety Plan establishes goals based on the SHSP. The SHSP defines the crash focus areas and outlines the strategies that the various stakeholders can employ together in a coordinated, comprehensive program. The MeBHS HSP's countermeasure projects are consistent with projects listed in the latest Maine SHSP. The effectiveness of these strategies and crash performance results are periodically evaluated and updated through the collaboration of the Maine Strategic Highway Safety Plan Committee. The SHSP committee meets, makes updates to strategies and goals. This enables us as a whole to work towards reaching zero deaths on Maine roadways.





Maine experiences nearly 30,000 crashes each year and a recent five year annual average of more than 150 deaths and thousands of injuries. The goal of the SHSP is to identify key transportation safety issues and to develop effective action plans that would improve public safety. The Plan is a core resource of guide investment decisions toward programs and countermeasure strategies that will best achieve a significant reduction in highway fatalities and serious injuries. The SHSP development process provides an ongoing forum for Maine transportation safety advocates, public and private and to re-evaluate our safety needs on a regular basis. The SHSP identifies common goals and promotes collaboration.

Both the State of Maine's HSP and HSIP use the Maine SHSP as the document that drives its focus areas. The HSP and HSIP are derived from the State SHSP and define fatalities, fatality rate, and serious injuries in exactly the same way. For example Maine uses the KABCO scale in order to determine injury level in a automobile accident and this methodology is used throughout each document and is understood amongst all agencies when working in collaboration.

- AAA of Northern New England
- Federal Highway Administration (FHWA)
- Federal Motor Carrier Safety Administration (FMCSA)
- National Highway Traffic Safety Administration (NHTSA)
- Governor's Highway Safety Association (GHSA)
- Maine Chiefs of Police Association
- Maine Sheriff's Association
- Maine Department of Transportation (MeDOT)
- Maine Bicycle Coalition
- Maine Emergency Medical Services (EMS)
- Maine Bureau of Labor Standard
- Maine Turnpike Authority
- Maine Motor Transport Association
- Maine CDC's Injury and Violence Prevention
- Maine Department of Education
- Maine Secretary of State's Office
- Maine Bureau of Motor Vehicles (BMV)
- Maine Substance Abuse Mental Health Services
- Maine Criminal Justice Academy (MCJA)
- Maine Department of Public Safety
- NL Partners Marketing
- Alliance Sports Marketing
- Atlantic Partners, EMS
- Health Environmental Testing Lab (HETL)
- Maine Driver Education Association
- Maine Municipal Association
- Maine Principals Association
- Maine State Police
- Motorcycle Rider Education of Maine Inc.
- Safety and Health Council of Northern New England (SHCNNE)
- United Bikers of Maine (UBM)
- University of Southern Maine
- Maine Violations Bureau
- Ford Driving Skills for Life GHSA
- American Association of Retired People (AARP)
- Department of Health and Humans Services- Elder Service



The MeBHS has the full support of these partners for the projects included in the 2014 HSP. These projects, as well as data included herein, align with and compliment the current **Strategic Highway Safety Plan**. Visit [www.themtsc.org](http://www.themtsc.org) for copies of these publications. The MeBHS program goals help local communities develop traffic safety programs which will contribute toward the reduction in traffic crashes, injuries and deaths. Our grants involve as many state and local agencies as possible. The grants are distributed statewide.

MeBHS solicits input and requests for HSP projects from all eligible state, public and private agencies outlining opportunities to participate in MeBHS programs and releases the requirements to compete for available funds.

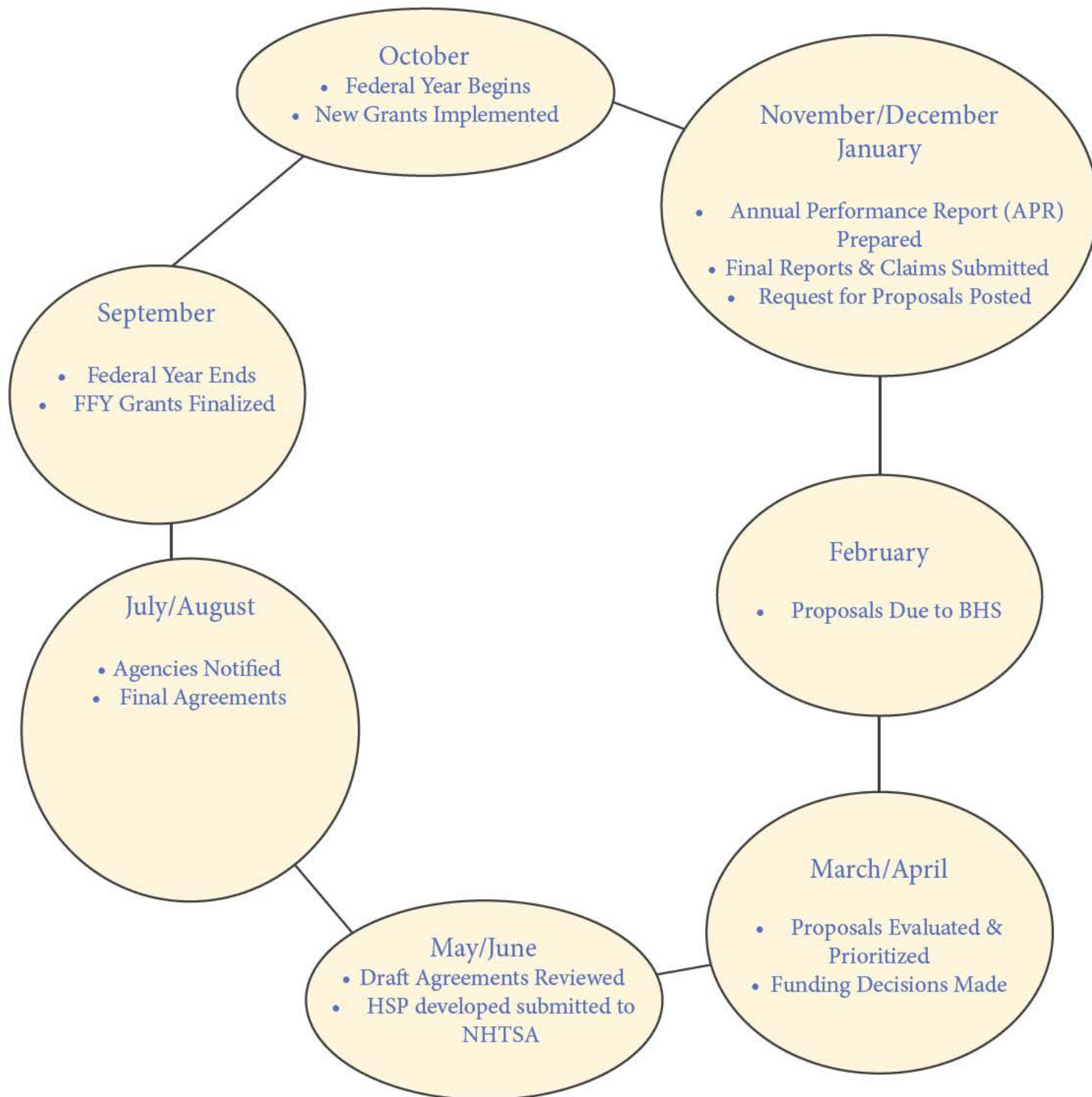
In addition, the MeBHS initiates a comprehensive Request for Proposal (RFP) process as part of the HSP planning process. The RFP process is used to streamline the projects the MeBHS will focus on, create a definitive evaluation system for RFP projects, and bring in new highway safety partners. The RFPs are released and publicized across Maine to alert Maine's communities and organizations of available funding for highway safety related projects. Proposals are submitted from all interested and eligible agencies addressing traffic safety problems.

The MeBHS reviews proposals and selects the most qualified candidates to partner with for the following federal fiscal year. 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 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 MeBHS programs 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, the Law Enforcement Liaison and highway safety coordinators regularly attend meetings of the Maine Chiefs of Police Association, Maine Sheriffs Association, and Maine Chiefs Traffic Safety Committee, among others, to gather input on needs and potential solutions and to explain federal guidelines, MeBHS policy and the application process. In addition to the RFP solicitation process, the MeBHS considers information developed by staff members through contacts with grantees, potential grantees, and other highway safety professionals and non-profit agencies.



## MAINE BUREAU OF HIGHWAY SAFETY GRANT CYCLE



## Data Analysis

The specific highway safety problems in Maine, as outlined in this plan, were identified by analyzing available data from traffic crashes, traffic citations, OUI arrests, FARS, CODES, NHTSA, Emergency Medical Services, the Maine Strategic Highway Safety Plan, the Highway Safety Improvement Program, the Commercial Vehicle Safety Plan, surveys, and 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 (where 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.

MeBHS also partners with the University of Southern Maine Muskie School to incorporate their expertise with data analysis and project forecasting into our performance projections. Partnership with The Muskie School enables MeBHS to develop future performance goals that are both data driven and feasible.

## Goal Development Process

The performance targets identified in this report were determined in conjunction with the problem identification process. The targets were established for each program priority area and are based on a five-year average using past trends and Maine specific experiences. The targets 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 million VMT). Graphs and charts are used to present trends and targets. Five-year averages were used in setting the base periods.

The MeBHS recognizes that achievement of performance targets 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 and all of our partners interested in highway safety.

The NHTSA and the Governor's Highway Safety Association (GHSA) have agreed to ***a minimum set of core 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, assisted in developing the measures. NHTSA will use the core measures as an integral part of its reporting to Congress, the public, and others.

There are fourteen performance 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. MeBHS includes an attitudinal measure based on a survey conducted by USM Muskie School. See the attached attitudinal survey questions used and the observational and attitudinal survey results from 2012.





## Maine NHTSA Core Performance Measures

### FFY 2014 Highway Safety Plan

	2005	2006	2007	2008	2009	2010	2011	2012	2013 Goal	2014 Goal
C-1: Fatalities (Actual)	169	188	183	155	159	161	136	164	150.86	147.25
5 Year Averages		194.8	188.2	177.8	170.8	169.2	158.8	155.0		
C-2: # of Serious Injuries	1,030	996	978	862	732	775	867	981	800.66	801.23
5 Year Averages				997.0	919.6	868.6	842.8	843.4		
C-3a: Fatality Rate #100 million VMT	1.10	1.20	1.22	1.08	1.10	1.11	0.95	N/A	1.04	1.04
5 Year Averages				1.18	1.14	1.14	1.09	1.06		
C-3b: Rural Mileage Death Rate	1.50	1.49	1.51	1.08	1.32	1.23	1.15	N/A	1.20	1.14
5 Year Averages				1.43	1.38	1.33	1.26	1.20		
C-3c: Urban Mileage Death Rate	0.19	0.59	0.45	0.64	0.51	0.79	0.43	N/A	0.54	0.56
5 Year Averages				0.48	0.48	0.60	0.56	0.59		
C-4: # of Unrestrained Passenger Vehicle Occupant Fatalities	64	65	76	54	51	41	53	76	52.25	52.25
5 Year Averages		72.6	73.4	66.8	62.0	57.4	55.0	55.0		
C-5: Alcohol-Impaired Driving Fatalities (BAC ≥ .08)	47	46	61	42	44	35	23	45	38.95	35.91
5 Year Averages				49.2	48.0	45.6	41.0	37.8		
C-6: # of Speeding-Related Fatalities	86	61	86	53	61	83	69	78	66.88	65.36
5 Year Averages				75.2	69.4	68.8	70.4	68.8		
C-7: # of Motorcyclist Fatalities	15	23	23	18	23	18	15	24	18.43	18.62
5 Year Averages				20.2	20.4	21.0	19.4	19.6		
C-8: # of Unhelmeted Motorcyclist Fatalities	9	17	15	14	17	10	11	14	12.73	12.54
5 Year Averages				13.2	14.4	14.6	13.4	13.2		
C-9: # of Drivers Age 20 or Younger Involved in Fatal Crashes	16	23	25	19	20	24	22	20	20.90	19.95
5 Year Averages				20.8	20.6	22.2	22.0	21.0		
C-10: # of Pedestrian Fatalities	9	10	10	12	11	12	11	9	10.08	9.90
5 Year Averages				10.2	10.4	11.0	11.2	11.0		
B-1: % Observed Belt Use for Passenger Vehicles - Front Seat Outboard Occupants	75.8%	77.2%	79.8%	83.0%	82.6%	82.0%	81.6%	84.0%	0.83	0.86
5 Year Averages				77.62%	79.68%	80.92%	81.80%	82.64%		
A-1: # of Seat Belt Citations Issued During Grant-Funded Enforcement Activities	2,568	1,725	1,566	5,997	6,650	9,856	3,332	2,796		
5 Year Averages				2,804.4	3,701.2	5,158.8	5,480.2	5,726.2		
A-2: # of Impaired Driving Arrests Made During Grant-Funded Enforcement Activities	330	301	359	506	545	456	503	230		
5 Year Averages				364.2	408.2	433.4	473.8	448.0		
A-3: # of Speeding Citations Issued During Grant-Funded Enforcement Activities	0	3,312	2,947	3,963	4,887	11,732	2,382	1,232		
5 Year Averages				2,044.4	3,021.8	5,368.2	5,182.2	4,839.2		
Areas Tracked but no goals set										
Maine Total Crashes				31,330	28,692	27,863	27,414	27,466		
Lane Departure Crashes (Head-on & Run off Rd Left, Right)				10,662	8,585	8,792	9,524	9,313		
Lane Departure Fatalities (Head-on & Run off Rd Left, Right)				111	110	114	105	118		
Involved 16-24 Crashes				11,323	10,691	9,996	9,296	9,342		
Involved 16-24 Fatalities				27	43	41	33	41		



**Maine**  
**NHTSA Core Performance Measures**  
**FFY 2014**

**Traffic Fatalities (FARS)**

C-1) To decrease traffic fatalities by 5% from the 5 year average of 155 for 2008-2012 to 147 by December 31, 2014.

Goal History:

Goal Established	Five Year Average, Past Trends	Five Year Period	Target Goal	Target Date
2010 HSP	177.8	2004-2008	168.9	12/31/2010
2011 HSP	170.8	2005-2009	162.3	12/31/2011
2012 HSP	169.2	2006-2010	160.74	12/31/2012
2013 HSP	158.8	2007-2011	150.9	12/31/2013
2014 HSP	155	2008 -2012	147.25	12/31/2014

Performance Review:

In 2012 Maine's actual number of fatalities was 164 which did not meet our target of 160.74 established in our 2012 HSP

**Serious Traffic Injuries (State Crash Data Files)**

C-2) To decrease serious traffic injuries 5% from the 5 year average of 843.4 for 2008-2012 to 801.23 by December 31, 2014.

Goal History:

Goal Established	Five Year Average,Past Trends	Five Year Period	Target Goal	Target Date
2010 HSP	997	2004-2008	947	12/31/2010
2011 HSP	920	2005-2009	874	12/31/2011
2012 HSP	868.6	2006-2010	825.17	12/31/2012
2013 HSP	842.8	2007-2011	800.66	12/31/2013
2014 HSP	843.4	2008-2012	801.23	12/31/2014

Performance Review:

In 2012 Maine's actual number of serious traffic injuries was 981 which did not meet our target of 825.17 established in our 2012 HSP

**Fatality Rate (FARS)**

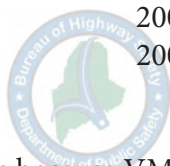
C-3a) To decrease the mileage death rate 5% from the 5 year average of 1.09 for 2007- 2011 to 1.04 by December 31, 2014.

Goal History:

Goal Established	Five Year Average,Past Trends	Five Year Period	Target Goal	Target Date
2010 HSP	1.18	2004-2008	1.12	12/31/2010
2011 HSP	1.14	2005-2009	1.08	12/31/2011
2012 HSP	1.14	2006-2010	1.08	12/31/2012
2013 HSP	1.09	2007-2011	1.04	12/31/2013
2014 HSP	N/A	2008-2012	1.04	12/31/2014

Performance Review:

In 2012 Maine's actual fatality rate was unavailable because VMT wasn't available at the time of submission.



### Rural Mileage Death Rate

C-3b) To decrease the rural mileage death rate 5% from the 5 year average of 1.26 for 2007-2011 to 1.20 by December 31, 2014.

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#### Goal History:

Goal Established	Five Year Average,Past Trends	Five Year Period	Target Goal	Target Date
2010 HSP	1.46	2004-2008	1.39	12/31/2010
2011 HSP	1.38	2005-2009	1.31	12/31/2011
2012 HSP	1.33	2006-2010	1.26	12/31/2012
2013 HSP	1.26	2007-2011	1.2	12/31/2013
2014 HSP	N/A	2008-2012	1.2	12/31/2014

#### Performance Review:

In 2012 Maine's actual rural mileage death rate was unavailable because VMT wasn't available at the time of submission.

### Urban Mileage Death Rate

C-3c) To decrease the urban mileage death rate 5% from the 5 year average of .56 for 2007-2011 to .53 by December 31, 2014.

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#### Goal History:

Goal Established	Five Year Average,Past Trends	Five Year Period	Target Goal	Target Date
2010 HSP	0.48	2004-2008	0.46	12/31/2010
2011 HSP	0.48	2005-2009	0.45	12/31/2011
2012 HSP	0.60	2006-2010	0.57	12/31/2012
2013 HSP	0.56	2007-2011	0.53	12/31/2013
2014 HSP	N/A	2008-2012	0.56	12/31/2014

#### Performance Review:

In 2012 Maine's actual urban mileage death rate was unavailable because VMT wasn't available at the time of submission.

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### Unrestrained Passenger Vehicle Occupant Fatalities (FARS)

C-4) To decrease unrestrained passenger vehicle occupant fatalities by 5% from the 5 year average of 55 for 2008-2012 to 52.25 by December 31, 2014.

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#### Goal History:

Goal Established	Five Year Average,Past Trends	Five Year Period	Target Goal	Target Date
2010 HSP	70	2004-2008	66.5	12/31/2010
2011 HSP	62.6	2005-2009	59.5	12/31/2011
2012 HSP	55.40	2006-2010	52.6	12/31/2012
2013 HSP	55	2007-2011	52.25	12/31/2013
2014 HSP	55	2008-2012	52.25	12/31/2014

#### Performance Review:

In 2012 Maine's actual unrestrained passenger vehicle occupant fatalities was 76 which did not meet our target of 52.6 established in the 2012 HSP.

-----



### Alcohol Impaired Driving Fatalities (FARS)

C-5) To decrease alcohol impaired driving fatalities by 5% from the 5 year average for 2008-2012 of 37.8 to 35.91 by December 31, 2014.

#### Goal History:

Goal Established	Five Year Average,Past Trends	Five Year Period	Target Goal	Target Date
2010 HSP	49.2	2004-2008	46.7	12/31/2010
2011 HSP	69.4	2005-2009	66	12/31/2011
2012 HSP	45.6	2006-2010	43.3	12/31/2012
2013 HSP	41	2007-2011	39	12/31/2013
2014 HSP	37.8	2008 - 2012	35.91	12/31/2014

#### Performance Review:

In 2012 Maine's actual impaired driving fatalities was 45 which did not meet our target of 43.3 established in the 2012 HSP.

### Speeding Related Fatalities (FARS)

C-6) To decrease speeding related fatalities by 5% from the 5 year average of 68.8 for 2008-2012 to 65.36 by December 31, 2014.

#### Goal History:

Goal Established	Five Year Average,Past Trends	Five Year Period	Target Goal	Target Date
2010 HSP	75.2	2004-2008	71.4	12/31/2010
2011 HSP	69.4	2005-2009	66	12/31/2011
2012 HSP	68.8	2006-2010	65.4	12/31/2012
2013 HSP	70.4	2007-2011	66.9	12/31/2013
2014 HSP	68.8	2008-2012	65.36	12/31/2014

#### Performance Review:

In 2012 Maine's actual speeding related fatalities was 78 which did not meet our target of 65.4 established in the 2012 HSP.

### Motorcyclist Fatalities (FARS)

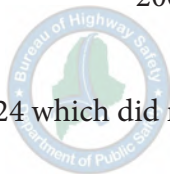
C-7) To decrease motorcyclist fatalities by 5% from the 5 year average of 19.6 for 2008-2012 to 18.62 by December 31, 2014.

#### Goal History:

Goal Established	Five Year Average,Past Trends	Five Year Period	Target Goal	Target Date
2010 HSP	20.2	2004-2008	19.2	12/31/2011
2011 HSP	20.6	2005-2009	19.6	12/31/2011
2012 HSP	21.0	2006-2010	20	12/31/2012
2013 HSP	19.4	2007-2011	18.4	12/31/2013
2014 HSP	19.6	2008-2012	18.62	12/31/2014

#### Performance Review:

In 2012 Maine's actual motorcyclist fatalities was 24 which did not meet our target of 20 established in the 2012 HSP.



### Unhelmeted Motorcyclist Fatalities (FARS)

C-8) To decrease unhelmeted motorcyclist fatalities by 5% from the 5 year average of 13.2 for 2008-2012 to 12.54 by December 31, 2014.

#### Goal History:

Goal Established	Five Year Average,Past Trends	Five Year Period	Target Goal	Target Date
2010 HSP	13.2	2004-2008	12.5	12/31/2010
2011 HSP	14.4	2005-2009	13.7	12/31/2011
2012 HSP	14.6	2006-2010	13.9	12/31/2012
2013 HSP	13.4	2007-2011	12.7	12/31/2013
2014 HSP	13.2	2008-2012	12.54	12/31/2014

#### Performance Review:

In 2012 Maine's actual unhelmeted motorcyclist fatalities was 14 which did not meet our target of 13.9 established in the 2012 HSP.

### 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 21 for 2008-2012 to 19.95 by December 31, 2014.

#### Goal History:

Goal Established	Five Year Average,Past Trends	Five Year Period	Target Goal	Target Date
2010 HSP	20.8	2004-2008	19.7	12/31/2010
2011 HSP	20.6	2005-2009	19.6	12/31/2011
2012 HSP	22.2	2006-2010	21.2	12/31/2012
2013 HSP	22	2007-2011	20.9	12/31/2013
2014 HSP	21	2008-2012	19.95	12/31/2014

#### Performance Review:

In 2012 Maine's actual drivers age 20 or younger involved in fatal crashes was 20 which exceeded our target of 21.2 established in the 2012 HSP.

### Pedestrian Fatalities (FARS)

C-10) To reduce pedestrian fatalities by 10% from the 5 year average of 11 for 2008-2012 to 9.9 by December 31, 2014.

#### Goal History:

Goal Established	Five Year Average,Past Trends	Five Year Period	Target Goal	Target Date
2010 HSP	10.2	2004-2008	9.2	12/31/2010
2011 HSP	10.4	2005-2009	9.4	12/31/2011
2012 HSP	11.0	2006-2010	10.5	12/31/2012
2013 HSP	11.2	2007-2011	10.1	12/31/2013
2014 HSP	11	2008-2012	9.9	12/31/2014

#### Performance Review:

In 2012 Maine's actual pedestrian fatalities was 9 which exceeded our target of 10.5 established in the 2012 HSP.



## BEHAVIOR MEASURE \*

## Seat Belt Usage Rate (Observed Seat Belt Use Survey)

B-1) To increase statewide seat belt compliance by 2% from the 2012 survey results from 84% to 86% by December 31, 2014.

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## Goal History:

Goal Established	Five Year Average,Past Trends	Five Year Period	Target Goal	Target Date
2010 HSP	83%	2004-2008	85%	12/31/2010
2011 HSP	82.6%	2005-2009	84%	12/31/2011
2012 HSP	82%	2006-2010	83.6%	12/31/2012
2013 HSP	81.6%	2007-2011	83.2%	12/31/2013
2014 HSP	84%	2008-2012	86%	12/31/2014

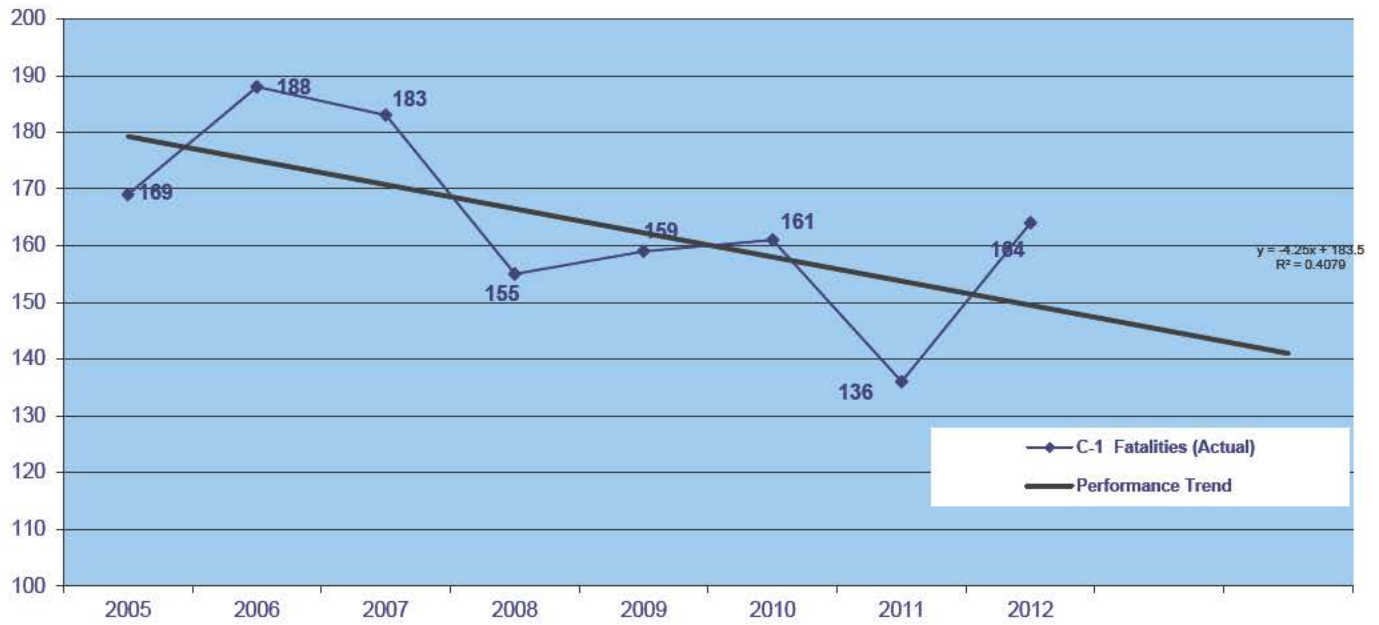
## Performance Review:

In 2012 Maine's actual seat belt use rate was 84% which exceeded our target of 83.6% established in the 2012 HSP.



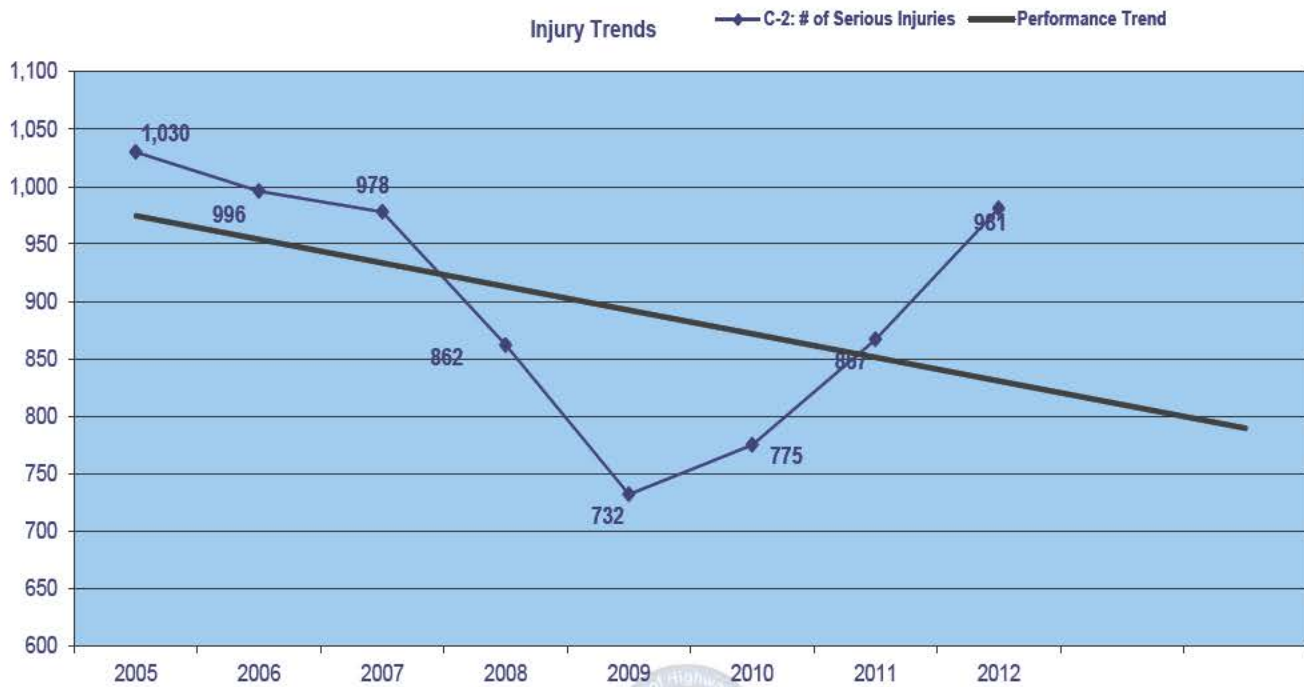


Fatality Trends



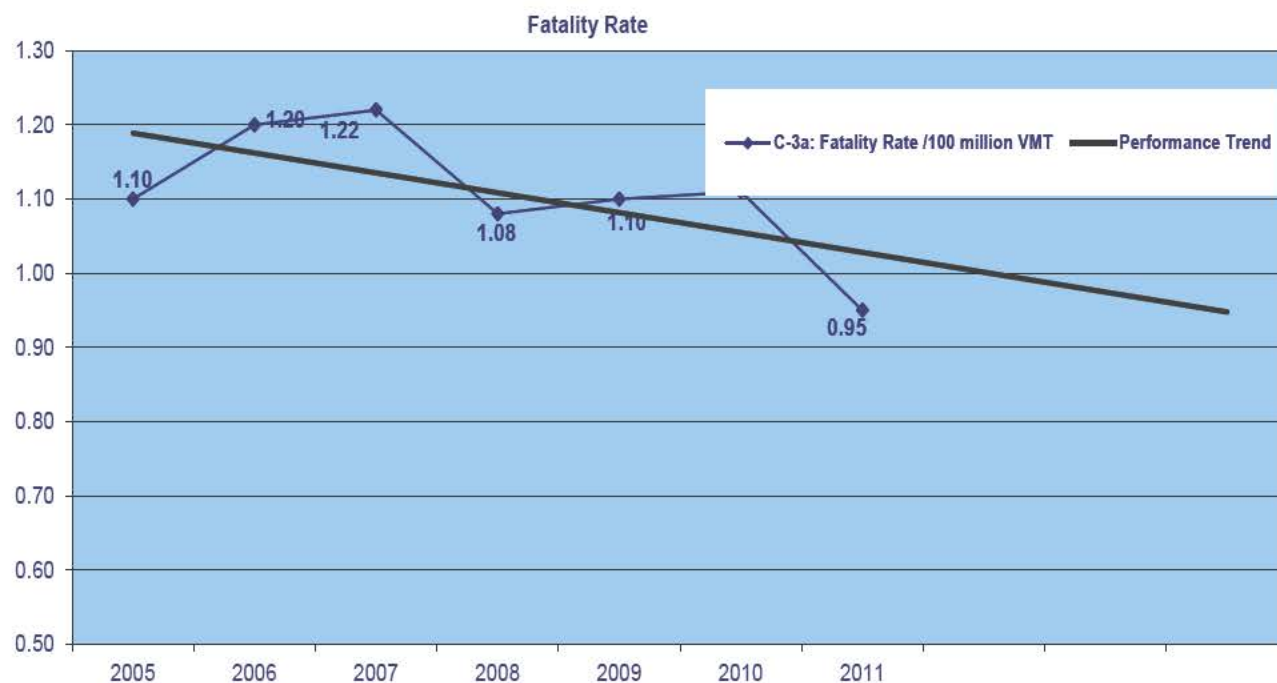
Source: FARS

Injury Trends

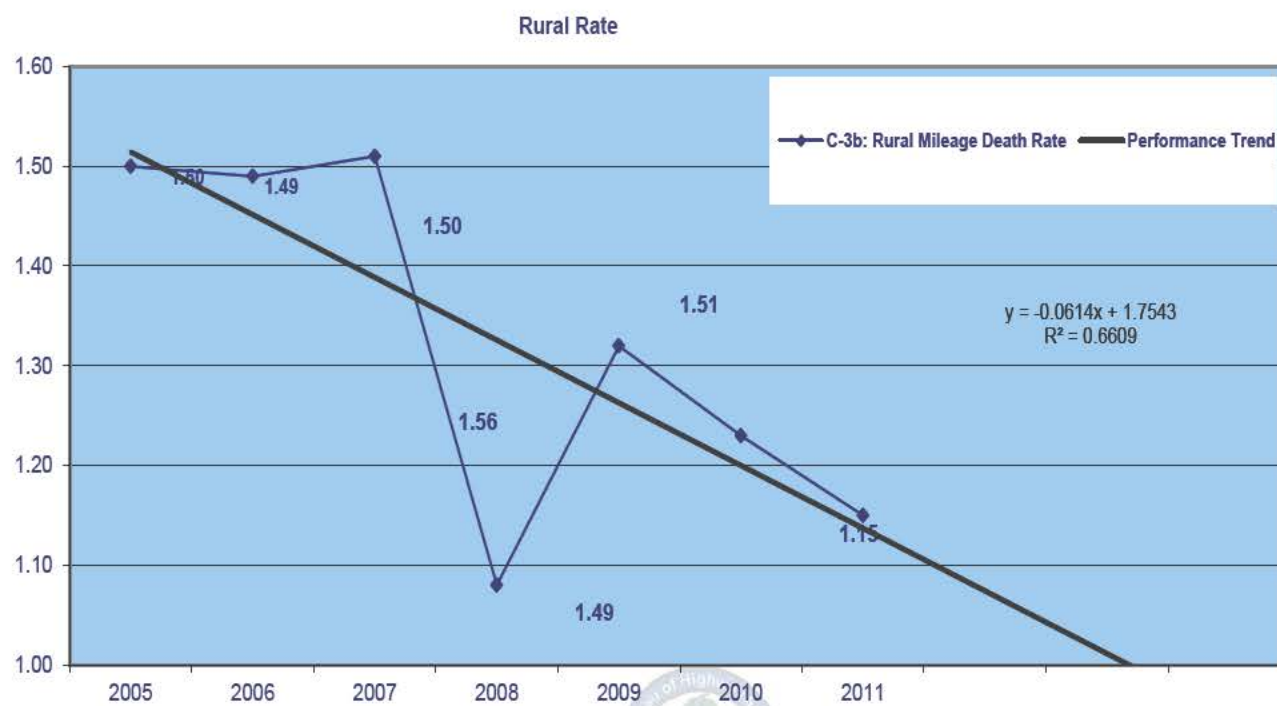


Source: FARS



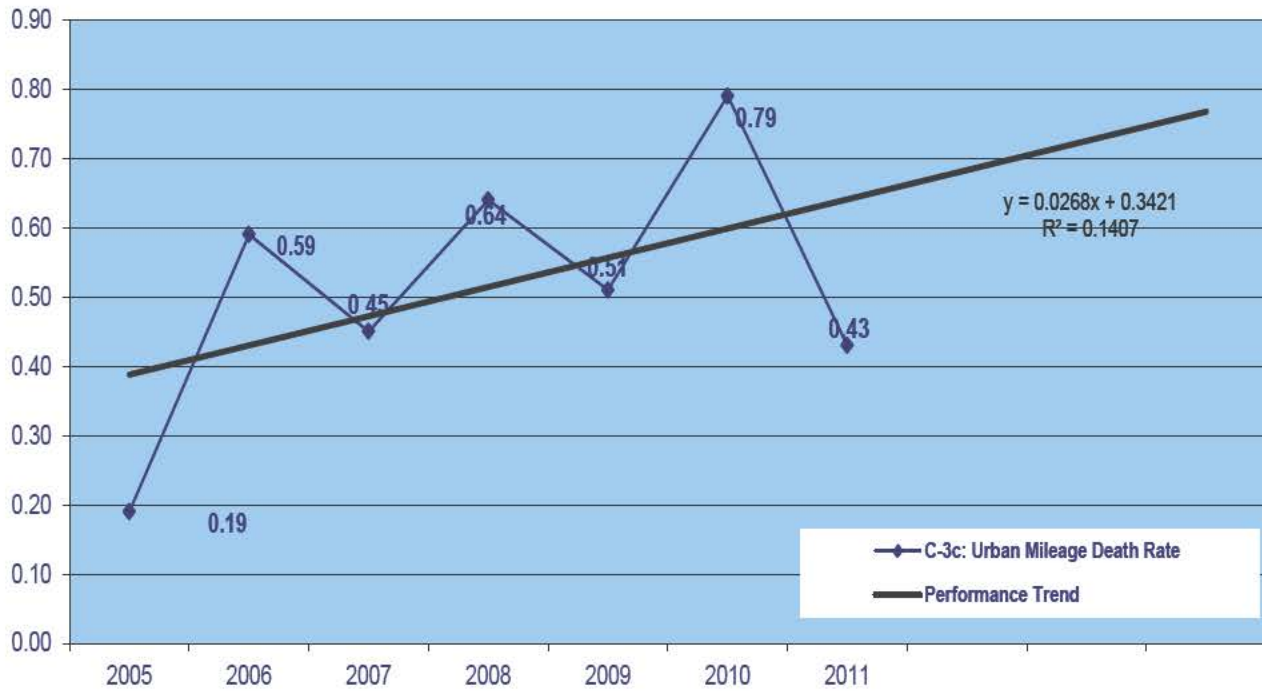


Source: FARS

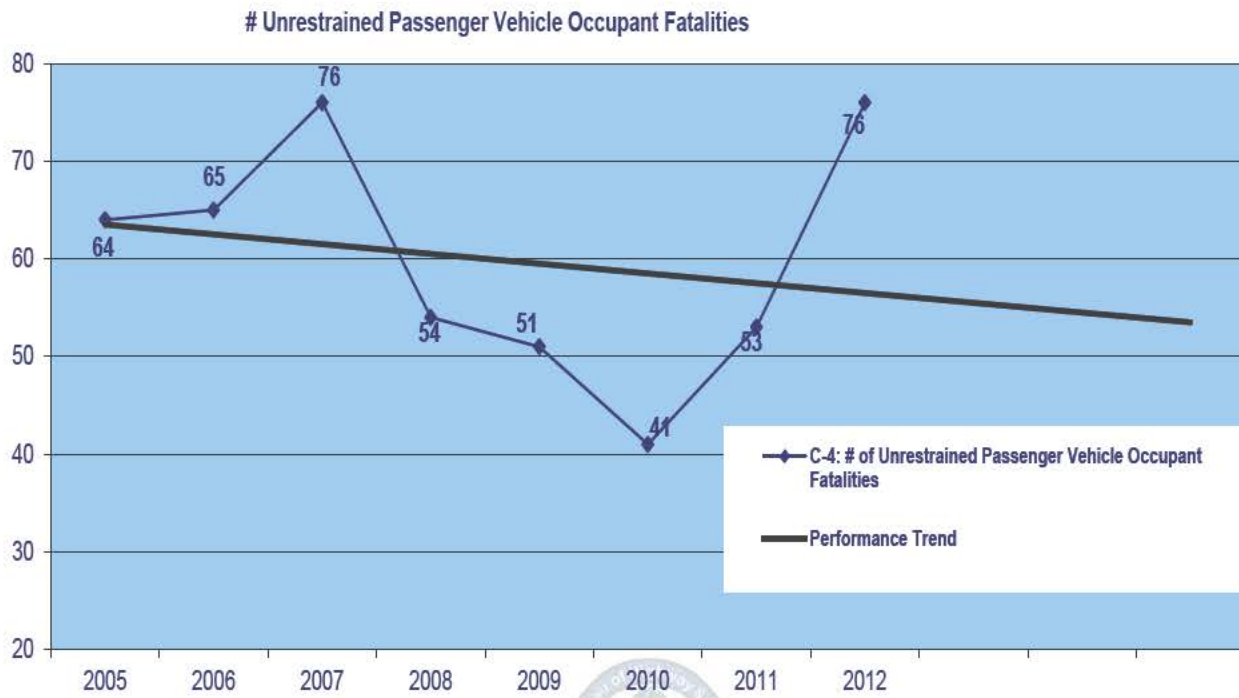


Source: FARS





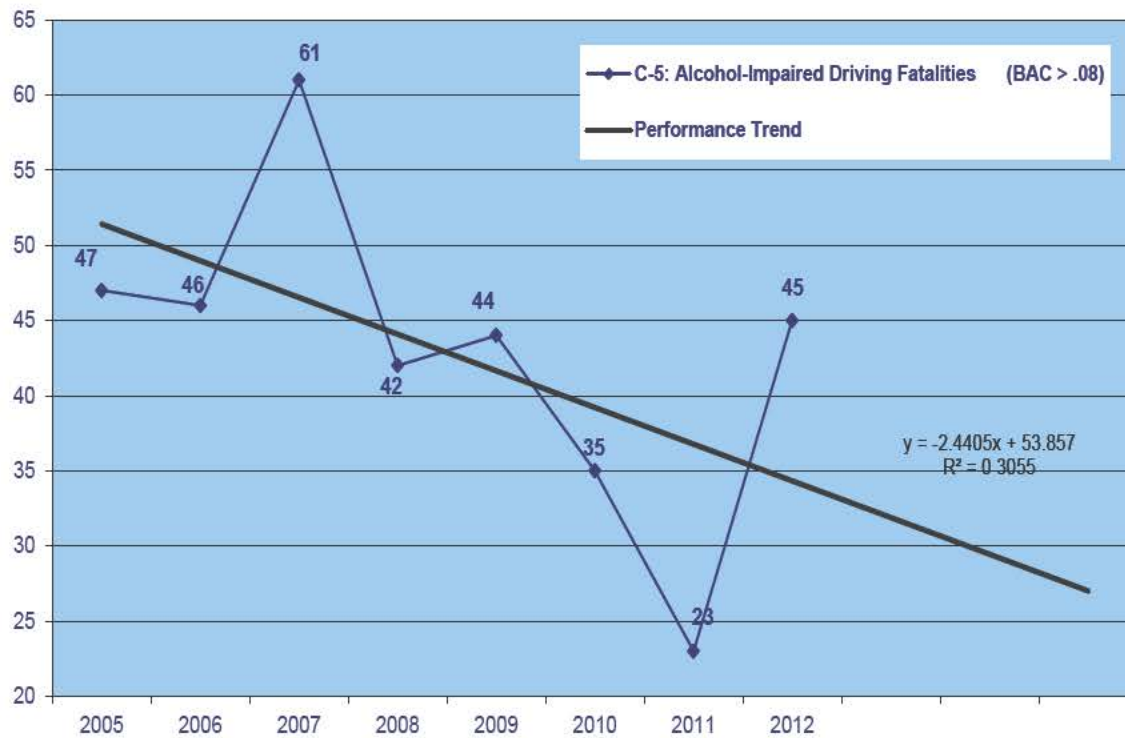
Source: FARS



Source: FARS

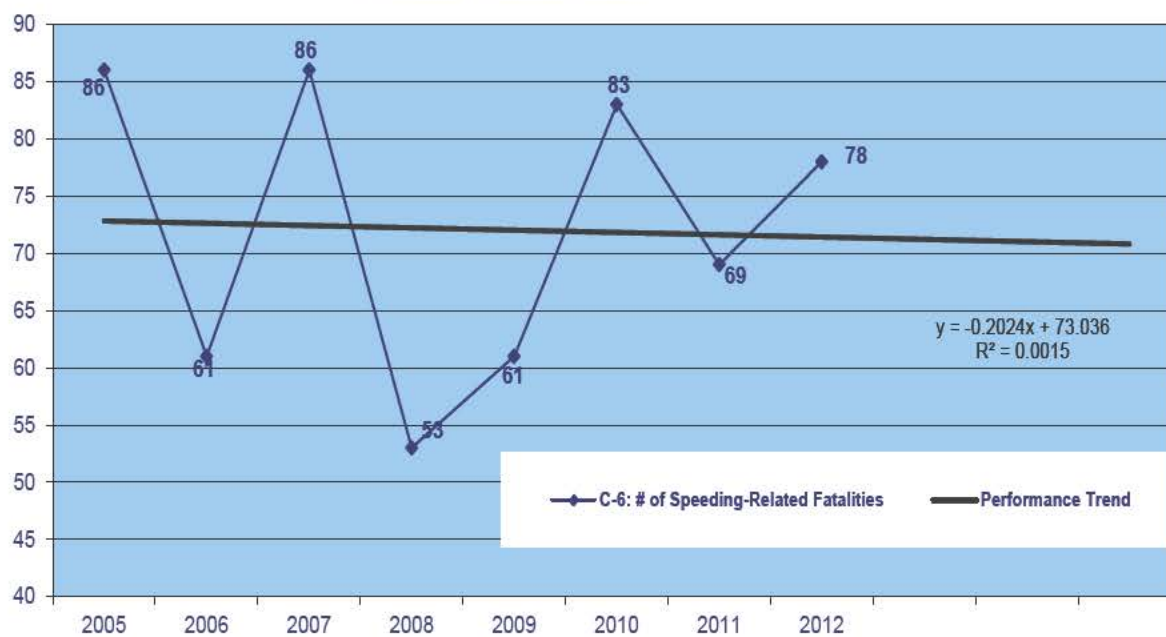


Fatalities involving driver or motorcycle operator w/ &gt; .08 BAC



Source: FARS

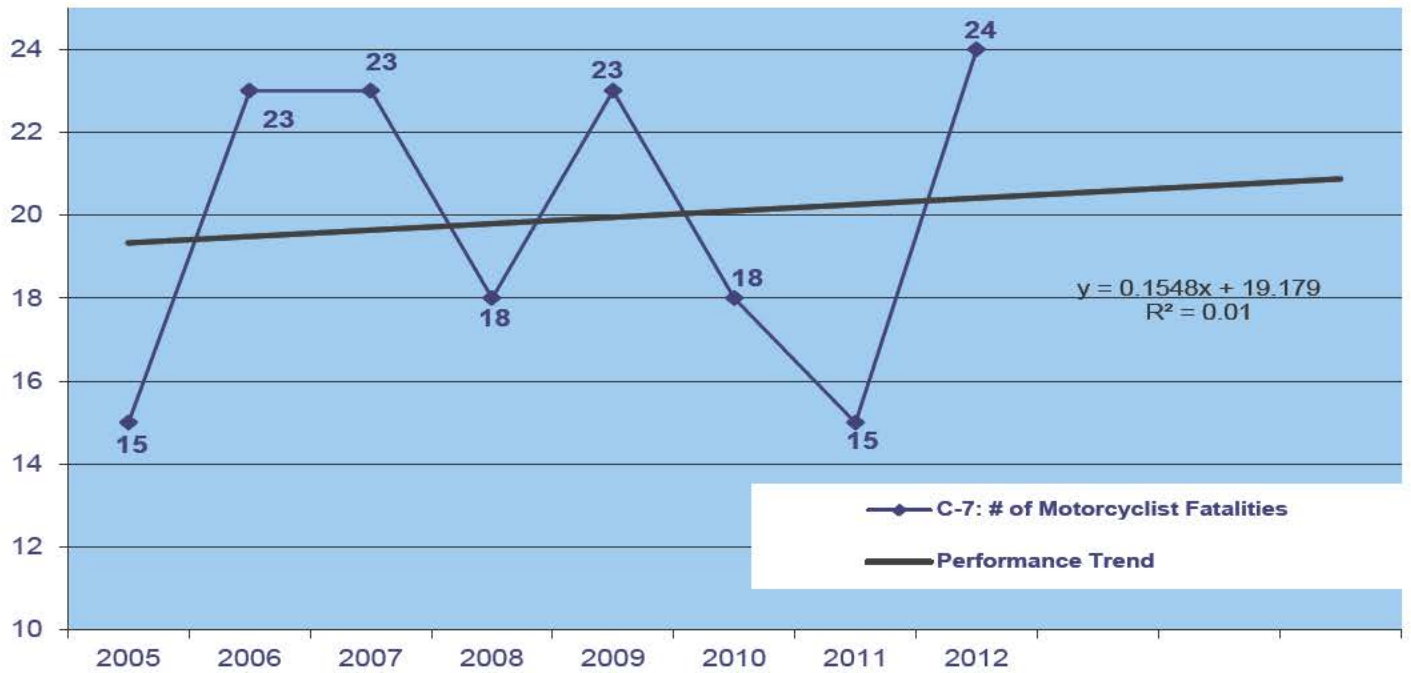
# of Speeding-Related Fatalities



Source: FARS

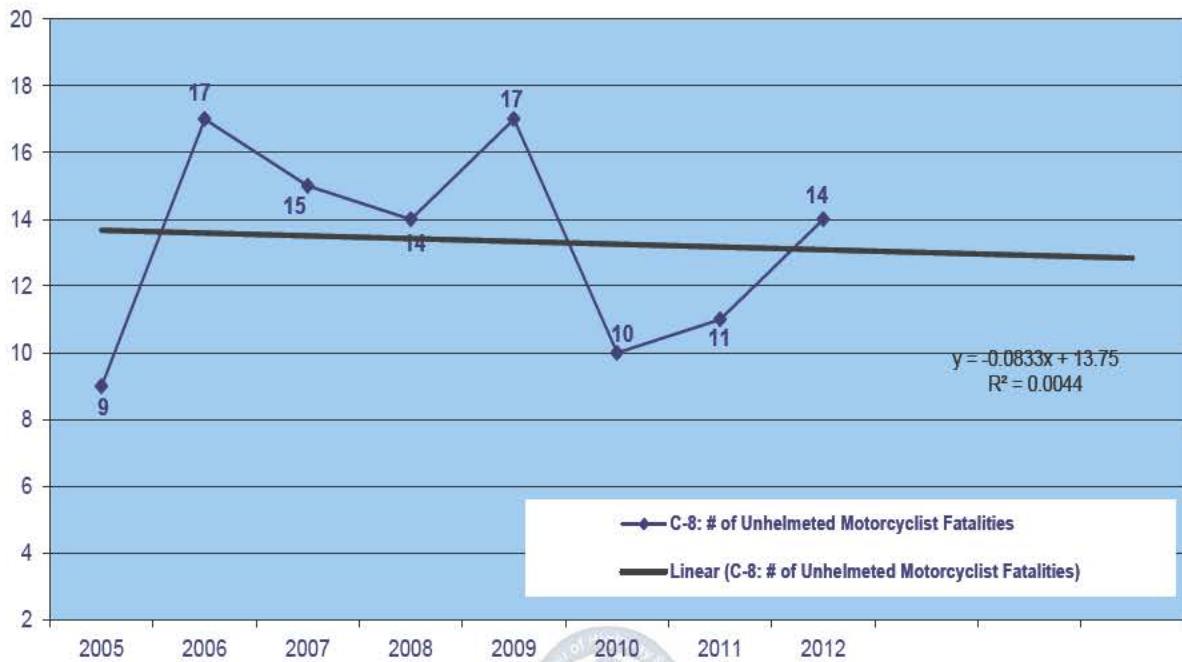


# of Motorcyclist Fatalities



Source: FARS

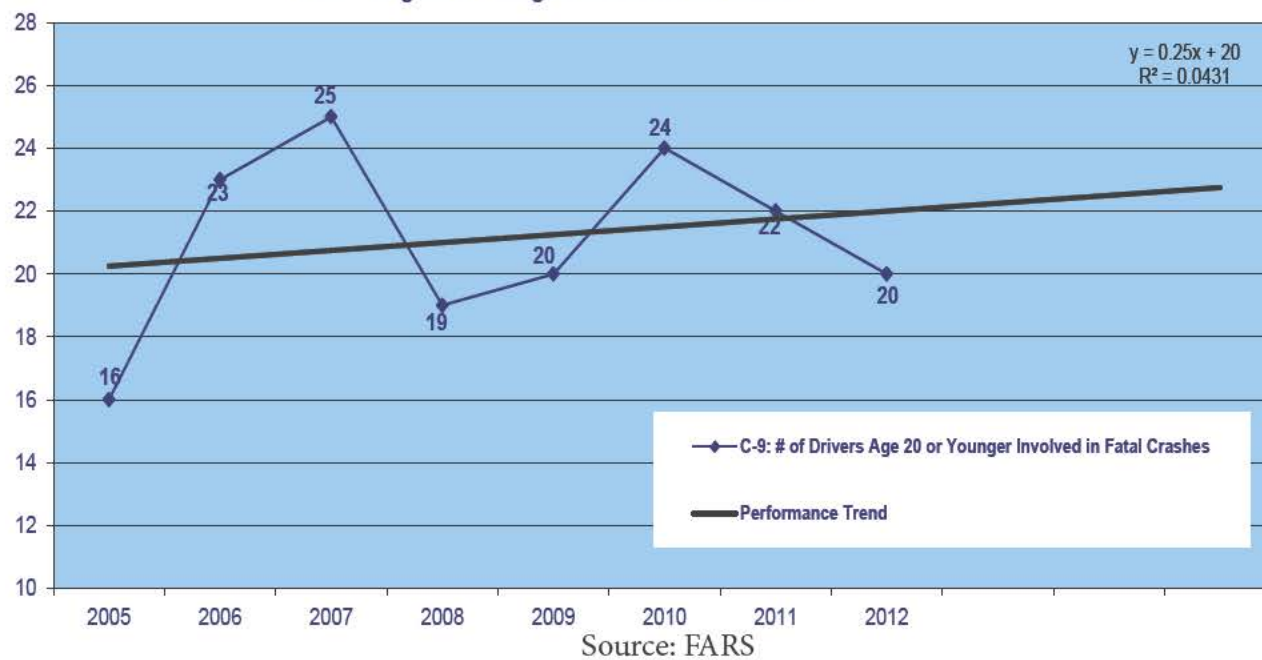
# of Unhelmeted Motorcyclists Fatalities



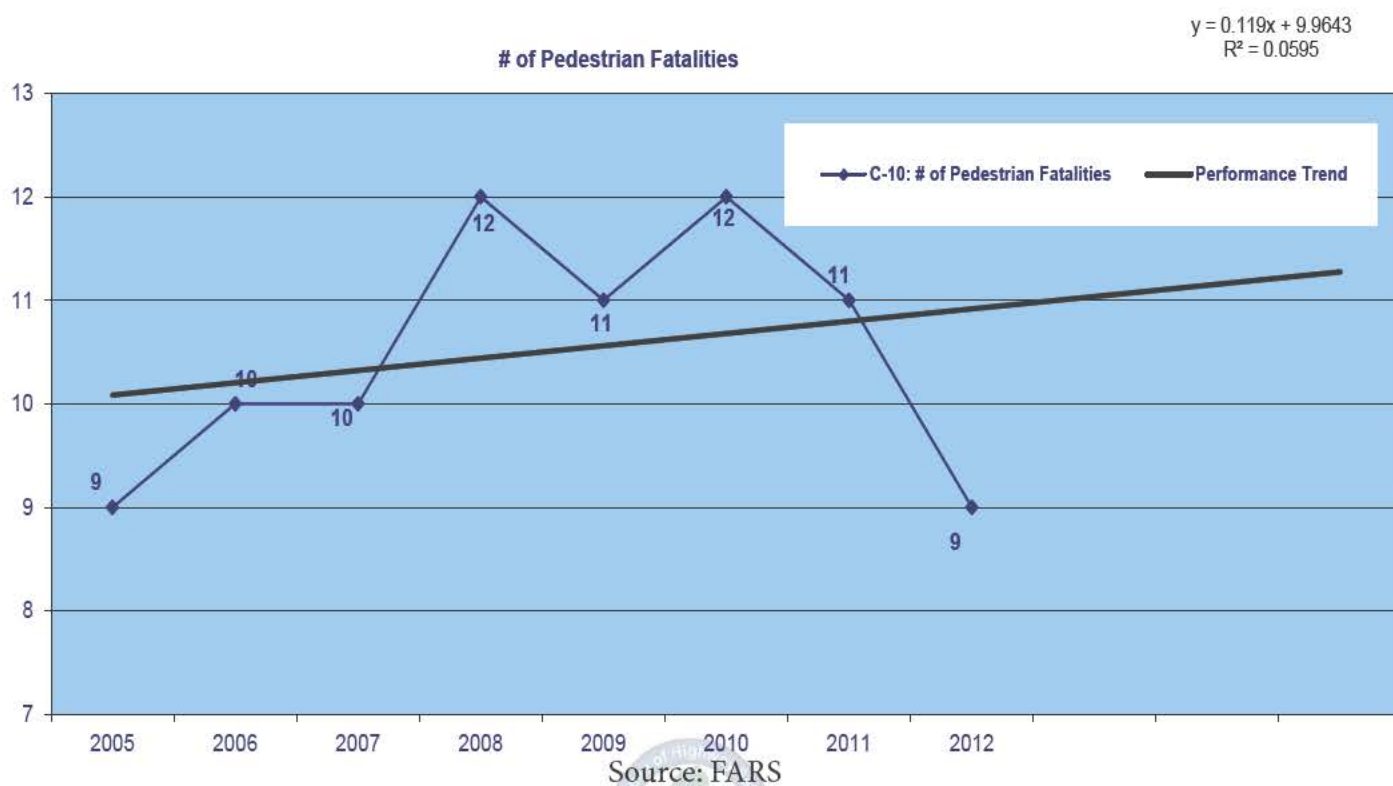
Source: FARS

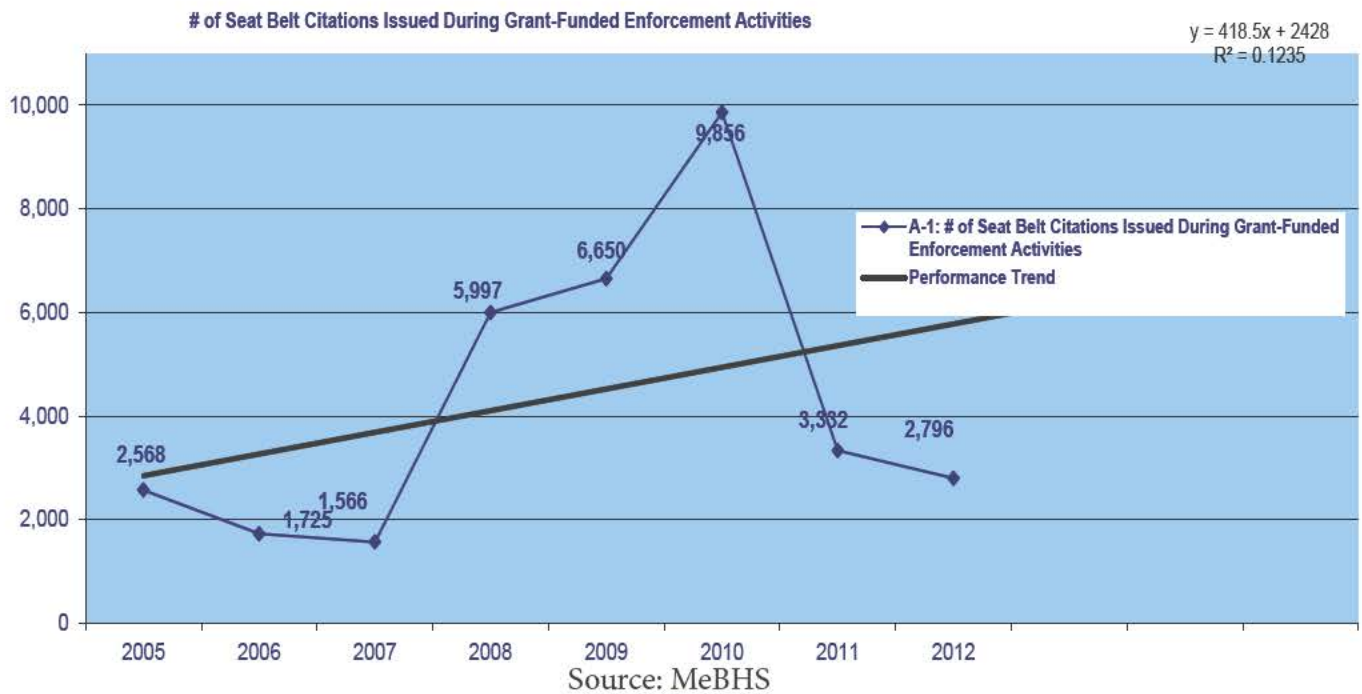
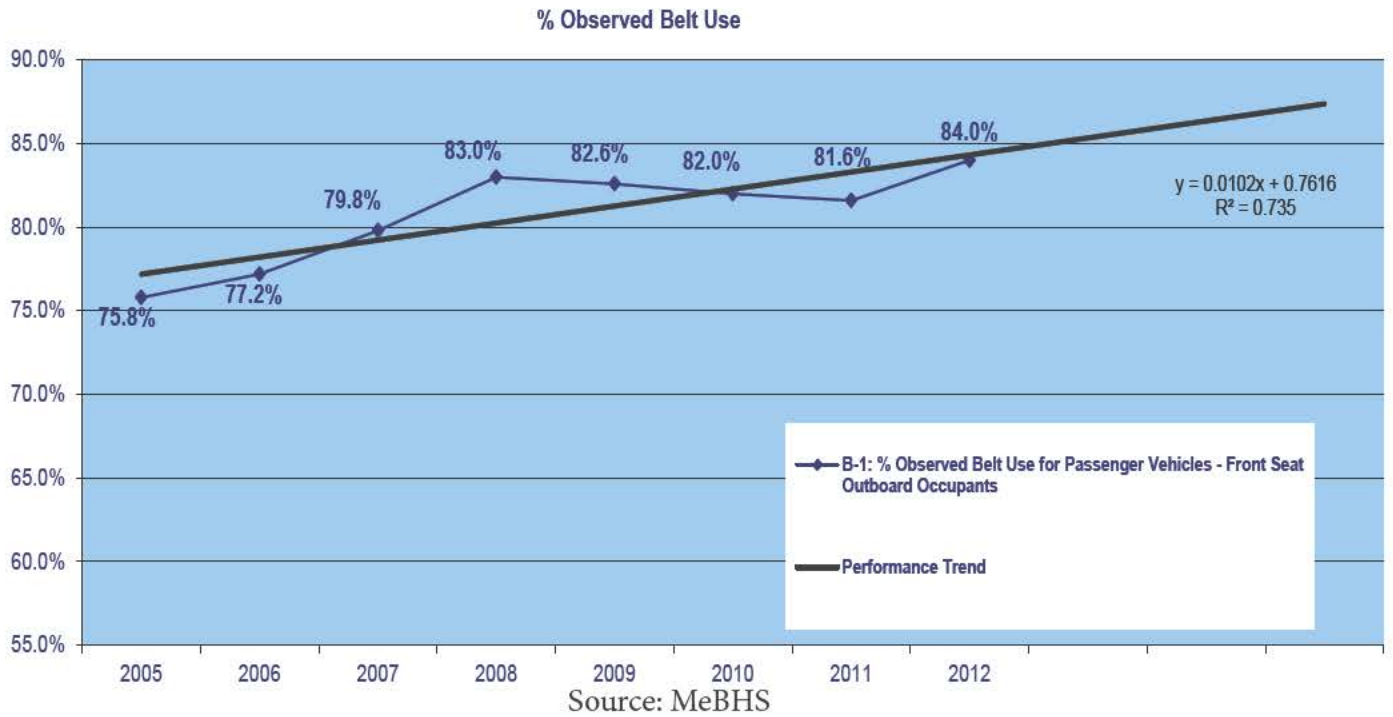


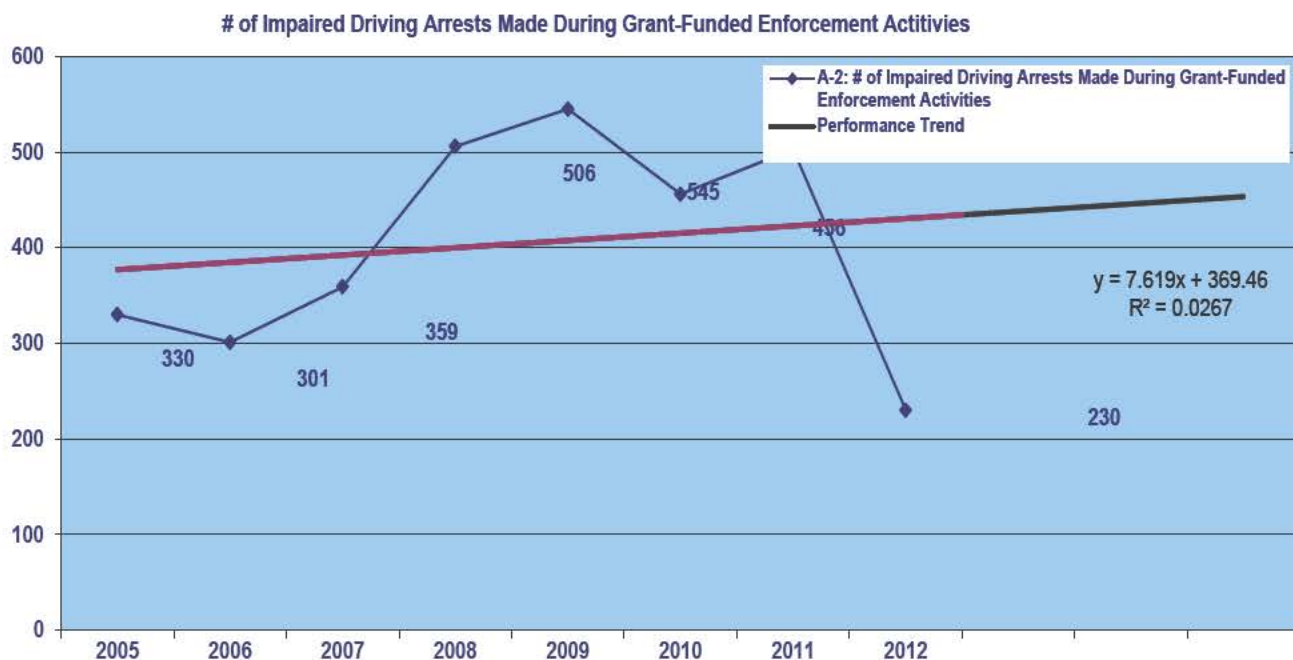
# Drivers Age 20 or Younger Involved in Fatal Crashes



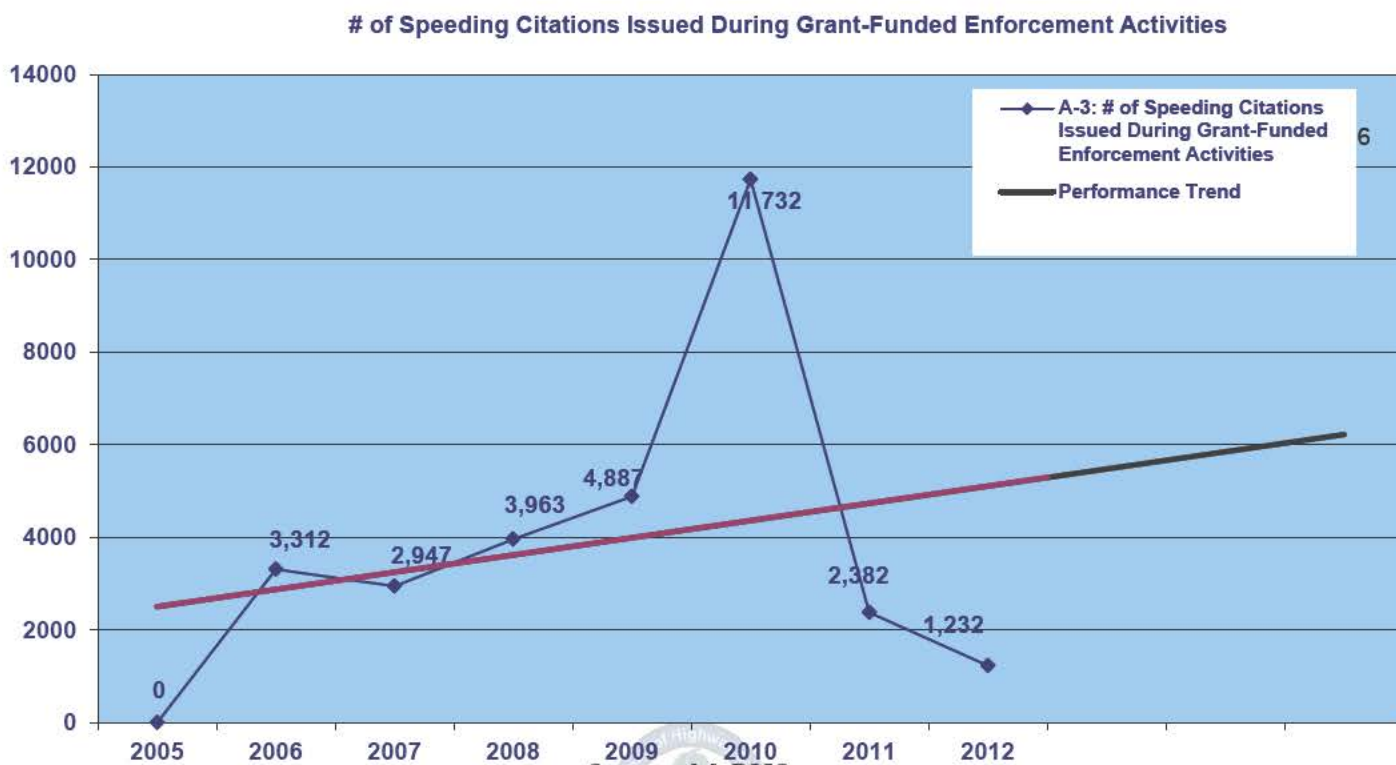
# of Pedestrian Fatalities







Source: MeBHS



Source: MeBHS



## FFY 2014 MeBHS Priority Areas

Our most recent analysis of available data indicates that despite our specific education and enforcement efforts, Maine continues to experience traffic fatalities related to: unrestrained occupants in vehicles; drivers and motor-cycle operators with alcohol content in excess of .08; excessive speed; teen drivers; and distracted drivers.

From a behavioral standpoint, below are the priority areas that the MeBHS anticipates addressing in Federal Fiscal Year 2014:

**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.

**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. Maine strives to increase the reliability and consistency of the program data.

**Police Traffic Services:** The program goal is to reduce motor vehicle collisions through selective enforcement, education and deterrence. This 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.

**Distracted Driving:** This program area has become a major concern nationwide. There is a significant need for education and awareness in this area, and MeBHS has been developing projects and promoting safe driving behavior through statewide media markets. In September 2011, the Maine Legislature passed a no texting while driving law that prohibits a person from operating a motor vehicle while engaging in text messaging.



## 2014 PERFORMANCE TARGETS & COUNTERMEASURE PROJECTS

Projects listed on the following pages are planned for implementation in FFY 2014. These projects have been developed using a data driven approach to address specific program area problems.





## ADMINISTRATION

The Planning and Administration program area includes those activities and costs necessary for the overall management and operations of the MeBHS. These activities include (but are not limited to):

- Identifying the state's significant traffic safety problems
- Prioritizing problems and developing methods for distribution of funds
- Developing the annual Highway Safety Plan and Annual Report
- Recommending individual grants for funding
- Developing planned grants
- Monitoring grants
- Evaluating grant progress and accomplishments
- Preparing a variety of program and grant reports
- Conducting grantee performance reviews
- Increasing public awareness and community support
- Participating on various traffic safety committees and task forces
- Generally promoting and coordinating traffic safety in Maine
- Creating public awareness campaigns and providing staff spokespersons for all national and state campaigns, including Child Passenger Safety Week, Drive Sober or Get Pulled Over, Teen Driver Week, etc.
- Conducting trainings for applicable grant personnel

### Performance Targets

It is the goal of the Administration program to provide the management, supervision, and support services for the activities necessary to operate the traffic safety program in Maine. The performance measures to support this goal include:

- Developing a coordinated Highway Safety Plan to submit to NHTSA by July 1
- Providing documentation on qualifications for specially funded incentive programs
- Developing, coordinating, monitoring and administratively evaluating traffic safety grants identified in the HSP
- Submitting an annual performance report to NHTSA by December 31
- Utilizing all available means for improving and promoting the mission of the MeBHS

## II. PROJECTS

Project Number: 2014-14PA01

Project Title: Operation of the Program

Project Description: This project will fund staff salaries and expenses incurred that are directly related to the planning, development, coordination, monitoring, auditing, and evaluation of the MeBHS's programs, grants, and grant sub-recipients. Funds are used for expenses related to the operation of the office such as: advertising, rent, office supplies, postage, printing, and GHSA dues. This task also funds staff attendance and participation in committees, trainings (TSI Courses), meetings (LEA's Chief committee meetings), in state monitoring of LEA's, and conferences related to the MeBHS's mission. Time certification records are completed on a monthly basis by staff who are funded through this project. Records are kept on file in the MeBHS office and are available upon request.

Project Cost: \$352,074.00 S.402

## II. PROJECTS CONT'D

Project Number: 2014-14PA02

Project Title: Grants Management System

Project Description: One of MeBHS's primary functions is to provide grant funds to sub recipients who can have an immediate impact in their community in a specific priority program area. MeBHS is also responsible for the proper management of federal funds.

Funds for this project will support the development and implementation of a web based grants management system. A web based system will streamline the submission process for subgrant applications, reimbursement requests, and supporting documentation. The MeBHS will be moving from a Microsoft Access based system to a web based system via the state RFP process. Potential vendors have provided estimates for the cost of a new system; those estimates guided this project cost.

MeBHS is currently in the RFP process for this system and has reviewed and rejected the first group of proposals submitted. MeBHS will be re-submitting an RFP for a second group of proposals. Implementation of a new grants management system should take place in 2014.

Project Cost: \$350,000.00 S.402

Grantee: Maine Bureau of Highway Safety will contract with selected vendor.



## IMPAIRED DRIVING

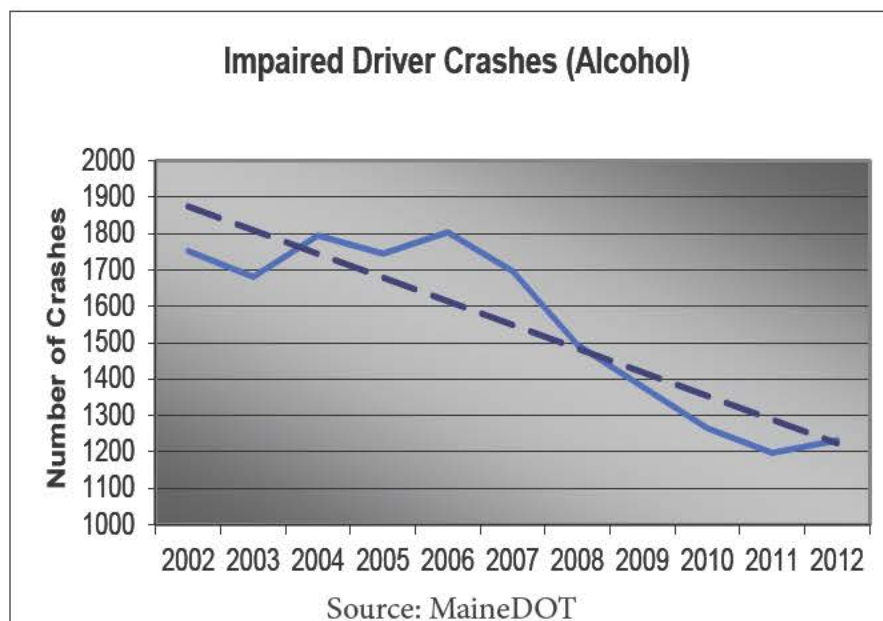
Maine's alcohol-related fatalities were 60% of all fatalities during the mid-1970's to 1980 but improved to a level of around 20% in 2002-2003. Since then, the percent of alcohol-related fatalities has risen slightly above 30% to 36% in 2012. The recent fatality trend reflects an overall increase.

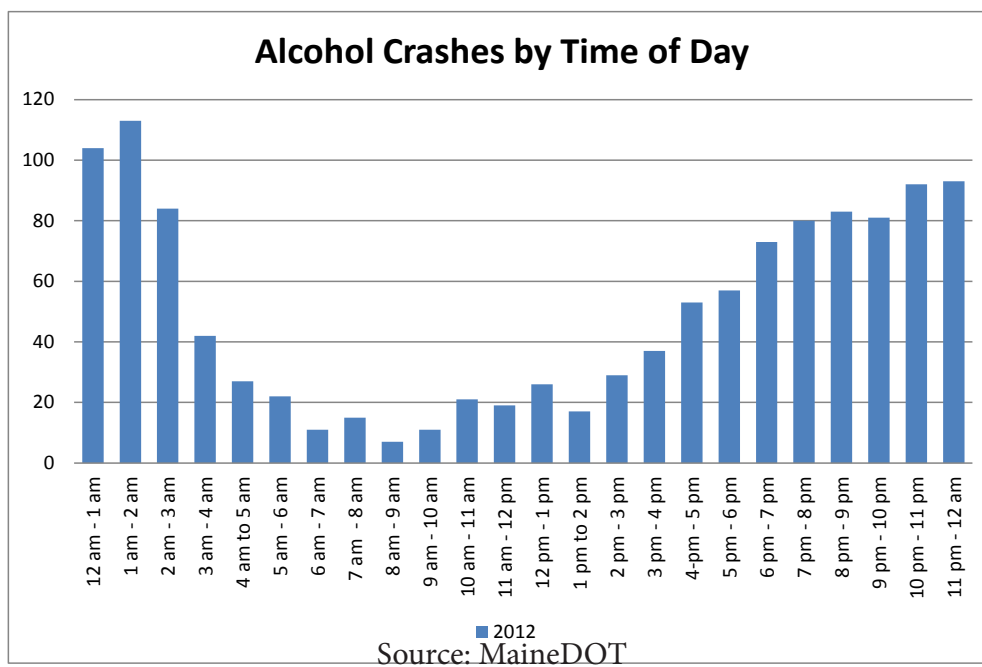
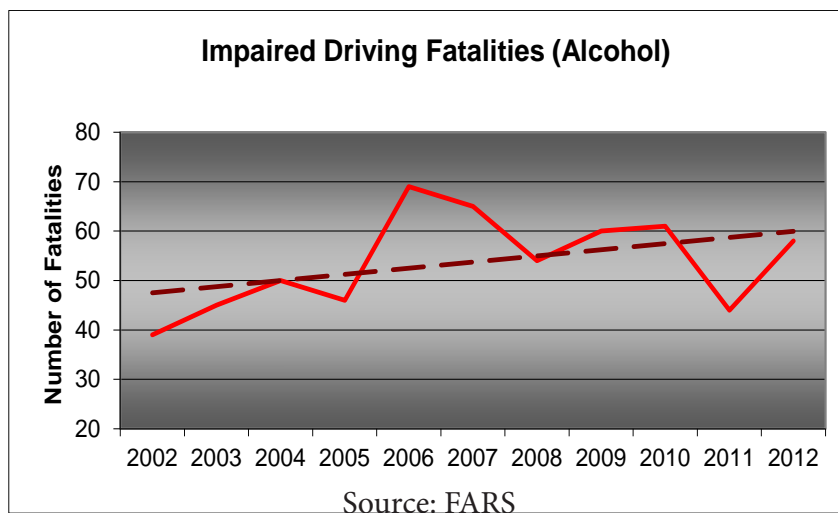
In 2012, Maine had 58 alcohol-related fatalities and 45 of these fatalities involved drivers with a Blood Alcohol Content (BAC) of .08 or higher. Maine is slightly below the FARS (Fatality Analysis Reporting System) national rate of 32% (2008). Attention also needs to be focused on drug-impaired drivers.



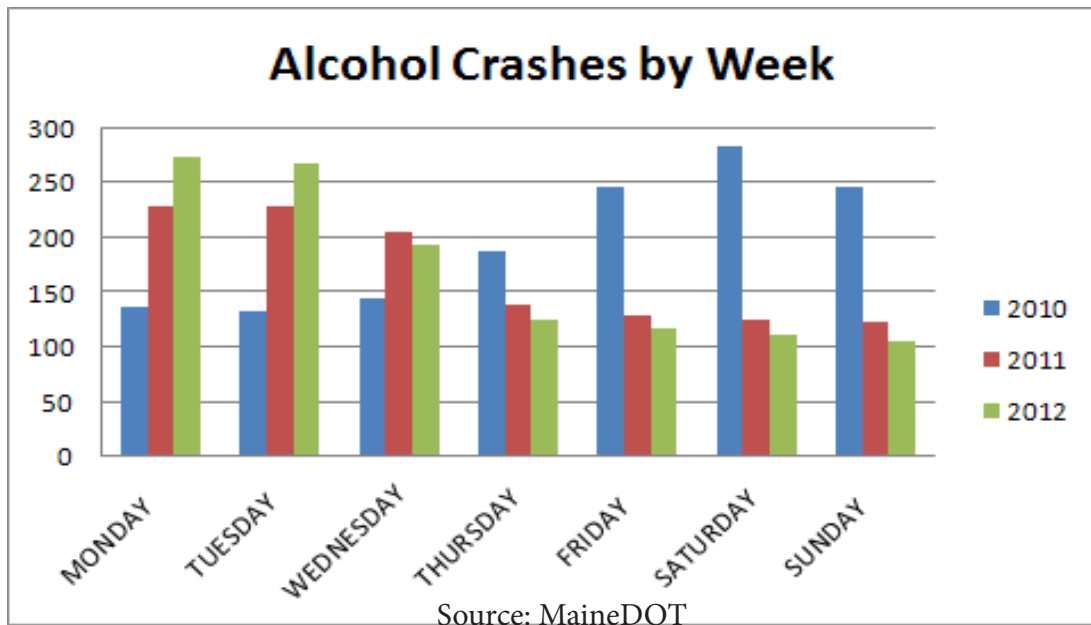
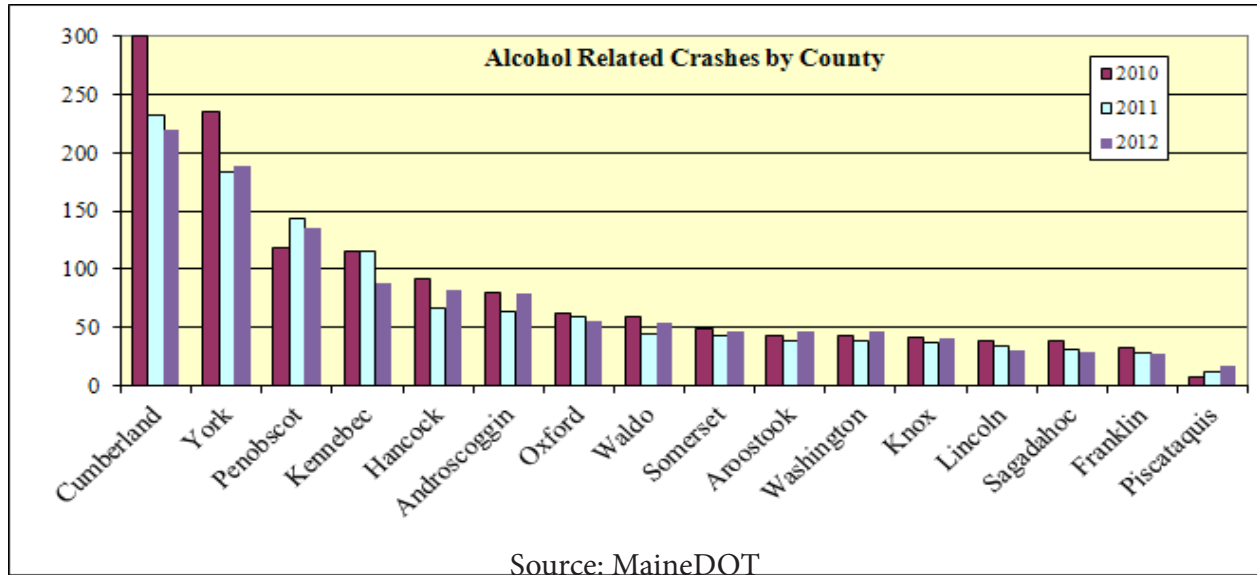
Crashes involving impaired driving have seen a steady decrease since 2002, but the recent increase in impaired driving fatalities has prompted the MeBHS to offer a yearlong Impaired Driving Enforcement Campaign. Maine data demonstrates that almost every county has seen a decrease in impaired driving over the last three years. With the help of MaineDOT crash data we have noticed an increase of impaired driving crashes during the days of Monday – Wednesday. Offering a yearlong campaign allows our law enforcement partners to combat impaired driving all year and on the days where we have seen an increased concentration of crashes. Our data even though it generally shows a decrease in impaired driving crashes the greatest area of concern lies within our southern region of the State of Maine. Our southern area of concern remains Cumberland and York counties. MeBHS with the help of our Regional Impaired Driving Task Force Teams consisting of law enforcement partners in Cumberland and York County conduct focused saturation patrols and sobriety checkpoints to create an increased presence in these counties. Saturation patrols along with sobriety checkpoints is a proven countermeasure outlined in the “Countermeasures That Work, Seventh Edition” published by NHTSA.

## II. PERFORMANCE MEASURE: C5 ALCOHOL IMPAIRED DRIVING FATALITIES











### III. PERFORMANCE TARGET

-To decrease alcohol impaired (BAC=.08+) driving fatalities by 5% from the 5 year average for 2006-2010 of 45.6 to 43.3 by December 31, 2014. This target is consistent with the current SHSP.

**Progress** - The five year average from 2008-2012 for alcohol impaired (BAC=.08+) driving fatalities is 38.

### IV. COUNTERMEASURE PROJECTS

Project Number: 2014-14AL

Project Title: Program Management and Operations

Project Description: Costs under this program area include salaries, travel (examples include TSI training courses, in state travel to monitor sub-grantees, LEA Chief committee meetings) for highway safety coordinators and/or program managers, clerical support personnel and operating costs (printing, supplies, state indirect rate, and postage) directly related to this program, such as program development, coordination, monitoring, evaluation, public education and marketing, auditing and training.

Project Cost: \$300,000.00 S.402

Project Number: 2014-14K8PA

Project Title: S.410 Planning & Administration

Project Description: Costs under this program area include salaries, travel (examples include TSI training courses, in state travel to monitor sub-grantees, LEA Chief committee meetings) for highway safety coordinators and/or program managers, clerical support personnel and operating costs (printing, supplies, state indirect rate, and postage) directly related to this program, such as program development, coordination, monitoring, evaluation, public education and marketing, auditing and training.

Project Cost: \$257,646.00 S.410

Project Number: 2014-14AL

Project Title: Zero Tolerance Enforcement

Project Description: Project numbers will be assigned after contracts with LEA's are awarded. Maine has a zero-tolerance law of .00 for drivers under the age of 21. Violators will have their drivers' license suspended or revoked. Zero-tolerance laws can be enforced on regular patrol or on special patrols directed at times and areas when young impaired drivers may be present. Enforcement will require moderate costs for appropriate training and publicity. This enforcement plan requires continuous follow up. It is the intention of MeBHS to monitor the successes of the grant as it is being conducted to conclude if any modifications need to be implemented in order to have a successful grant period in which the LEA is producing results. Maine data shows that:

- Out of the 13 <21 drivers that lost their lives 46% were alcohol related in 2012.
- Statistics from the Office of The Secretary of State shows more than 550 arrests between the ages of 15 and 20 for OUI
- Enforcement and publication of zero tolerance laws have been proven effective in reducing underage drinking and driving.

Project Cost: \$378,000.00 - \$100,000.00 S.402, \$200,000.00 S.410, \$78,000.00 S.405d

Participating Agencies: Unknown until RFP issued.



## IV. COUNTERMEASURE PROJECTS CONT'D

Project Number: 2014-14AL

Project Title: Regional Impaired Driving Task Force Teams

Project Description: Funds will support overtime costs and supplies necessary to continue to support the enforcement efforts by the Cumberland County and York County Regional Impaired Driving Enforcement (RIDE) Teams. Teams of approximately 20 officers are necessary to conduct the proposed enforcement details. The Regional Teams will conduct numerous saturation patrols and sobriety checkpoints in selected locations (using crash data) throughout their jurisdiction. Regional Impaired Driving Enforcement Teams consists of these law enforcement agencies located in Cumberland and York Counties: Yarmouth PD, Bridgton PD, Brunswick PD, Kennebunk PD, York County Sheriffs Department, Saco PD, York PD, North Berwick PD, Freeport PD, Cumberland PD, Westbrook PD, South Portland PD, Gorham PD, Ogunquit PD, Scarborough PD, Falmouth PD, Windham PD, Maine State Police, Cumberland County Sheriffs Department, Portland PD, Cape Elizabeth PD. The enforcement details will be run from the spring through the fall of 2014. Location of details will be determined by the program coordinator based on crash and fatal data analysis. This enforcement plan requires continuous follow up. It is the intention of MeBHS to monitor the successes of the grant as it is being conducted to conclude if any modifications need to be implemented in order to have a successful grant period in which the LEA is producing results.

Project Cost: \$100,000.00 - \$50,000.00 S.402, \$50,000.00 S.410

Grantee: MeBHS, funds will reimburse the participating Cumberland and York county LEA's listed above.

Project Number: 2014-14AL

Project Title: Breath Alcohol Testing Vehicle

Project Description: Funds will support the procurement of a new mobile command unit that will assist Maine law enforcement in their dedicated efforts to combat impaired driving. This mobile unit will work with the RIDE Teams. Procurement will be completed using the State procurement rules for capital equipment. No purchase will be made without written approval from NHTSA. Research has been completed by the Law Enforcement Liaison and MeBHS to ensure the best unit for our state.

Project Cost: \$497,000.00 - \$350,000.00 S.410, \$147,000.00 S.405d

Grantee: MeBHS

Project Number: 2014-14AL

Project Title: Traffic Safety Resource Prosecutor

Project Description: A Traffic Safety Resource Prosecutor (TSRP) facilitates a coordinated, multi-disciplinary approach to the prosecution of traffic crimes including alcohol/drug-impaired driving. The addition of a TSRP as a partner with the MeBHS would benefit prosecutors and law enforcement agencies throughout the state by providing training, education, and technical support in traffic crimes and safety issues.

Funds would support a full time TSRP who will assist Maine law enforcement and prosecutors in the prosecution of impaired driving-related crimes. The person in this position may be selected from the state's RFP process. MeBHS has discussed this position with the Maine Attorney General's Office, but the current state budget situation has prevented placement of an individual. MeBHS continues to explore opportunities for this position.

Project Cost: \$175,000.00 S.410

Grantee: MeBHS



## IV. COUNTERMEASURE PROJECTS CONT'D

Project Number: 2014-14AL

Project Title: Impaired Driving High Visibility Enforcement Campaigns

Project Description: Project numbers will be assigned after contracts with LEA's are awarded. Funding for this project will support overtime costs for law enforcement agencies to participate in impaired driving enforcement details and checkpoints during the August 2014 NHTSA National High Visibility Enforcement and Education Campaigns and throughout FFY 2014. Agencies will focus enforcement efforts on data driven locations and times. Agencies will be awarded grants based on alcohol related crash data provided by the MaineDOT. Agencies in the counties with the highest alcohol related crashes receive larger grant awards. This enforcement plan requires continuous follow up. It is the intention of MeBHS to monitor the successes of the grant as it is being conducted to conclude if any modifications need to be implemented in order to have a successful grant period in which the LEA is producing results.

Project Cost: \$1,000,000.00 - \$130,000.00 S.402, \$645,00.00 S.410, \$225,000.00 S.405d

Participating Agencies: Listed below.

Project #	Subgrantee	Budget		Project #	Subgrantee	Budget
	ANDROSCOGGIN CTY SHERIFF'S DEPT	10,000.00			MACHIAS PD	10,000.00
	AROOSTOOK CTY SHERIFF'S DEPT	5,000.00			MADAWASKA POLICE DEPT	5,000.00
	ASHLAND POLICE DEPT	5,000.00			MADISON POLICE DEPT	5,000.00
	AUBURN POLICE DEPT	10,000.00			MAINE STATE POLICE	150,000.00
	AUGUSTA POLICE DEPT	10,000.00			MECHANIC FALLS PD	5,000.00
	BAILEYVILLE POLICE DEPT	5,000.00			MEXICO TOWN POLICE DEPT	5,000.00
	BANGOR POLICE DEPT	10,000.00			MILBRIDGE POLICE DEPT	5,000.00
	BAR HARBOR POLICE DEPT	5,000.00			MILLINOCKET POLICE DEPT	5,000.00
	BATH POLICE DEPT	5,000.00			MILO POLICE DEPT	5,000.00
	BELFAST PD	5,000.00			MONMOUTH POLICE DEPT	5,000.00
	BERWICK POLICE DEPT	5,000.00			MT DESERT POLICE DEPT	5,000.00
	BIDDEFORD POLICE DEPT	10,000.00			NEWPORT PD	5,000.00
	BOOTHBAY HARBOR TOWN OF	5,000.00			NO BERWICK POLICE DEPT	5,000.00
	BREWER POLICE DEPT	10,000.00			NORWAY POLICE DEPT	5,000.00
	BRIDGTON POLICE DEPT	5,000.00			OAKLAND POLICE DEPT	5,000.00
	BROWNVILLE PD	5,000.00			OGUNQUIT PD	5,000.00
	BRUNSWICK POLICE DEPT	5,000.00			OLD ORCHARD BEACH POLICE DEPT	5,000.00
	BUCKSPORT POLICE DEPT	5,000.00			OLD TOWN POLICE DEPT	5,000.00
	BUXTON POLICE DEPT	5,000.00			ORONO POLICE DEPT	5,000.00
	CALAIS POLICE DEPT	5,000.00			OXFORD CTY SHERIFF'S DEPT	5,000.00
	CAMDEN POLICE DEPT	5,000.00			OXFORD POLICE DEPT	5,000.00
	CAPE ELIZABETH POLICE DEPT	10,000.00			PARIS POLICE DEPT	5,000.00
	CARIBOU POLICE DEPT	5,000.00			PENOBSCOT CTY SHERIFF'S DEPT	10,000.00
	CARRABASSETT VALLEY POLICE DEPT	5,000.00			PENOBSCOT INDIAN NATION	5,000.00
	CLINTON POLICE DEPT	5,000.00			PISCATAQUIS CTY SHERIFF'S DEPT	5,000.00
	CUMBERLAND CTY SHERIFF'S DEPT	20,000.00			PITTSFIELD PD	5,000.00
	CUMBERLAND POLICE DEPT	20,000.00			PORTLAND POLICE DEPT	20,000.00
	DAMARISCOTTA POLICE DEPT	5,000.00			PRESQUE ISLE POLICE DEPT	5,000.00
	DEXTER POLICE DEPT	5,000.00			RANGELEY POLICE DEPT	5,000.00
	DIXFIELD POLICE DEPT	5,000.00			RICHMOND POLICE DEPT	5,000.00
	DOVER-FOXCROFT POLICE DEPT	5,000.00			ROCKLAND POLICE DEPT	5,000.00
	E MILLINOCKET POLICE DEPT	5,000.00			ROCKPORT POLICE DEPT	5,000.00
	EASTPORT PD	5,000.00			RUMFORD POLICE DEPT	5,000.00
	ELIOT POLICE DEPT	10,000.00			SABATTUS POLICE DEPT	5,000.00
	ELLSWORTH POLICE DEPT	10,000.00			SACO POLICE DEPT	5,000.00
	FAIRFIELD POLICE DEPT	10,000.00			SAGADAHOC CTY SHERIFF'S DEPT	5,000.00
	FALMOUTH POLICE DEPT	10,000.00			SANFORD POLICE DEPT	5,000.00
	FARMINGTON POLICE DEPT	5,000.00			SCARBOROUGH POLICE DEPT	5,000.00
	FORT FAIRFIELD POLICE DEPT	5,000.00			SEARSPORT POLICE DEPT	5,000.00
	FORT KENT POLICE DEPT	5,000.00			SKOWHEGAN POLICE DEPT	5,000.00
	FRANKLIN SHERIFF'S DEPT	10,000.00			SO BERWICK POLICE DEPT	5,000.00
	FREEPORT POLICE DEPT	5,000.00			SO PORTLAND POLICE DEPT	10,000.00
	FRYEBURG POLICE DEPT	5,000.00			SOMERSET CTY SHERIFF'S DEPT	5,000.00
	GARINDER POLICE DEPT	10,000.00			SOUTHWEST HARBOR POLICE DEPT	5,000.00
	GORHAM POLICE DEPT.	10,000.00			THOMASTON PD	5,000.00



#### IV. COUNTERMEASURE PROJECTS CONT'D

GOULDSBORO POLICE DEPT.	10,000.00		TOPSHAM POLICE DEPT	10,000.00
GREENVILLE POLICE DEPT.	5,000.00		VAN BUREN POLICE DEPT	5,000.00
HALLOWELL POLICE DEPT	10,000.00		VASSALBORO PD	5,000.00
HAMPDEN POLICE DEPT	5,000.00		VEAZIE POLICE DEPT	5,000.00
HANCOCK CTY SHERIFF'S DEPT	10,000.00		WALDO CTY SHERIFF'S DEPT	5,000.00
HOULTON POLICE DEPT	5,000.00		WALDOBORO PD	5,000.00
JAY POLICE DEPT	5,000.00		WASHINGTON CTY SHERIFF'S DEPT	5,000.00
KENNEBEC CTY SHERIFF'S DEPT	10,000.00		WATERVILLE POLICE DEPT	10,000.00
KENNEBUNK POLICE DEPT	5,000.00		WELLS POLICE DEPT	10,000.00
KENNEBUNKPORT POLICE DEPT	10,000.00		WESTBROOK POLICE DEPT	10,000.00
KITTERY POLICE DEPT	10,000.00		WILTON POLICE DEPT	5,000.00
KNOX CTY SHERIFF'S DEPT	5,000.00		WINDHAM POLICE DEPT	5,000.00
LEWISTON POLICE DEPT	10,000.00		WINSLOW POLICE DEPT	5,000.00
LIMESTONE POLICE DEPT	5,000.00		WINTHROP POLICE DEPT	5,000.00
LINCOLN CTY SHERIFF'S DEPT	10,000.00		WISCASSET PD	5,000.00
LINCOLN TOWN POLICE DEPT	5,000.00		YARMOUTH POLICE DEPT	10,000.00
LISBON POLICE DEPT	5,000.00		YORK CNT SHERIFF'S DEPT	20,000.00
LIVERMORE FALLS POLICE DEPT	5,000.00		YORK POLICE DEPT	20,000.00
			Total	1,000,000.00

Project Number: 2014-14AL

Project Title: Evidence Investigator Analyzer Equipment

Project Description: The Maine Department of Health and Human Services' Health and Environmental Testing Laboratory is tasked with toxicology drug screening and testing for the detection of illicit or other drugs in OUI and forensic cases. Currently, blood drug tests must be performed out of state. The Evidence Investigator Analyzer Equipment uses a computerized process to test for many drugs at one time. The Evidence Investigator Analyzer Equipment would allow for more thorough, efficient, and reliable testing in state for drugs and alcohol in Maine, which could lead to an increase in successful prosecution of impaired driving cases and, therefore, could decrease the overall occurrence of impaired driving in Maine and the overall costs of out of state testing. No purchase will be made without written approval from NHTSA.

Project Cost: \$150,000.00 S.410

Grantee: MeBHS/MeDHHS

Project Number: 2014-14AL

Project Title: Specialized Law Enforcement Training

Project Description: Funds will support specialized training, travel and/or materials for state, local, and county law enforcement in the area of Standardized Field Sobriety Testing, drug recognition and blood draws in the campaign against driving under the influence of drugs and alcohol. Funds will also support travel expenses for the yearly national drug recognition expert conference.

Project Cost: \$104,772 - \$36,432.00 S.402, \$68,340.00 S.410

Grantee: MeBHS



## IV. COUNTERMEASURE PROJECTS CONT'D

Project Number: 2014-14AL

Project Title: Prosecutors Conference DRE Training Expenses

Project Description: Funds will support the travel expenses (flight tickets, lodging, meals, transportation) of two instructors to the 2014 Maine Prosecutors Conference to provide DRE Training to Maine DRE prosecutors. The training will be organized with the National District Attorney Association, National Traffic Law Center, and New England Traffic Safety Resource Prosecutors.

Project Cost: \$10,000.00 S.410

Grantee: MeBHS

Project Number: 2014-14AL

Project Title: OUI Traffic Enforcement Equipment

Project Description: Project numbers will be assigned after contracts with LEA's are awarded. Funding will support the procurement of in-cruiser video cameras to assist Law Enforcement in the detection and prosecution of impaired drivers. No equipment in excess of \$5,000.00 will be purchased without approval in writing by NHTSA. Once MeBHS makes a decision on the specific in-cruiser video camera to be purchased the Bureau will relay that information to NHTSA. Participating LEA's provide a cash match.

Project Cost: \$1,500,000.00 - \$1,000,000.00 S.410, \$500,000.00 S.405d

Participating Agencies: Will be determined at later date after RFP is issued.





# OCCUPANT PROTECTION & CHILD PASSENGER SAFETY

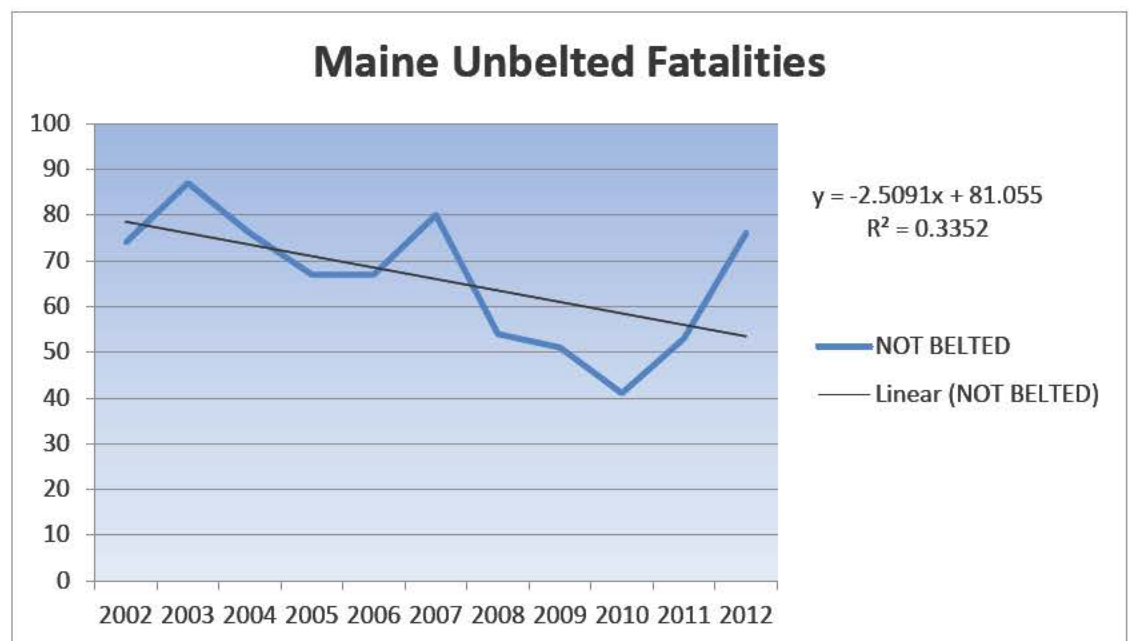
In 2008, Maine's seat belt usage rate peaked at 83%. In the years following there was a gradual decline in the observed use of seat belts. However, in 2012 the seat belt usage rate increased to the highest rate on record. The 2012 seat belt usage rate stands at 84.4%. This is slightly below the national average of 86%.

The overall goal of Maine's Occupant Protection Program is to increase safety belt use for all occupants, thereby decreasing deaths and injuries resulting from unrestrained motor vehicle crashes. In 2011, 53 occupants were unrestrained, representing nearly 50% of fatalities involving motor vehicles.

In 2012 unrestrained occupant fatalities increased to 76, representing 61% of fatalities involving motor vehicles.

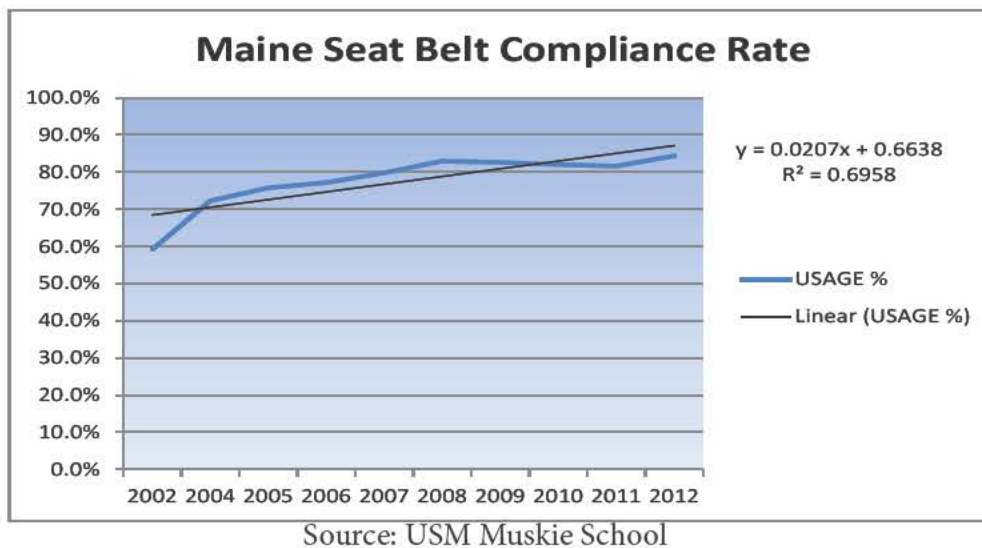


## II. PERFORMANCE MEASURE: C4 # OF UNRESTRAINED PASSENGER VEHICLE OCCUPANT FATALITIES



Source: FARS





Source: USM Muskie School

### III. PERFORMANCE TARGET

- Increase statewide seat belt compliance by 2% from the 2009 survey results from 82.6% to 84.3% by December 31, 2014.

**Progress** - The statewide seat belt compliance rate according to 2012 survey results was 84.4%.

- Reduce unrestrained vehicle occupant fatalities by 5% from the 5 year average of 62.6 for 2005-2009 to 59.5 by December 31, 2014. (see SHSP)

**Progress** - The five year average from 2008-2012 for unrestrained vehicle occupant fatalities was 55.

### IV. COUNTERMEASURE PROJECTS

Project Number: 2014-14OP

Project Title: Program Management and Operations

Project Description: Costs under this program area include salaries, travel (examples include TSI training courses, in state travel to monitor sub-grantees, LEA Chief committee meetings) for highway safety coordinators and/or program managers, clerical support personnel and operating costs (printing, supplies, state indirect rate, and postage) directly related to this program, such as program development, coordination, monitoring, evaluation, public education and marketing, auditing and training.

Project Cost: \$300,000.00 S.402

Grantee: MeBHS

Project Number: 2014-14OP

Project Title: Seat Belt Education Position

Project Description: This full-time 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 includes: Convincer demonstrations (riders and people watching); Rollover demonstrations; and the use of the Highway Safety Display at colleges, health fairs, and community centers etc. This program reaches close to 4,000 Maine citizens each year and provides education to all Maine school grades K-12, private business and state agencies. This position has been filled by the Request for Proposal and contract process and has been proven to be our most effective tool for reaching school age children from pre-K through 12 grade. The position is evaluated each year to determine effectiveness based on the number of Maine citizens educated on the use of seat belts and the number of requests that we receive for this service.

Project Cost: \$100,000.00 S.402

Grantee: Atlantic Partner, EMS





## IV. COUNTERMEASURE PROJECTS CONT'D

Project Number: 2014-14OP

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 used in the promotion of education. No equipment in excess of \$5,000.00 will be purchased without express approval in writing by NHTSA.

Project Cost: \$75,000.00 S.402

Grantee: MeBHS

Project Number: 2014-14OP

Project Title: Click it or Ticket High Visibility Enforcement Campaign

Project Description: Project numbers will be assigned after contracts with LEA's are awarded. Funds will support dedicated overtime costs associated with daytime and nighttime enforcement and education for the 2014 NHTSA May Click It or Ticket High Visibility Enforcement Campaign. This is a NHTSA required project. Funds will support efforts to increase the seat belt usage rate and decrease unbelted passenger fatalities. Agencies will be awarded grants as outlined below. This enforcement plan requires continuous follow up. It is the intention of MeBHS to monitor the successes of the grant as it is being conducted to conclude if any modifications need to be implemented in order to have a successful grant period in which the LEA is producing results.

Project Cost: \$297,490.00 - \$128,204.00 S.402, \$169,286.00 S.405

Participating Agencies: Refer to list below for participating LEA's.

Project #	Subgrantee	Budget		Project #	Subgrantee	Budget
	ANDROSCOGGIN CTY SHERIFF'S DEPT	3,000.00			MACHIAS PD	
	AROOSTOOK CTY SHERIFF'S DEPT	3,000.00			MADAWASKA POLICE DEPT	3,000.00
	ASHLAND POLICE DEPT	3,000.00			MADISON POLICE DEPT	
	AUBURN POLICE DEPT	3,000.00			MAINE STATE POLICE	30,490.00
	AUGUSTA POLICE DEPT	3,000.00			MECHANIC FALLS PD	3,000.00
	BAILEYVILLE POLICE DEPT				MEXICO TOWN POLICE DEPT	3,000.00
	BANGOR POLICE DEPT	3,000.00			MILBRIDGE POLICE DEPT	3,000.00
	BAR HARBOR POLICE DEPT	3,000.00			MILLINOCKET POLICE DEPT	3,000.00
	BATH POLICE DEPT	3,000.00			MILO POLICE DEPT	3,000.00
	BELFAST PD				MONMOUTH POLICE DEPT	3,000.00
	BERWICK POLICE DEPT	3,000.00			MT DESERT POLICE DEPT	
	BIDDEFORD POLICE DEPT	3,000.00			NEWPORT PD	
	BOOTHBAY HARBOR TOWN OF				NO BERWICK POLICE DEPT	3,000.00
	BREWER POLICE DEPT				NORWAY POLICE DEPT	3,000.00
	BRIDGTON POLICE DEPT	3,000.00			OAKLAND POLICE DEPT	3,000.00
	BROWNVILLE PD				OGUNQUIT PD	
	BRUNSWICK POLICE DEPT	3,000.00			OLD ORCHARD BEACH POLICE DEPT	3,000.00
	BUCKSPORT POLICE DEPT	3,000.00			OLD TOWN POLICE DEPT	3,000.00
	BUXTON POLICE DEPT	3,000.00			ORONO POLICE DEPT	3,000.00
	CALAIS POLICE DEPT				OXFORD CTY SHERIFF'S DEPT	3,000.00
	CAMDEN POLICE DEPT				OXFORD POLICE DEPT	3,000.00
	CAPE ELIZABETH POLICE DEPT	3,000.00			PARIS POLICE DEPT	
	CARIBOU POLICE DEPT	3,000.00			PENOBSCOT CTY SHERIFF'S DEPT	3,000.00
	CARRABASSETT VALLEY POLICE DEPT				PENOBSCOT INDIAN NATION	
	CLINTON POLICE DEPT	3,000.00			PISCATAQUIS CTY SHERIFF'S DEPT	3,000.00
	CUMBERLAND CTY SHERIFF'S DEPT	3,000.00			PITTSFIELD PD	
	CUMBERLAND POLICE DEPT	3,000.00			PORTLAND POLICE DEPT	3,000.00
	DAMARISCOTTA POLICE DEPT	3,000.00			PRESQUE ISLE POLICE DEPT	3,000.00
	DEXTER POLICE DEPT	3,000.00			RANGELEY POLICE DEPT	
	DIXFIELD POLICE DEPT	3,000.00			RICHMOND POLICE DEPT	3,000.00
	DOVER-FOXCROFT POLICE DEPT				ROCKLAND POLICE DEPT	3,000.00
	E MILLINOCKET POLICE DEPT	3,000.00			ROCKPORT POLICE DEPT	3,000.00

## IV. COUNTERMEASURE PROJECTS CONT'D

EASTPORT PD			RUMFORD POLICE DEPT	3,000.00
ELIOT POLICE DEPT	3,000.00		SABATTUS POLICE DEPT	3,000.00
ELLSWORTH POLICE DEPT	3,000.00		SACO POLICE DEPT	3,000.00
FAIRFIELD POLICE DEPT			SAGADAHOC CTY SHERIFF'S DEPT	3,000.00
FALMOUTH POLICE DEPT	3,000.00		SANFORD POLICE DEPT	3,000.00
FARMINGTON POLICE DEPT	3,000.00		SCARBOROUGH POLICE DEPT	3,000.00
FORT FAIRFIELD POLICE DEPT	3,000.00		SEARSPORT POLICE DEPT	3,000.00
FORT KENT POLICE DEPT	3,000.00		SKOWHEGAN POLICE DEPT	
FRANKLIN SHERIFF'S DEPT	3,000.00		SO BERWICK POLICE DEPT	3,000.00
FREEPORT POLICE DEPT	3,000.00		SO PORTLAND POLICE DEPT	3,000.00
FRYEBURG POLICE DEPT			SOMERSET CTY SHERIFF'S DEPT	
GARDINER POLICE DEPT	3,000.00		SOUTHWEST HARBOR POLICE DEPT	3,000.00
GORHAM POLICE DEPT.	3,000.00		THOMASTON PD	
GOULDSBORO POLICE DEPT.	3,000.00		TOPSHAM POLICE DEPT	3,000.00
GREENVILLE POLICE DEPT.			VAN BUREN POLICE DEPT	
HALLOWELL POLICE DEPT			VASSALBORO PD	
HAMPDEN POLICE DEPT			VEAZIE POLICE DEPT	3,000.00
HANCOCK CTY SHERIFF'S DEPT	3,000.00		WALDO CTY SHERIFF'S DEPT	
HOULTON POLICE DEPT	3,000.00		WALDOBORO PD	
JAY POLICE DEPT	3,000.00		WASHINGTON CTY SHERIFF'S DEPT	3,000.00
KENNEBEC CTY SHERIFF'S DEPT	3,000.00		WATERVILLE POLICE DEPT	
KENNEBUNK POLICE DEPT	3,000.00		WELLS POLICE DEPT	
KENNEBUNKPORT POLICE DEPT	3,000.00		WESTBROOK POLICE DEPT	3,000.00
KITTERY POLICE DEPT	3,000.00		WILTON POLICE DEPT	3,000.00
KNOX CTY SHERIFF'S DEPT	3,000.00		WINDHAM POLICE DEPT	3,000.00
LEWISTON POLICE DEPT	3,000.00		WINSLOW POLICE DEPT	3,000.00
LIMESTONE POLICE DEPT			WINTHROP POLICE DEPT	3,000.00
LINCOLN CTY SHERIFF'S DEPT	3,000.00		WISCASSET PD	
LINCOLN TOWN POLICE DEPT			YARMOUTH POLICE DEPT	3,000.00
LISBON POLICE DEPT	3,000.00		YORK CNT SHERIFF'S DEPT	3,000.00
LIVERMORE FALLS POLICE DEPT	3,000.00		YORK POLICE DEPT	3,000.00
			Total	297,490.00

Project Number: 2014-14OP

Project Title: Unbelted Teen Enforcement Project

Project Description: Project numbers will be assigned after contracts with LEA's are awarded. Grant funds will be awarded to Law Enforcement agencies to enforce the Primary Belt Law day and night in areas where teens congregate. Maine has continued to see an increase in unbelted young driver (16-24) fatalities. Maine experienced an all-time low in 2012 with only 3 out of the 28 young drivers killed in car crashes wearing their seat belt. Young driver seat belt compliance also continues to be a problem throughout the country with a compliance rate of 80% in 2008 (NHTSA). MeBHS has teamed with the MaineDOT and the Maine Violations Bureau to focus on unbelted young drivers. The intention will be to determine areas in the State of Maine with the lowest young driver seat belt compliance and higher unbelted fatalities. MeBHS will grant Teen Seat Belt enforcement funds to LEA's that respond to our RFP. This is a proven countermeasure to increase teen belt compliance. This enforcement plan requires continuous follow up. It is the intention of MeBHS to monitor the successes of the grant as it is being conducted to conclude if any modifications need to be implemented in order to have a successful grant period in which the LEA is producing results.

Project Cost: \$300,00.00 S.402

Participating Agencies: Unknown until RFP issued



## IV. COUNTERMEASURE PROJECTS CONT'D

Project Number: 2014-14OP

Project Title: Parental Education Program

Project Description: Includes education to parents regarding teen seat belt usage. Research shows that parental involvement and influence is still a major factor in teen decision making. In partnership with the Teen Driver Safety Committee (comprised of members from agencies throughout the State of Maine including Maine Department of Health and Human Services, Maine Bureau of Highway Safety, Maine Bureau of Motor Vehicles, MaineDOT, and The Maine State Police) and Alliance Sports Marketing the Parental Education Program has been developed in order to increase a parents role in their young child's driving habits. A parent's role in teaching and managing young drivers has been outlined in the "Countermeasures That Work Seventh Edition" as an effective way to teach and educate young drivers. In collaboration with Alliance Sports Marketing an electronic survey designed to measure parent's awareness of young driver safety issues in the State of Maine has been developed to be utilized at Alliance Sports Marketing events. After completing the survey parents will be given an informational handout highlighting young driver safety issues in the State of Maine and ways they can help decrease young driver fatalities and injuries on Maine roads. The survey will gauge the effectiveness of the project allowing us to determine how many individual parents were touched.

Project Cost: \$75,000.00 S.402

Grantee: MeBHS

Project Number: 2014-14CP

Project Title: Child Safety Seats for Distribution Sites

Project Description: Funding for this project will support new child safety seats, supplies and materials, for Maine income eligible families through distribution sites. Approximately 1,500 safety seats are distributed each year to income eligible families. The top 5 distribution sites in the State of Maine include: Downeast Community Hospital in Machias, Eastern Maine Medical Center in Bangor, Waldo Community Action Partners in Belfast, Central Maine Medical Center in Lewiston, and Gorham Fire Department in Gorham. The aforementioned distribution site locations are in high population, low income areas in east, central, western, and southern Maine regions. The northern half of the State of Maine is lesser populated, but has a well distributed representation of CPS educators providing car seat distribution and education.

Project Cost: \$148,372.00 - \$110,056.00 S.402, \$4,997.00 S.405b, \$33,319.00 S.2011

Grantee: MeBHS

Project Number: 2014-14OP

Project Title: Annual Observational Seat Belt Survey

Project Description: Funds will support the sole service contract with the University of Southern Maine, Muskie School for the MeBHS annual observational and attitudinal surveys.

Project Cost: \$200,00.00 - \$10,082.00 S.402, \$189,918.00 S.405d

Grantee: University of Southern Maine Muskie School





## IV. COUNTERMEASURE PROJECTS CONT'D

Project Number: 2014-14CP

Project Title: CPS Online Child Safety Seat Distribution Tracking Database

Project Description: Funds will support an online distribution database to track program use. Child safety seat and recipient information will be entered into an online database that will be inter-connected among all distribution site locations. The database will be used to track recipient program use and ensure program accountability from program misuse. The database will also offer comprehensive service to site users throughout the recipients' use history. It will also provide a consistent means of service and data will be able to be populated for sites to understand the societal impact they are helping to provide. This should eliminate potential for distribution fraud and provide the state with a better mechanism for tracking need.

Project Cost: \$75,000.00 S.402

Grantee: MeBHS

Project Number: 2014-14CP

Project Title: Child Passenger Safety Technician and Instructor Training

Project Description: Funds will support the training and recertification for new, current, and expired technicians and instructors. Having well trained technicians has been proven to increase education of occupant protection safety to children, parents, guardians and caregivers. The Bureau anticipates 4 certification trainings for FFY2014. There has been expressed interest in northern, eastern and southern Maine. Potential training locations are at the Union EMS in the eastern region, the Regional Transportation Program in South Portland, located in southern Maine, and at an undetermined location in the northern region. The remaining training location may be at Franklin Memorial Hospital in Farmington in the west or centrally located in Brunswick at the Brunswick Fire Department.

Project Cost: \$78,837.00 S.2011

Grantee: MeBHS

Project Number: 2014-14CP

Project Title: CPS Biennial Conference Planning

Project Description: Funds will support planning and costs for the 2015 conference and technical roundtable meeting to provide training, education and networking for CPS Technicians and Instructors. Speakers will be sought to discuss CPS topics that appeal to technicians acting in law enforcement, fire, and the medical communities as well as other aspects. CEU's will be offered for sessions, seat check event will be organized to coincide, and awards will be granted for exceptional work in CPS in Maine. Conference locations will be offered in north, central, and southern areas of the State of Maine on a rotational basis. Location will be based on accessibility to transportation and size of accommodations. This will support our structure of trained and qualified technicians and help to keep our percentage of technicians from declining by offering necessary Continuing Education Units (CEU) and training opportunities.

Project Cost: \$10,000.00 S.402

Grantee: MeBHS



## IV. COUNTERMEASURE PROJECTS CONT'D

Project Number: 2014-14CP

Project Title: Child Passenger Safety Roving Instructor Program

Project Description: Funds will support one instructor to travel to sites on an as needed basis to provide seat sign-offs for technicians that have been unable to attend seat check events. CPS Coordinator will monitor technician expiration dates and contact technicians that are close to expiration. Those technicians that have a few remaining seats for sign-off will have the option to meet with an instructor. Technicians will be asked to coincide appointments with instructor seat sign-offs for a best case scenario. Travel time will not be paid for sign-offs but mileage and time working with the technician will be reimbursed. Instructors will be sought for their geographic location to technicians in their area. CPS Coordinator will monitor technician expiration dates and contact technicians that are close to expiration. Those technicians that have few remaining seats for sign-off will have the option to meet with an instructor or technician proxy. Technicians will be asked to coincide appointments with instructor seat sign offs for a best case scenario. Travel time will not be paid for sign offs, but mileage and time working with the technician will be reimbursed. Instructors will be sought for their geographic location to technicians in their area. There are technician proxies available in the north, east, and west regions of the State of Maine to assist technicians that need assistance with car seat sign offs. There are also several instructors available in the central and southern regions of the State of Maine for technicians needing assistance with car seat sign offs.

Project Cost: \$35,000.00 S.2011

Grantee: MeBHS

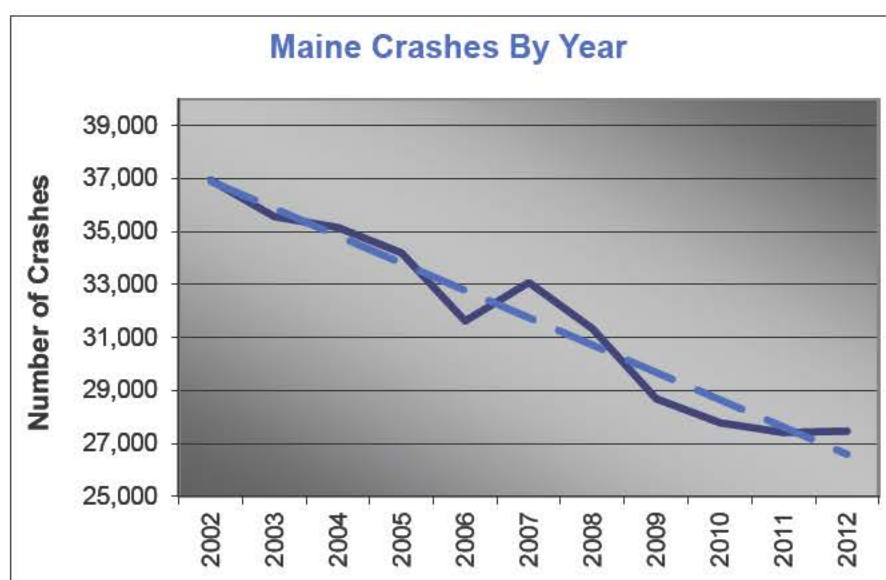


## TRAFFIC RECORDS

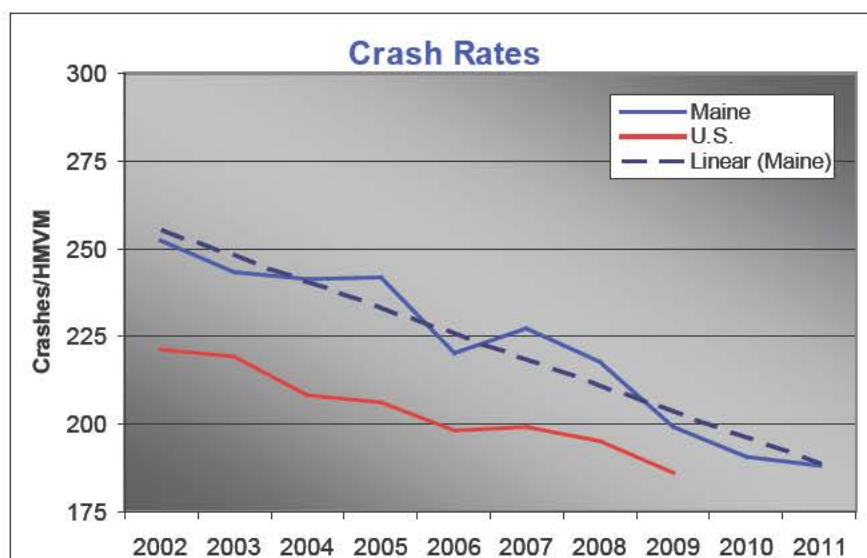
A complete traffic records program is necessary for planning, problem identification, operational management or control, and evaluation of a state's highway safety activities. The MeBHS and its partners collect and use traffic records data to identify highway safety problems, problem areas, to select the best possible countermeasures, and to evaluate the effectiveness of these efforts. The role of traffic records in highway safety has been substantially increasing since the creation of the Federal Section 408 grant program under SAFETEA-LU and continues under S.405c under MAP-21.

Traffic records and traffic safety data form the decision-making basis for the setting of policy and the selection of projects and programs to improve the safety of our state's highways. Gathering, processing and reporting all data pertaining to the traffic safety activities in an accurate and timely fashion is a primary objective of the MeBHS.

### II. PERFORMANCE MEASURE: C1-C10



Source: MaineDOT



Source: MaineDOT



## Section 408 Interim Progress Report

State: Maine Report Date: 6/18/2013 Submitted by: Maine EMS

## Regional Reviewer:

System to be Impacted	Injury Surveillance / EMS OTHER specify:	
Performance Area(s) to be Impacted	Accuracy OTHER specify:	
Performance Measure used to track Improvement(s)	Narrative Description of the Measure <b>EMS Accuracy - The percentage of EMS patient care reports with no errors in critical data elements.</b>  <b>Maine EMS continues to improve the EMS Run Reporting system's NEMSIS business rules and minimum requirements. This has resulted in fewer critical errors in the EMS Run Report data and has resulted in improved accuracy of the EMS Run Report data.</b>	
Relevant Project(s) in the State's Strategic Plan	Title, number and strategic Plan page reference for each Traffic Records System improvement project to which this performance measure relates  <b>ME-P-00001-Electronic Collection of EMS Run Report Data</b>	
Improvement(s) Achieved or Anticipated	Narrative of the Improvement(s) <b>For the baseline period there were 264,761 total reports with 228,102 that passed NEMSIS business rules (86.2%); for the current performance period there were 272,658 total reports with 255,884 that passed (93.8%) providing an increase of 7.6%.</b>	
Specification of how the Measure is calculated / estimated	Narrative Description of Calculation / Estimation Method <b>Calculate the percentage of reports that did not have critical errors from the baseline period of April 1, 2011 through March 31, 2012 compared to the current performance period of April 1, 2012 through March 31, 2013. A critical error occurs when an EMS Run Report did not pass NEMSIS business rules and minimum requirements.</b>	
Date and Baseline Value for the Measure	<u>Baseline Date</u> <b>31-MAR-12</b>	<u>Baseline Value</u> <b>86.2</b>
Date and Current Value for the Measure	<u>Current Measurement Date</u> <b>31-MAR-13</b>	<u>Current Measurement Value</u> <b>93.8</b>
Regional Reviewer's Conclusion	Check one <input type="checkbox"/> Measurable performance improvement <i>has</i> been documented <input type="checkbox"/> Measurable performance improvement <i>has not</i> been documented <input type="checkbox"/> Not sure	
If "has not" or "not sure": What remedial guidance have you given the State?		

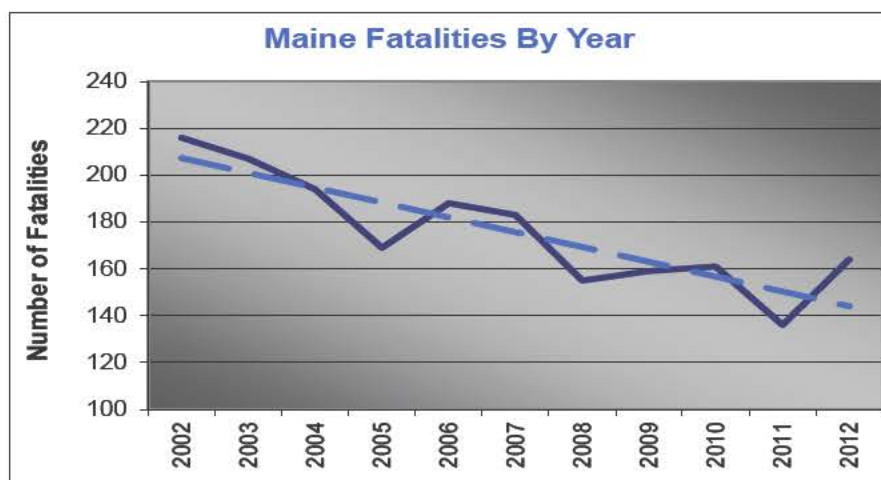


## Section 408 Interim Progress Report

State: Maine Report Date: 6/18/2013 Submitted by: Lauren Stewart  
Regional Reviewer:

System to be Impacted	Crash		
Performance Area(s) to be Impacted	Timeliness		
Performance Measure used to track Improvement(s)	Narrative Description of the Measure <b>Crash Timeliness - The average number of days from the crash date to the date the crash report is entered into the crash database within a period determined by the State.</b>		
Relevant Project(s) in the State's Strategic Plan	Title, number and strategic Plan page reference for each Traffic Records System improvement project to which this performance measure relates  <b>ME-P-00006-Maine Crash Reporting System Upgrade</b>		
Improvement(s) Achieved or Anticipated	Narrative of the Improvement(s)		
Specification of how the Measure is calculated / estimated	Narrative Description of Calculation / Estimation Method <b>All numbers in this performance measure are limited to Maine State Police crash reports.</b>  <b>The average number of days from the crash date to the date the crash report is entered into the crash database using a baseline period of June 1, 2011 to May 31, 2012 and a current period of June 1, 2012 to May 31, 2013. Note 1: Both the baseline and current periods are limited to reports entered into the database by June 15, 2012 (baseline) and June 15, 2013 (current).</b>		
Date and Baseline Value for the Measure	<table><tr><td><u>Baseline Date</u> 31-MAY-12</td><td><u>Baseline Value</u> 8.3</td></tr></table>	<u>Baseline Date</u> 31-MAY-12	<u>Baseline Value</u> 8.3
<u>Baseline Date</u> 31-MAY-12	<u>Baseline Value</u> 8.3		
Date and Current Value for the Measure	<table><tr><td><u>Current Measurement Date</u> 31-MAY-13</td><td><u>Current Measurement Value</u> 8</td></tr></table>	<u>Current Measurement Date</u> 31-MAY-13	<u>Current Measurement Value</u> 8
<u>Current Measurement Date</u> 31-MAY-13	<u>Current Measurement Value</u> 8		
Regional Reviewer's Conclusion	Check one <input type="checkbox"/> Measurable performance improvement <i>has</i> been documented <input type="checkbox"/> Measurable performance improvement <i>has not</i> been documented <input type="checkbox"/> Not sure		
If "has not" or "not sure": What remedial guidance have you given the State?			





Source: FARS

### III. PERFORMANCE TARGET

The goal of Maine's Traffic Records Coordinating Committee (TRCC) is to continue to develop a comprehensive traffic records system that provides timely, complete, accurate, uniform, integrated and accessible traffic records data, so that we may analyze and address our highest priority traffic safety issues. These data are needed to identify priorities for traffic safety programs, evaluate the effectiveness of such efforts, link state data systems and improve our ability to recognize trends. Pages 49 and 50 are excerpts from our TRCC progress reports used to measure progress and goals within our program.

### IV. COUNTERMEASURE PROJECTS

Maine's TRCC partners have made significant progress in improving Maine's traffic records systems. These successes include:

- Completed statewide deployment of Maine's Electronic EMS Run Report System (all services have been required to submit electronically as of 4/1/09). Ongoing training and data quality improvement efforts continue.
- Bureau of Motor Vehicles (BMV) continued migration of business functions to a new computer system
- BMV completed the electronic transfer of registration data from municipalities project which resulted in improved efficiencies and reduction in submission times
- BMV's Online Rapid Renewal Registration system was upgraded to register trailer fleets and additional municipalities began using the online system
- Maine Crash Report Form was redesigned based on MMUCC Revision 3 which will result in a significant increase in MMUCC compliance for Maine's crash data
- Maine's Crash Reporting System technology upgrade was deployed in January of 2011. This upgrade allows for the capture of more information including specific causes for distraction.

#### Future Strategies

Future projects have been identified in the State's approved Traffic Records Plan for 2014. Those projects include funding for collection of electronic citation data, a Maine specific CODES project and public access to crash records and data analysis. In order to continue to be eligible to receive federal funds for traffic data and records purposes, the State must undergo traffic records assessments every five years. Maine's Traffic Records Assessment was conducted April 25-29, 2011. A copy of the final assessment report is available upon request.



## IV. COUNTERMEASURE PROJECTS CONT'D

The State of Maine TRCC has identified and prioritized 14 projects selected to resolve the deficiencies identified in the strategic plan (see S.405c plan). The committee agreed on the prioritization and funding at the TRCC meeting held on June 12, 2013.

The State of Maine TRCC prioritized projects based on their ability to: improve data quality in the core traffic records data systems, bring existing efforts currently underway to completion, make measurable progress toward the end goals of the TRCC and the Sections 405c programs using the performance areas (timeliness, consistency, completeness, accuracy, accessibility, and integration), and increase MMUCC and NEMSIS compliance.

The project priority is as follows:

ME-P-00001	Electronic Collection of EMS Run Report Data
ME-P-00003	FTP data from Municipal systems to the BMV database
ME-P-00004	Online Registration Renewal
ME-P-00006	MCRS Update
ME-P-00007	BMV Crash XML Update
ME-P-00008	INFORME Crash Form Web Service
ME-P-00009	Traffic Records Data Warehouse
ME-P-00010	EMS Public Access and Data Mining
ME-P-00011	E-Citation
ME-P-00014	Maine Codes
ME-P-00015	Public Access Reports - Traffic
ME-P-00020	CODES EMS Linkage
ME-P-00022	Registration Barcode
ME-P-00023	Barcode Scanners/Training

S.408 / S.405c



## PROJECT PRIORITIZATION AND BUDGET

The State of Maine TRCC reviewed each system's deficiencies and developed goals, projects, and tasks to address the deficiencies identified during the April 29, 2011 Traffic Records Assessment. As a result of this review, the State of Maine TRCC has identified and prioritized the 14 projects listed in the table below.

### State of Maine TRCC FFY 2014 Budget

Project ID	Project Title	Source
2014-14TR	Program Management & Operations	\$10,000.00 S.402
ME-P-00001	Electronic Collection of EMS Run Report Data	\$250,000.00 S.408 \$50,000.00 S.402
ME-P-00003	FTP data from Municipal systems to the BMV database	
ME-P-00004	Online Registration Renewal	
ME-P-00006	MCRS Update	\$245,857.00 S.402 \$158,250.00 S.408 \$95,893.00 S.402
ME-P-00007	BMV Crash XML Update	
ME-P-00008	INFORME Crash Form Web Service	
ME-P-00009	Traffic Records Data Warehouse	
ME-P-00010	EMS Public Access and Data Mining	
ME-P-00011	E-Citation	\$200,000.00 S.408 \$500,000.00 S.405c
ME-P-00014	Maine CODES	\$100,000.00 S.408
ME-P-00015	Public Access Reports - Traffic	\$600,000.00 S.408
ME-P-00020	CODES EMS Linkage	
ME-P-00022	Registration Barcode	
ME-P-00023	Barcode Scanners/Training	
Total		\$2,210,000.00

\*Please see the states Traffic Records Strategic Plan (S.405c) for more information located in Appendix 2 of the HSP.



## POLICE TRAFFIC SERVICES

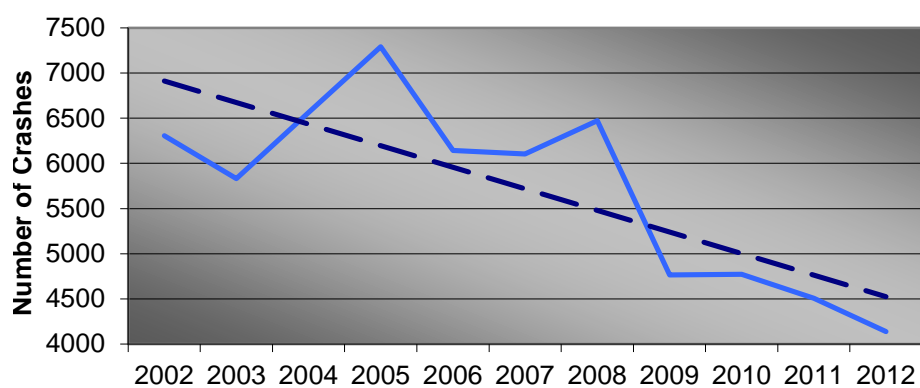
Combating speed, aggressive driving, operating after suspension, and other unsafe driving habits as well as offering programs to law enforcement agencies to support their traffic enforcement efforts are an integral part of MeBHS's effort to make Maine roads safer. The biggest concern with excessive speed is that it often leads to other driver errors and serious injuries. Adjusting speed for weather-related road conditions is also a problem.

MeBHS is working with Maine law enforcement agencies to fund dedicated overtime details to combat the rise of speeders and unsafe driving behaviors on Maine roads. Enforcement and proper unsafe driver detection equipment can be effective means of improving driver behavior.



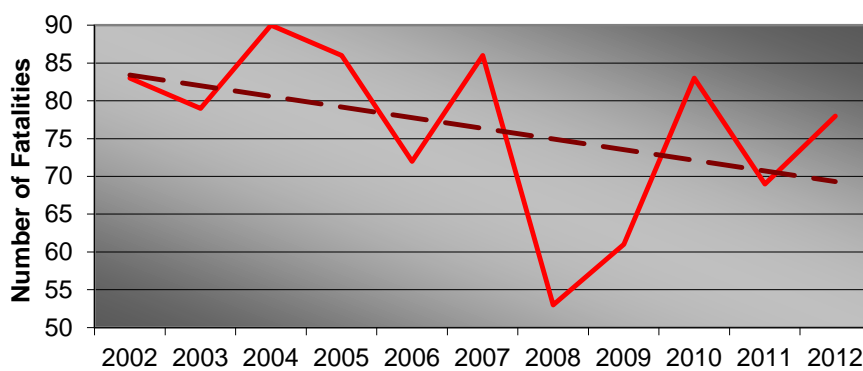
## II. PERFORMANCE MEASURE: C-6 REDUCE # OF SPEEDING-RELATED FATALITIES

**Maine Illegal/Unsafe Speed Crashes**



Source: MaineDOT

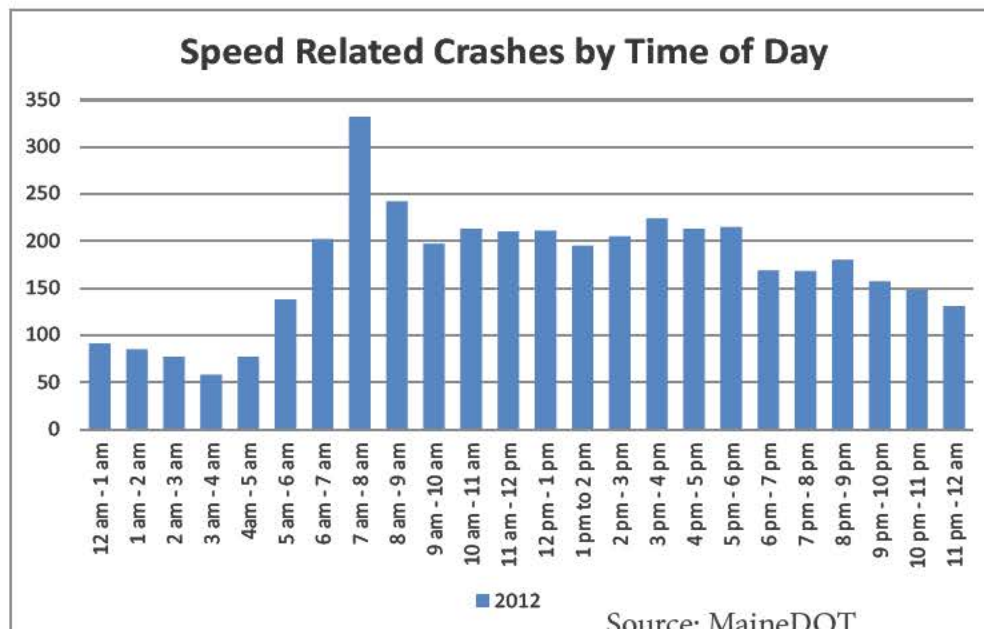
**Maine Illegal/Unsafe Speed Fatalities**



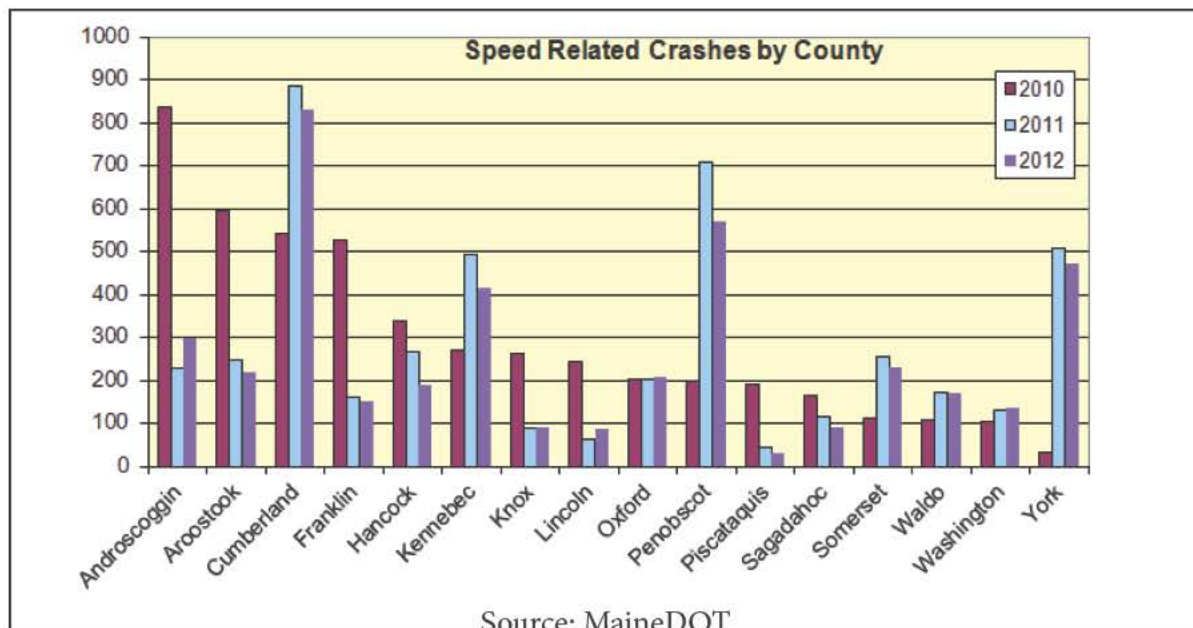
Source: FARS



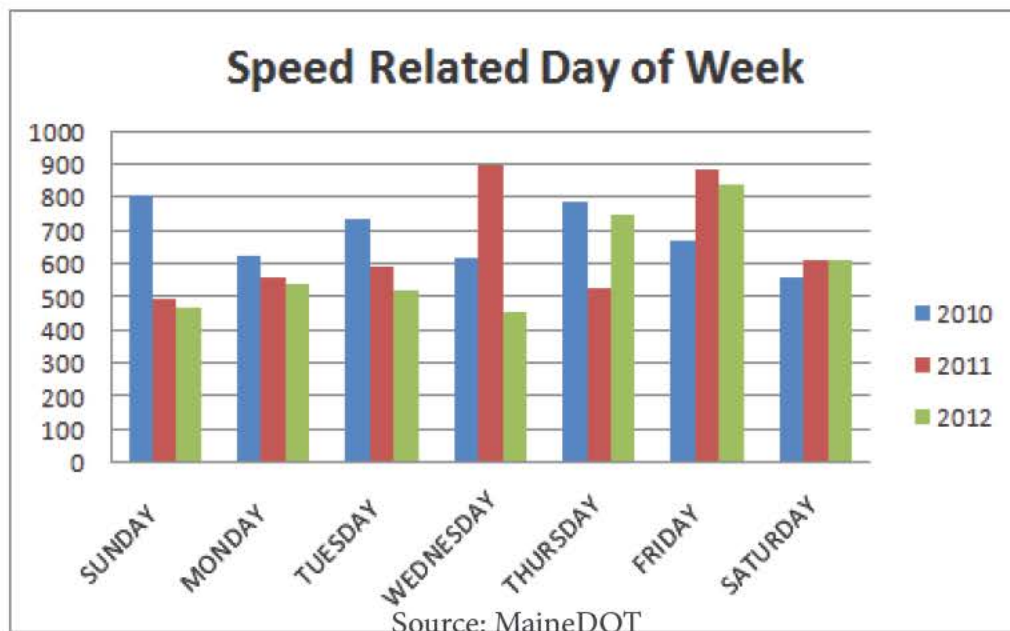




Source: MaineDOT



Source: MaineDOT



Source: MaineDOT



### III. PERFORMANCE TARGET

To decrease speeding related fatalities by 5% from the 5 year average of 69.4 for 2005-2009 to 66 by December 31, 2014. (SHSP)

**Progress** - The five year average from 2008-2012 for speeding related fatalities was 68.8.

### IV. COUNTERMEASURE PROJECTS

Project Number: 2014-14PT

Project Title: Program Management and Operations

Project Description: Costs under this program area include salaries, travel (examples include TSI training courses, in state travel to monitor sub-grantees, LEA Chief committee meetings) for highway safety coordinators and/or program managers, clerical support personnel and operating costs (printing, supplies, state indirect rate, and postage) directly related to this program, such as program development, coordination, monitoring, evaluation, public education and marketing, auditing and training.

Project Cost: \$300,000.00 S.402

Grantee: MeBHS

Project Number: 2014-14PT

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

Project Description: The MeBHS will survey LEA's to determine what traffic safety equipment is most needed and then will utilize the state RQS process to select the traffic safety equipment. Equipment may include items such as radars, portable printers and other items necessary for traffic enforcement. No equipment in excess of \$5,000.00 will be purchased without separate approval in writing by NHTSA. Participating LEA's provide a cash match. Project numbers will be assigned after contracts with LEA's are awarded.

Project Cost: \$800,000.00 S.402

Grantee: MeBHS

Project Number: 2014-14PT

Project Title: Maine State Police SAFE Program

Project Description: Funds will support Maine State Police troops and the air wing unit in conducting SAFE (Strategic Area Focused Enforcement) dedicated overtime speed details in designated high crash locations. This is a data driven approach to statewide speed enforcement by 8 troops of the Maine State Police.

Project Cost: \$150,000.00 S.402

Grantee: Maine State Police

Project Number: 2014-14PT

Project Title: Law Enforcement Liaison

Project Description: The role of a Law Enforcement Liaison includes serving as the liaison between the law enforcement community and key partners and the MeBHS; encouraging increased participation by law enforcement in HVE campaigns; encouraging the use of DDACTS and other proven countermeasures and evaluation measures; soliciting input from MeBHS partners on programs and equipment needed to impact priority program areas. Funding for this project will support contracted Law Enforcement Liaison costs including hourly wage and related travel expenses.

Project Cost: \$113,452.00 S.402

Grantee: MeBHS



Project Number: 2014-14PT

Project Title: Speed Enforcement Campaign

Project Description: According to the latest 2012 version of the Maine Strategic Highway Safety Plan speed-related crashes account for 19% of the total crashes and 42% of the total fatalities in the State of Maine and out of the 28,000 crashes we experience in Maine 6,100 crashes are cited with speed as a factor. Our data clearly highlights specific problem areas including Cumberland, Kennebec, Penobscot, York, Somerset, Waldo, and Washington counties. Our 2014 Speed Campaign focuses on decreasing the speed-related crashes in those areas by partnering with law enforcement agencies from those counties. Other specific towns like Auburn PD, Augusta PD, Caribou PD, Ellsworth PD, Lewiston PD, Farmington PD, Presque Isle PD, Topsham PD, Waterville PD, Oxford County Sheriffs Office represent specific speed problems based on review of 2013 Maine speed-related crash data. Focusing our efforts in the areas of greatest concern will allow us to make the most significant difference in speed-related crashes. This process also demonstrates our ongoing partnership with the SHSP and our ability to work with other departments in order to develop our projects for our HSP. Agencies will be awarded \$10,000.00. Project numbers will be assigned after contracts with LEA's are awarded. This enforcement plan requires continuous follow up. It is the intention of MeBHS to monitor the successes of the grant as it is being conducted to conclude if any modifications need to be implemented in order to have a successful grant period in which the LEA is producing results.

Project Cost: \$350,000 S.402

Participating Agencies:

Project #	Subgrantee	Budget
	Auburn PD	14,000.00
	Augusta PD	14,000.00
	Bangor PD	14,000.00
	Biddeford PD	14,000.00
	Brunswick PD	14,000.00
	Caribou PD	14,000.00
	Ellsworth PD	14,000.00
	Kennebunk PD	14,000.00
	Lewiston PD	14,000.00
	Falmouth PD	14,000.00
	Farmington PD	14,000.00
	Freeport PD	14,000.00
	Gorham PD	14,000.00
	Presque Isle PD	14,000.00
	Scarborough PD	14,000.00
	Skowhegan PD	14,000.00
	South Portland PD	14,000.00
	Topsham PD	14,000.00
	Waterville PD	14,000.00
	Somerset County Sheriff's Office	14,000.00
	Oxford County Sheriff's Office	14,000.00
	Penobscot County Sheriff's Office	14,000.00
	Kennebec County Sheriff's Office	14,000.00
	Androscoggin County Sheriff's Office	14,000.00
	Cumberland County Sheriff's Office	14,000.00
	Total	350,000.00

## DISTRACTED DRIVING

Distracted Driving has received heightened public and media attention recently with a general knowledge that driving does demand full time attention. As mobile technology evolves at a breakneck pace, more and more people rightly fear and recognize that distracted driving – texting, e-mails, phone calls and more – is a growing threat on the road.

Often it is difficult to accurately collect this information at the crash scene since drivers won't always volunteer what led to the crash. Nonetheless driver inattention is a major contributor to highway crashes. The National Highway Traffic Safety Administration estimates that at least 25% of police-reported crashes involve some form of driver inattention.

The goal is to reduce distracted driving-related fatalities by 10% from 33 in 2010 to 29.7 by 2014 (SHSP). In order to achieve this goal, the Bureau will continue to raise public awareness of the dangers of distracted driving through education targeted to the state's high school via school safety resource officers, safety events, specialized enforcement and educational materials. NHTSA estimates that at least 25% of police-reported crashes involve some form of driver inattention. In Maine, the concern for this growing health epidemic has caused for immediate education to promote safe and attentive driving. In 2009, Maine enacted a distracted driving law that includes this definition, ““Operation of a motor vehicle while distracted” means the operation of a motor

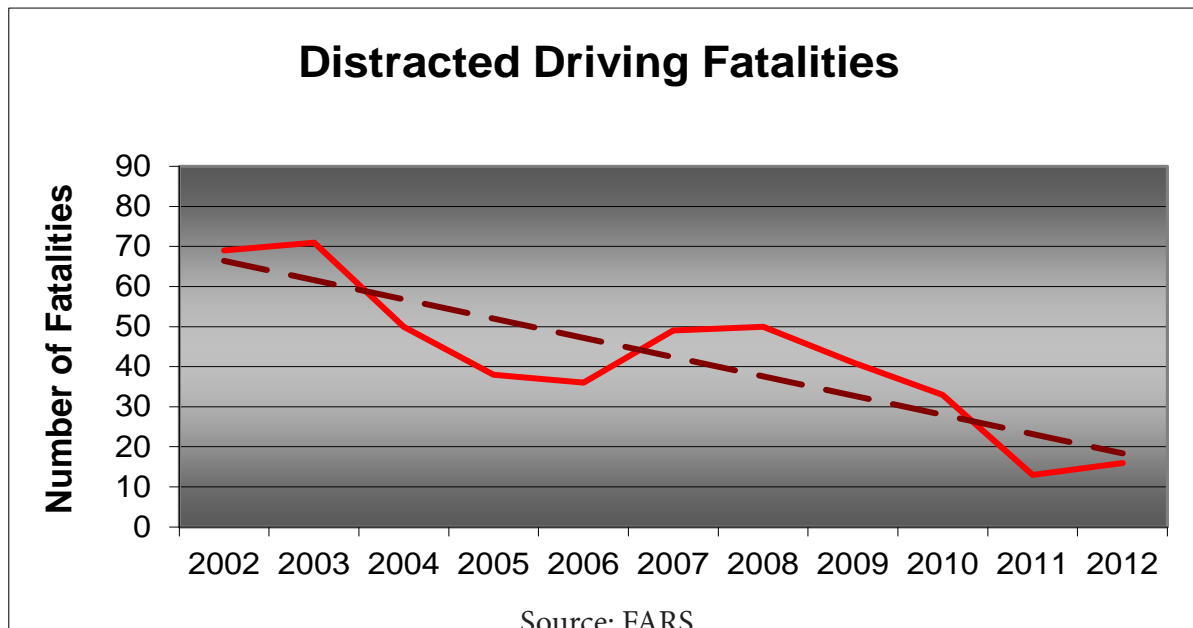
vehicle by a person who, while operating the vehicle, is engaged in an activity:

- (1) That is not necessary to the operation of the vehicle; and
- (2) That actually impairs, or would reasonably be expected to impair, the ability of the person to safely operate the vehicle

In addition to this legislature, in 2011, Maine passed a primary texting ban which states that Person may not operate a motor vehicle while engaging in text messaging. Title 29A, 2119. According to AAA Northern New England, 94% of Maine drivers support these new laws banning texting and driving.

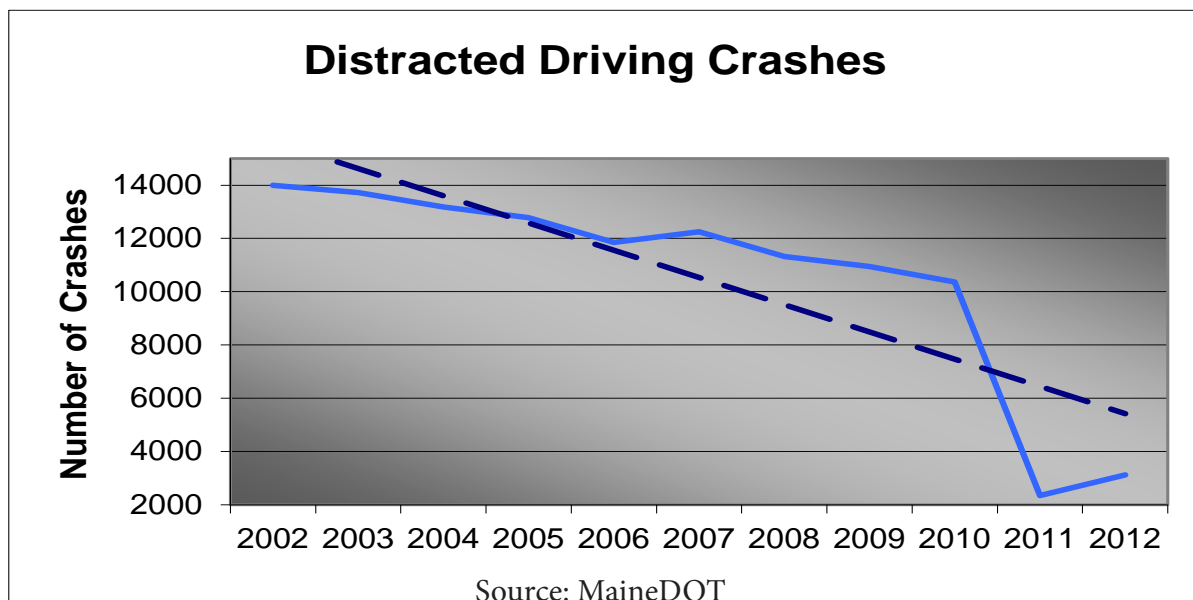


## II. PERFORMANCE MEASURE: C1-C3



Note: Reduction in crash and fatality numbers does not necessarily reflect any true improvement in the Distracted Driving crash factor. Two aspects have likely impacted these results:

1. Crash reporting change in 2011: the former Apparent Contributing Factor 'Driver inattention – distraction' has changed to 4 very specific elements for 'Driving Distracted'.
2. Increased laws and related fines related to distracted driving can result in drivers being more reluctant to self-report on distracted activities.



## III. PERFORMANCE TARGET

-Reduce distracted driving-related fatalities by 10% from 33 in 2010 to 29.7 by 2014. (SHSP)

**Progress: Distracted driving-related fatalities totaled 16 in 2012.**





## IV. COUNTERMEASURE PROJECTS

Project Number: 2014-14DD

Project Title: Program Management and Operations

Project Description: Costs under this program area include salaries, travel (examples include TSI training courses, in state travel to monitor sub-grantees, LEA Chief committee meetings) for highway safety coordinators and/or program managers, clerical support personnel and operating costs (printing, supplies, state indirect rate, and postage) directly related to this program, such as program development, coordination, monitoring, evaluation, public education and marketing, auditing and training.

Project Cost: \$25,000.00 S.402

Grantee: MeBHS

Project Number: 2014-14DD

Project Title: Simulated Distracted Driving Education

Project Description: Funds will support materials necessary for educating all Maine drivers about the dangers of distracted driving, including texting while driving. This project includes use of the MeBHS's distracted driving simulators, safety presentations and marketing materials. The project is geared towards pre-permitted and newly permitted teens at middle schools and high schools. This project is merged with the Teen Driver Awareness program. The funds will also support MeBHS staff to go to safety days presented by different workplaces to speak about the dangers of distracted driving as it relates to the workplace. The funds will also be used to purchase educational and promotional items to support the MeBHS's efforts.

Project Cost: \$25,000.00 S.405e 1st Year Texting Ban

Grantee: MeBHS

Project Number: 2014-14DD

Project Title: Distracted Driving Poster Project

Project Description: "Who's Next Don't Text" Posters will be printed and distributed to local police departments, middle and high schools, workplaces and community venues to educate the general public, new drivers and employees on the dangers of distracted driving. This idea was developed by a young driver from Maine who drafted the poster and asked the Maine State Police to utilize the poster for Distracted Driving education. The Maine State Police and The Bureau feel it is important to encourage our young drivers to be involved in the process of changing driver behavior and this fits the ultimate goal of changing driver behavior and reducing the number of serious and fatal crashes associated with driving while distracted.

Project Cost: \$15,000.00 S.405e 1st Year Texting Ban

Grantee: Maine State Police



Project Number: 2014-14DD

Project Title: Distracted Driving Video Produced by Kennebunk Police Department

Project Description: Funds will support the production of an educational distracted driving video. This video will be produced by local teens and the Kennebunk Police Department to help combat and raise awareness of the dangers of distracted driving and young drivers.

Project Cost: \$10,000.00 Ford Driving Skills For Life GHSA





Project Number:2014-14DD

Project Title: Distracted Driving Enforcement

Project Description: Project numbers will be assigned after contracts with LEA's are awarded. Driver distraction is a major contributor to highway crashes. High visibility enforcement has been shown to change driver behavior through programs such as "Click It or Ticket". The MeBHS will conduct a comprehensive review of 2012 distracted driving crash and fatal data to devise a statewide enforcement campaign. The agencies below have been identified to participate in a pilot project.

Cost: \$175,000.00 S.402

Participating Agencies:

Project #	Subgrantee	Budget
	Maine State Police	100,000.00
	Portland PD	18,750.00
	Bangor PD	18,750.00
	Kennebec SO	18,750.00
	Penobscot SO	18,750.00
	Total	175,000.00



# MOTORCYCLE SAFETY

Motorcycle crashes resulted in 24 fatalities in 2012, which was an increase from 15 fatalities in 2011.

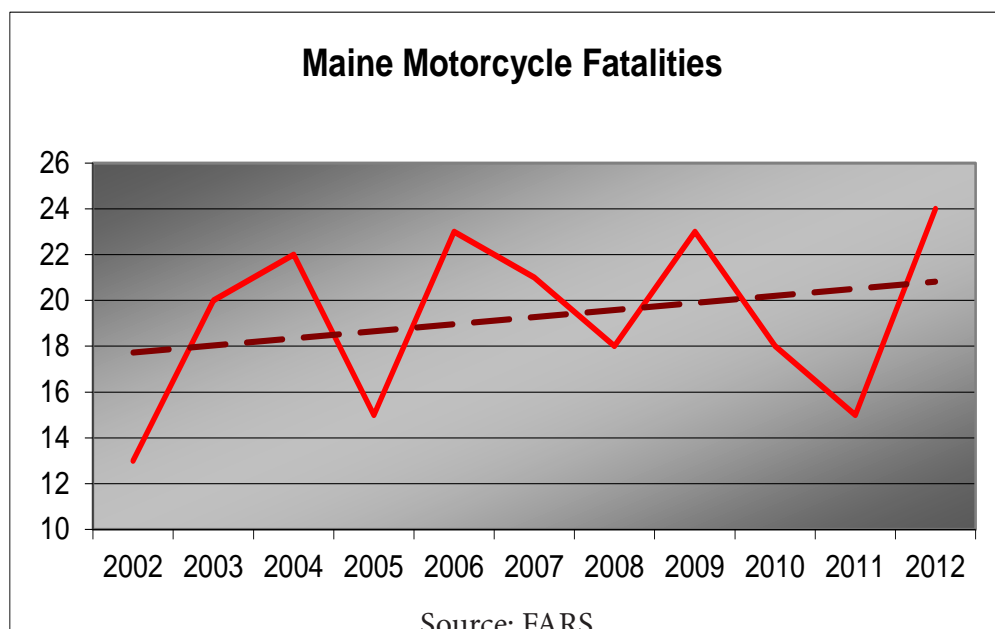
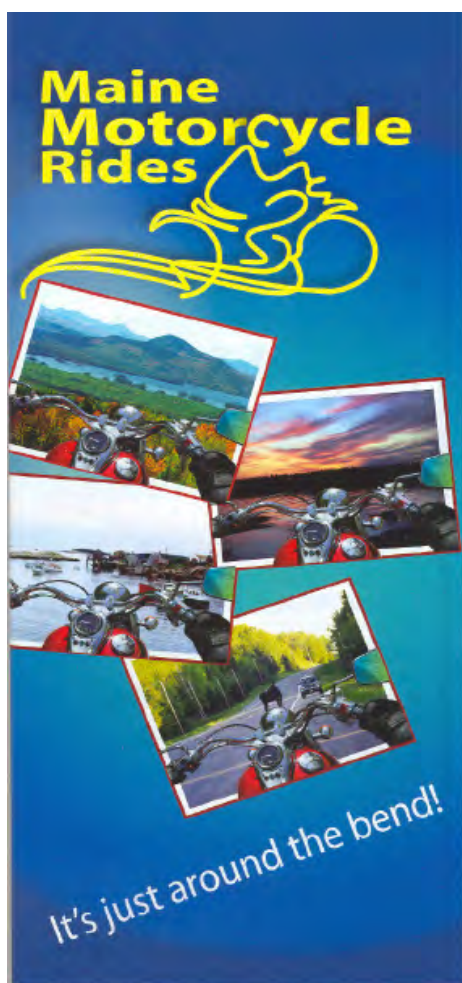
In 2012, motorcycle crashes and fatalities increased from 2011. Motorcycle crash data from 2012 include:

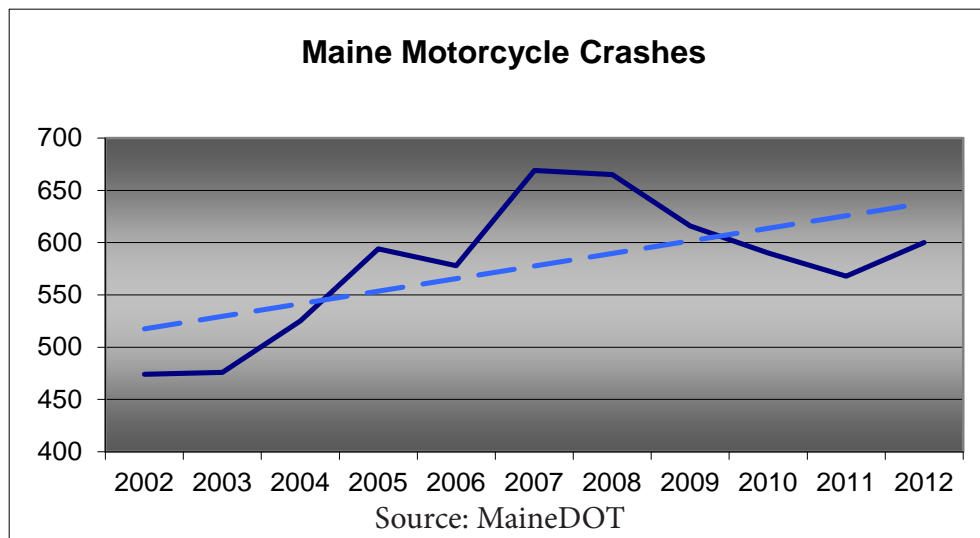
- Helmets were not worn by 14 of the 24 riders killed
- Leading age group of motorcycle operator fatalities is 45-54
- 11 of the 24 fatal motorcycle crashes were single vehicle occurrences

The Bureau of Highway Safety is required by Maine statute to develop and implement a public education program to encourage helmet utilization by all motorcycle and moped riders.



## II. PERFORMANCE MEASURES: C-7 & C-8





### III. PERFORMANCE TARGET

-To decrease motorcyclist fatalities by 5% from the 5 year average of 21 for 2006-2010 to 19.9 by December 31, 2014. (SHSP)

**Progress** - The five year average from 2008-2012 for motorcyclist fatalities is 20.

-To decrease unhelmeted motorcyclist fatalities by 5% from the 5 year average of 14.4 for 2005-2009 to 13.7 by December 31, 2014 through education.

**Progress** - The five year average from 2008-2012 for unhelmeted motorcyclist fatalities is 13.8.

### IV. COUNTERMEASURE PROJECTS

All projects are located in the Paid Media section of the Highway Safety Plan.



# YOUNG DRIVERS

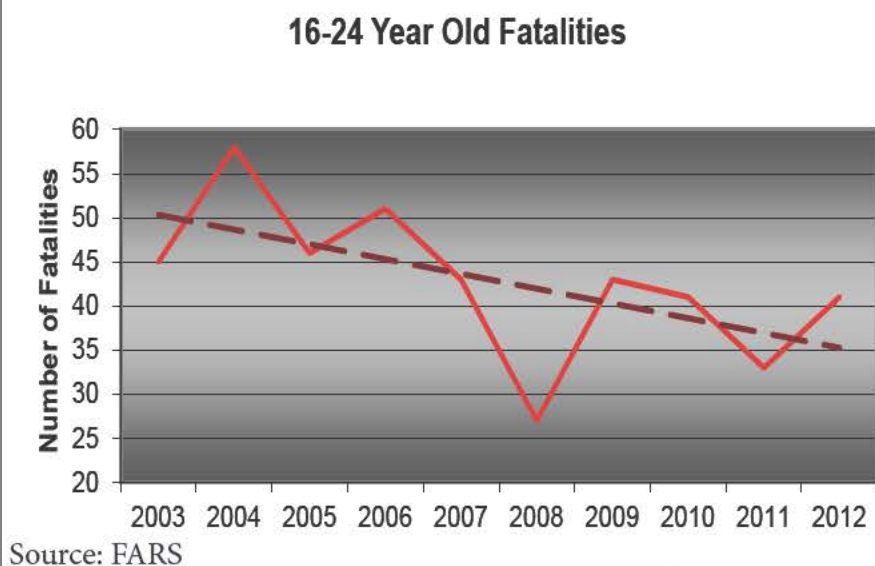
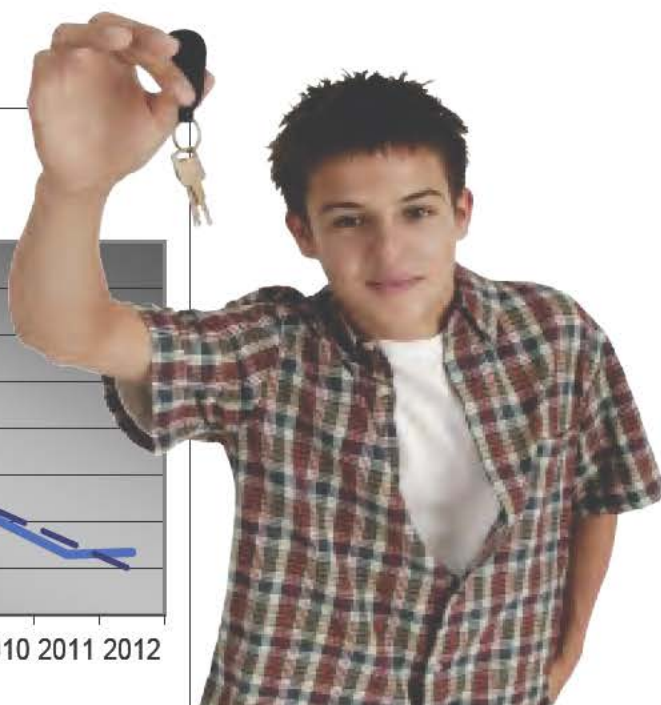
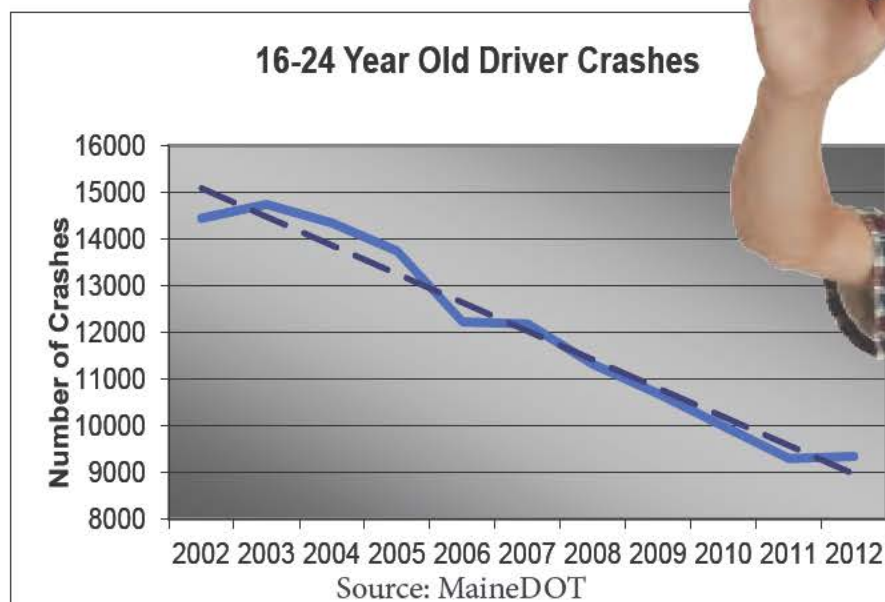
Young drivers contribute to and suffer from the consequences of motor vehicle crashes at a disproportionate rate. Studies have concluded that crash rates are highest during a teen's first few hundred miles on the road.

Motor vehicle crashes are the leading cause of deaths for young drivers in the United States. Due to inexperience and other factors, young drivers have a much higher crash and fatality rate than that average driver. Maine's young driver program focuses on drivers between the ages of 16 and 24, with particular focus on the youngest of drivers, ages 16 to 18.

The following are crash facts about Maine's young drivers:

- Based on miles driven, teens are involved in 3 times as many fatal crashes as all other drivers
- Speeding or driving too fast for conditions is a factor in 37% of crashes involving teen drivers
- Teens have the lowest seat belt use rates of any age group, leading to deadly consequences
- 82% of our nation's teens ages 16-17 have a cell phone. 34% of them admit to talking on their cell phone while driving

## II. PERFORMANCE MEASURE: C-9





STATE OF MAINE										
16-20 YEAR OLD FATALITIES										
	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012
Total Number of Fatalities - All Ages	207	194	169	188	183	155	159	161	136	164
Total Number of Crashes - All Ages	186	178	151	168	170	144	153	144	125	151
Total Number of 16-20 Year Old Drivers involved in fatal crashes	33	39	34	37	26	18	20	24	22	20
Total Number of Deceased 16-20 Year Olds	21	36	27	32	28	15	17	22	17	21
Total Number of Deceased 16-20 Year Old Drivers	13	21	16	23	13	12	11	16	14	13
Number of Fatal Crashes involving 16-20 YO Drivers	33	39	34	37	26	17	15	24	22	20
Number of Deaths caused by 16-20 YO Drivers	39	50	41	47	28	18	16	27	19	22
Number of Deceased Drivers (16-20) with a Positive BAC	3	7	5	8	5	4	3	4	3	6
Number of Deceased Drivers (16-20) Using a Seat Belt	3	5	6	4	4	8	5	6	12	3
2012 contributing causation factors:										
12 of the 20 crashes were speed related										
0 of the 20 crashes involved distracted driving										
Operating vehicle in erratic, reckless or negligent manner										
Failure to keep in proper lane (crossing center line)										
Failure to obey actual Traffic signs and or traffic control devices										
Failure to yield right of way										
Overcorrecting										
Operator inexperience										

### III. PERFORMANCE TARGET

-To decrease drivers age 20 or younger involved in fatal crashes by 5% from the 5 year average of 22.2 for 2006-2010 to 21.1 by December 31,2014.

**Progress** - The five year average from 2008-2012 for drivers age 20 or younger involved in fatal crashes was 20.8.

-Reduce young driver crash fatalities by 10% by 2014

-Reduce alcohol related crashes for underage operators by 10% by 2014

### IV. COUNTERMEASURE PROJECTS

Project Number: 2014-14TD

Project Title: Teen Driver Marketing Campaign: Radio Station

Project Description: Teen drivers were involved in a disproportionate number of crashes and fatalities on Maine roads in recent years. Providing education to these teen drivers and their parents is one component of a successful program area comprehensive plan designed to decrease crashes and fatalities among this age group.

This project will fund the development, implementation, and evaluation of a multi-market radio station campaign. This campaign will target locations with high incidences of teen driver crashes and fatalities. The radio stations participating in this campaign were selected based on teen driver crash and fatality geographic locations and are the top teen station in each market. This campaign will feature messaging by teens and radio host personalities that encourages safe driving habits; branding and postings on participating radio stations' websites and Facebook and Twitter accounts; and promotional contests that engage teens in developing their own safe driving campaign (note: radio stations will be responsible for providing any promotional items or giveaways related to this project).

Project Cost: \$55,000.00 - \$50,000.00 S.402 / \$5,000.00 Ford Driving Skills For Life Grant (FDSL)

Grantee: MeBHS w/Media Contractor

## IV. COUNTERMEASURE PROJECTS CONT'D

Project Number: 2014-14TD

Project Title: Teen Driver Marketing Campaign: Pandora Internet Radio

Project Description: Teen drivers are involved in a disproportionate number of crashes and fatalities on Maine roads in recent years. Providing education to these teen drivers and their parents is one component of a successful program area comprehensive plan designed to decrease crashes and fatalities among this age group. This project will fund the development, implementation, and evaluation of advertising through Pandora Internet Radio, an automated music recommendation service available online and through mobile devices. Advertisements will play on stations favored by Maine residents, ages 16-25. Advertisements will encourage teens to be safe and responsible drivers.

Project Cost: \$55,000.00 - \$50,000.00 S.402 / \$5,000.00 Ford Driving Skills For Life Grant

Project Number: 2014-14TD

Project Title: Teen Driver Safety Mini Grants

Project Description: Funds will support mini-grants for various teen driver programs and enforcement designed to educate new drivers on the dangers of operating vehicles on Maine's roadways. Funds will be made available to various organizations to educate young drivers.

Project Cost: \$50,000.00 S.402, \$5,000.00 FDSL

Participant: Lisbon Police Department - \$10,000.00 S.402

The town of Lisbon is located in Androscoggin County which has the 6th highest rate of alcohol related crashes. Of the 25 impaired driving arrests made in 2011, 5 of the arrests were minors. Lisbon Police Department in partnerships with Lisbon High School's SADD (Students Against Destructive Decisions) will produce and distribute a PSA in which teen impaired driving is specifically targeted. The target goal is to reduce the number of teen involved OUI's from 20% to 10% by spreading this message in conjunction with the Teen Driver Awareness presentation during school assemblies, prior to prom and graduation activities, and at public safety events.

Evaluation of the effectiveness of the PSA and events will be comprised of data from arrest records and surveys completed by students and members of the public.



Participant: Auburn Police Department - \$10,000.00 S.402

The city of Auburn is located in Androscoggin County and is the home of 2 large high schools. There are approximately 100,000 people who live, work and play in Auburn. Data collected from "Get Crash Reports.com" indicate that teen drivers have been involved in 12 crashes associated with Distracted Driving. From January 2010-March 2013, Auburn has not had any fatal crashes; however, there have been 17 OUI arrests involving teen drivers and distracted driving. Auburn Police Department is also concerned with the number of "near misses", which do not get recorded.

Auburn Police Department in partnership with CMCC (Central Maine Community College), ORL Productions will produce a 30-second distracted driving PSA to be distributed to local media outlets and social media pro-

## IV. COUNTERMEASURE PROJECTS CONT'D

will produce a 30-second distracted driving PSA to be distributed to local media outlets and social media providers as well as the MeBHS. The video will run in late November/early December and will coincide with holidays and winter driving. The objective to the goal is to empower other high school students to become “part of the solution to an existing problem”.

Edward Little High School will also conduct a “mock crash” in April prior to high risk events such as prom season and graduation. All students from Edward Little High School and St. Dominic High School will be invited to attend.

In addition to the above activities, Auburn Police Department will conduct scheduled details to target young drivers and provide education on the risks of distracted driving, seat belt and speed, and will utilize fatal vision equipment at the annual “National Night Out Event”, hosted by the Auburn Police Department.

Participant: York Police Department - \$10,000.00 S.402, \$5,000.00 Ford Driving Skills for Life Grant

York is coastal town in York County. York Police Department puts traffic safety at the top of its priority list. In 2011, 10% of injuries and in 2012 8% of injuries sustained in motor vehicle crashes involved young drivers. York Police Department will utilize funds to educate students at the York High School with a “hands on approach” which will include a two-day traffic safety fair. This event is open to the entire student body and encompasses all aspects to defensive driving.

York Police Department will also utilize funds to pay for the overtime costs associated with assigning officers to the safety fair and the driver’s education classes.

During the grant period, the crash data will continue to be reviewed to determine future activities. Seat belt surveys and surveys in regard to the safety fair will also be given to students to identify the strengths and weaknesses of the safety fair. The project will be evaluated on how effective York PD is in utilizing the media to communicate their traffic safety message to the entire community.



## IV. COUNTERMEASURE PROJECTS CONT'D

Participant: Westbrook Police Department - \$10,000.00 S.402

Westbrook is a large city located in Cumberland County. This city serves as a major hub for persons traveling from western Maine to southern Maine. In 2011, 61 crashes involved teen drivers and in 2012 74 crashes involved teen drivers. In 2011, Westbrook issued 102 alcohol violations and in 2012, there were 87 violations. Distracted driving is a problem as well in Westbrook. In 2008, a fatal crash occurred and was suspected to have involved texting. Speed by young drivers was the causation for serious crashes in young drivers between the ages of 16-19 years old.

Westbrook Police Department will utilize funds to conduct targeted enforcement patrols aimed at identifying teen drivers engaging in distracted driving, OUI, speed/aggressive driving and seat belt violations. All efforts placed on this will be targeted toward teen drivers.

Westbrook will conduct a media event prior to enforcement details to educate the public on the deadliness of teen driving issues and at the same time, explain the philosophy behind the targeted enforcement.

On a quarterly bases, Westbrook Police Department will submit a tally of violations cited during the enforcement along with teen driver crash data. The final report will combine all collected data and citations.

Participant: Augusta Police Department - \$10,000.00 S.402

Augusta is the capital city of Maine located in Kennebec County. Augusta is surrounded by many smaller towns; therefore it has a large amount of traffic daily. Cony High School has approximately 775 students, many of whom are new drivers.

Augusta Police Department will utilize funds to focus on a two-pronged approach to educate young drivers on the dangers of teen driving. The first will introduce two programs to Cony High School, The Teen Driving Awareness Program and Impaired Driving Awareness Program. The second approach is enforcement targeted to teen drivers who maybe driving while impaired, driving distracted or not wearing seat belts.

Evaluation data from previous years will serve a baseline and after this program, surveys will be issued to all students who participated in the program to test the effectiveness of the program as a whole.





# PUBLIC RELATIONS & MARKETING

Utilizing media outreach will continue to be a key focus in our effort to decrease accidents and fatalities on Maine roadways in the upcoming fiscal year. With our partnership with NL Partners Maine will continue to utilize media and public education in the most effective and efficient manner to influence the largest possible audience regarding highway safety issues related to Maine's Priority Areas. Types of media outlets evolve and it is important to make sure we enter media markets that are not only cost effective but will reach our target audience in our campaign. Critical Insights Inc. continues periodic assessment of message penetration and reach in partnership with NL Partners. Please refer to Appendix 1 for a copy of the "Fall 2012 Critical Insights" which is the latest periodic assessment of message penetration.

The goal of every media campaign is increase awareness amongst the motoring public. As you can see in the Fall 2012 Critical Insights attachment, Appendix 1, both the NHTSA funded "Click It Or Ticket" and the "Drive Sober Maine" media campaigns awareness has increased over the past years. Our goal is to have the awareness for both campaign increase in 2013-2014. Our text messaging media campaign has seen a tremendous increase in public awareness, rising from 59% of Mainers being able to recall a "don't text while driving" media message, to 73% recall in 2012. Our goal would be to see this campaign awareness rise to 75% in the 2013-2014 fiscal year.

Costs are allowed for the purchase of program advertising space in the mass communication media as part of a comprehensive program designed to address specific highway safety goals identified in a state's Performance Plan. This includes the purchase of television, radio time, cinema, internet, print media, and billboard space (See 402 Purchase Media Guidance in the Highway Safety Grant Management Manual for additional conditions or limitations). Note: Television public service announcements and advertising created with the aid of Federal funds must contain closed-captioning of the verbal content.

## II. PERFORMANCE MEASURE: C1 - C9

## III. COUNTERMEASURE PROJECTS

Project Number: 2014-14PM

Project Title: Paid Media to support national crackdowns and priority program areas

Project Description: Educational topics will support NHTSA high visibility enforcement campaigns, Maine laws, and safe driving habits in order to reduce the number of crashes and fatalities that occur statewide. A statewide media campaign will be implemented to provide education on impaired driving, OP, DD, MC, Speed, CPS. Funds will support the campaign development, retagging of announcements, and purchase of radio, TV and print media that will provide education on these program areas. The NHTSA Communications Calendar will be used as a guide when developing the statewide media campaign timeline to ensure adequate coverage in all media coverage areas during national and local crackdown periods.

A statewide "share the road" media campaign will be implemented to educate drivers and riders on motorcycle awareness and motorcycle safety through TV and radio media outlets. Funds will support paid media and activities related to motorcycle education and awareness.

Project Cost: \$719,568.00 S.402



### III. COUNTERMEASURE PROJECT CONT'D

Project Number:2014-14PM

Project Title: Alliance Sports Marketing

Project Description: The Sports Marketing Program will use the highway safety message, Click it or Ticket and Share the Road in places where sport fans congregate, so that they are reached audibly through public address announcements, visually through venue billboard signs and website banners, and interactively by having an on-site presence at the venue to connect with fans in a personal way. The campaign contracts with Alliance Sports Marketing and partners with various sports seasons throughout Maine including university athletics, professional baseball, high school championship tournaments, D-League basketball, professional hockey and motorsports for a presence throughout the year. The highway safety campaign for sports will include a presence with the following sports programs in Maine:

- University of Maine Hockey
- University of Maine Football
- Portland Pirates Hockey
- Maine Red Claws D-League Basketball
- Maine Championship Football, Hockey, Basketball, Science & Math Tournaments
- Oxford Plains Speedway in Oxford, ME
- Portland Sea Dogs
- Richmond Karting Speedway in Richmond, ME
- Unity Raceway in Unity, ME
- Beech Ridge Motor Speedway in Scarborough, ME
- Wiscasset Speedway in Wiscasset, ME
- Speedway 95 in Hermon, ME
- Spud Speedway in Caribou, ME

Alliance Sports Marketing (ASM) and MeBHS developed the “You’ve Been Ticketed” campaign which partners with area LEA’s and ASM at each event. The LEA’s that volunteer to help at the local event stand in the parking lots of these events and identify spectators that are wearing their seat belts as they arrive at the sports event. The LEA volunteer issue a ticket to the spectator that is wearing their seat belt and the spectator can turn in the ticket at the ASM booth for a t-shirt which contains a NHTSA highway safety message along with the logo of the sports team they are watching. Last year alone ASM events were able to touch in excess of 2 million fans. Actual attendance from major events is listed below:

Maine State Tournaments	125,000
Portland Pirates	175,000
Portland Sea Dogs	375,000
Maine Red Claws	75,000
Regional Racing	372,500
University of Maine	141,850
Total	1,264,350

To combat the ever growing distracted driving problem, Alliance Sports Marketing and MeBHS developed the Distracted Driving Program through Maine High School Sports. Research shows that 75% of teenagers own a cell phone and The Associated Press reported in June 2012 that 58% of teenagers admit to texting while driving. ASM utilized the NHTSA message “One Text or Call Could Wreck It All” in their high school sports campaign as a means to connect with the influencers in the high school system, the athletes, the entire student population, their parents and siblings, school administrators, and the surrounding community. With 138 public high school athletic programs across the state, MeBHS will have the opportunity to reach hundreds of thousands of students and communities of all sizes throughout the state.

ASM and MeBHS also developed the “Share the Road, Watch for Motorcycles” campaign. The campaign includes premium signage and public address announcements at the six motorsports venues and a “Share the Road, Watch for Motorcycles” safety night with each motorsport location and the Portland Sea Dogs. Spectators arriving on motorcycles are parked at the entrance to the event to increase visual awareness. Throughout the night additional motorcycle safety messages are delivered over public address systems and where possible on the video boards, message boards, etc. In addition, at each event one person is selected as an honorary guest and is given the opportunity for a unique experience such as throwing out a ceremonial first pitch, waving the flag to start the race, or riding in the pace car. This opportunity is used for multiple purposes, but serves as an excellent chance to recognize an individual who has been saved from a motorcycle fatality by his or her helmet. While the campaign is focused on encouraging others to watch for motorcycles, this is a great opportunity to stress the importance of wearing proper safety gear to a concentrated group of bikers.

Funds will support educational events and advertising at sporting venues. Education will be provided on priority program areas through public service announcements, signage, informational displays, and interaction with local law enforcement and MeBHS staff during “You’ve Been Ticketed” events. Funds will also be used to support educational events and advertising at sporting venues that are frequented by motorcycle enthusiasts. Sports team/venues include Maine’s minor league baseball team and racetracks. Motorcycle awareness education will be provided through public service announcements, signage, informational displays, and interaction with local law enforcement and MeBHS staff.

Project Cost: \$500,000.00 - \$291,912.00 S.2010, \$208,088.00 S.402



## PEDESTRIAN SAFETY

Currently our data doesn't provide enough evidence to justify expenditure of federal funds on pedestrian safety projects in the State of Maine. As you can see from the data provided in the NHTSA Core Performance Measure C10 over the past 5 years Maine has average a total of 11 pedestrian fatalities throughout the entire state. However through our collaboration with the SHSP pedestrian safety has been addressed and attached below is the section from the Maine 2012 SHSP outlining the state ongoing pedestrian safety countermeasures.

Pedestrians and bicyclists are vulnerable users of the transportation system. For many people, walking is the only option. Children, teenagers, the elderly, people with disabilities, and those with financial limitations often have no other way to get to a destination. Providing a safe place to walk and bike is essential for these and most other users of the transportation system. In Maine, a pedestrian is hit by a motor vehicle on average once a day. More than ninety percent of these pedestrian crashes involve injury or death to the pedestrian.

It is critical for bicycle and pedestrian safety that the road system includes sidewalks, shoulders, and safe and visible crossings, where needed and feasible. It is also critical that the public is educated regarding the need for pedestrians and bicyclists to dress brightly, be aware of surroundings and other safe behaviors. It is critical that motor vehicle drivers are educated on the importance avoiding pedestrians and bicyclists and giving them the time they need to cross the road safely. Both the bicyclist and pedestrian, as well as the motorist, need to be taking the right precautions to assure the safety of all road users.

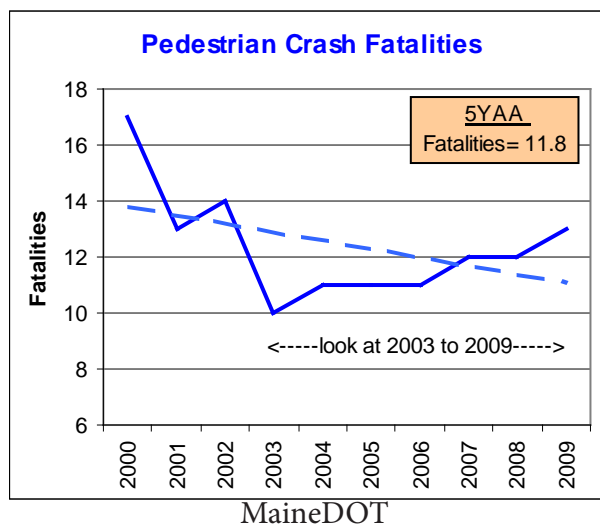
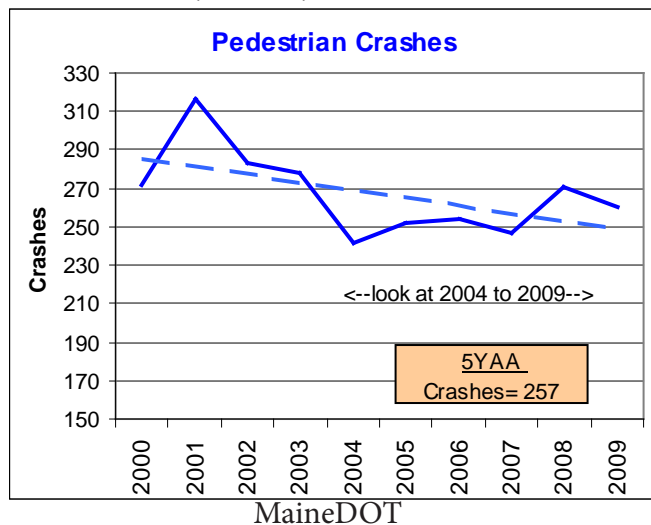
Contrary to recent trends for a reduction in crashes and fatalities on the transportation system, fatalities for pedestrians have been increasing in Maine the last few years.





## II. PERFORMANCE MEASURE: C10

- Reduce pedestrian-related crashes and fatalities on the transportation system by 10% by 2014
- Increase pedestrian safety awareness
- Reduce bicycle-related crashes and fatalities on the transportation system by 10% by 2014
- Increase bicycle safety awareness



### III. COUNTERMEASURE PROJECTS

Ensure pedestrian improvements, including sidewalks and crossing improvements, are made when warranted to improve pedestrian safety on the transportation system

- **Reasoning:** Engineering solutions are vital to improving pedestrian safety and mobility.
- **Lead Agency:** MaineDOT and local municipalities.
- **Timing:** Ongoing

Educate municipalities, planners and advocates on the policies, processes, and funding opportunities available to improve conditions for pedestrians in their local communities through road improvements, site visits, educational programming, presentations and media campaigns.

- **Reasoning:** Many pedestrian improvements are locally driven, and education helps enable improved community environments.
- **Lead Agency:** MaineDOT and local municipalities.
- **Timing:** Ongoing

Maintain a web page that provides safety information and the tools and resources available for communities to identify deficiencies in the pedestrian network and how to make improvements.

- **Reasoning:** Web resources can provide viable and efficient information.
- **Lead Agency:** MaineDOT.
- **Timing:** Ongoing

Continue and expand state agency coordination regarding planning processes, policy implementation, outreach efforts and programming to ensure that relevant state agencies are working towards well-planned communities with safe pedestrian infrastructure.

Foster collaboration and partnerships-including between state and federal agencies, the private sector, health, safety, and planning professionals - to improve coordination and partnerships with the myriad of groups working on improving conditions for walking.

- **Reasoning:** Coordination is essential to improving pedestrian safety by ensuring all agencies and groups are coordinating limited resources and efforts.
- **Lead Agency:** MaineDOT
- **Timing:** Ongoing

Improve state and local policies and ordinances to ensure that pedestrian connections are made whenever feasible as part of all road improvement projects, developments, site plan approvals, and traffic and environmental mitigation efforts.

- **Reasoning:** Policies, ordinances, etc. are crucial to ensure pedestrian improvements are made at the time of designing and constructing a new building or road where warranted.
- **Lead Agency:** MaineDOT and local municipalities
- **Timing:** Ongoing



### III. COUNTERMEASURE PROJECT CONT'D

Develop a pedestrian safety signage program to install crosswalk and other safety related signage in communities and on state roads.

- Reasoning: Signage has been shown to be important in raising awareness of pedestrian environments, reducing speeds and improving safety
- Lead Agency: MaineDOT
- Timing: 2012-2013

Continue safety awareness campaigns including Share the Road campaigns for pedestrians, Pedestrian Safety Education programming in schools, law enforcement training, and Safe Routes to School travel plans and encouragement programs.

- Reasoning: Education, enforcement, and encouragement efforts have been shown to improve safety behavior.
- Lead Agency: MaineDOT and NHTSA
- Timing: Ongoing





Program Area	Project Number	Project Cost	Source *	Current Funds 402	Current Funds Other	F2014 Funds 402	F2014 Funds Other	Grand Total
<b>Administration</b>								
Operation of the Program	2014-14PA01	\$352,074.00	S. 402	\$173,876.00		\$178,198.00	\$0.00	\$352,074.00
Grants Management System	2014-14PA02	\$350,000.00	S. 402	\$300,000.00		\$50,000.00	\$0.00	\$350,000.00
		\$702,074.00		\$473,876.00	\$0.00	\$228,198.00	\$0.00	\$702,074.00
<b>Impaired Driving</b>								
Program Management and Operations	2014-14AL	\$300,000.00	S. 402	\$200,000.00		\$100,000.00	\$0.00	\$300,000.00
Planning and Administration S. 410	2014-14K8PA	\$257,646.00	S. 410		\$257,646.00	\$0.00		\$257,646.00
Zero Tolerance Underage Drinking and Driving	2014-14AL	\$378,000.00	S. 402/S. 410/S.405d	\$100,000.00	\$200,000.00		\$78,000.00	\$378,000.00
Regional Impaired Driving Task Force Teams	2014-14AL	\$100,000.00	S. 402/S. 410	\$50,000.00	\$50,000.00			\$100,000.00
Breath Alcohol Testing Mobile Vehicle	2014-14AL	\$497,000.00	S. 410/S. 405d		\$350,000.00		\$147,000.00	\$497,000.00
Traffic Safety Resource Prosecutor	2014-14AL	\$175,000.00	S. 410		\$175,000.00			\$175,000.00
Evidence Investigator Analyzer	2014-14AL	\$150,000.00	S. 410/S. 405d		\$150,000.00			\$150,000.00
Impaired Driving High Visibility Enforcement Campaigns	2014-14AL	\$1,000,000.00	S. 402/S. 410/S.405d	\$130,000.00	\$645,000.00		\$225,000.00	\$1,000,000.00
Law Enforcement Incentive Equipment	2014-14AL	\$1,500,000.00	S. 410/S. 405d		\$1,000,000.00		\$500,000.00	\$1,500,000.00
Specialized Law Enforcement Training	2014-14AL	\$134,772.00	S. 402/S. 410	\$36,432.00	\$98,340.00			\$134,772.00
Prosecutors Conference DRE Training Expenses	2014-14AL	\$10,000.00	S. 410		\$10,000.00			\$10,000.00
		\$4,502,418.00		\$516,432.00	\$2,935,986.00	\$100,000.00	\$950,000.00	\$4,502,418.00
<b>Occupant Protection</b>								
Program Management and Operations	2014-14OP	\$300,000.00	S. 402	\$150,000.00		\$150,000.00		\$300,000.00
Seat Belt Education Position	2014-14OP	\$100,000.00	S. 402	\$50,000.00		\$50,000.00		\$100,000.00
Convincer, Rollover, and CPS Trailer Operations and Maintenance	2014-14OP	\$75,000.00	S. 402	\$10,000.00		\$65,000.00		\$75,000.00
Click It or Ticket High Visibility Enforcement Campaign	2014-14OP	\$297,490.00	S. 402/S. 405	\$128,204.00	\$169,286.00			\$297,490.00
Annual Observational Seat Belt Usage Survey	2014-14OP	\$200,000.00	S. 402/S. 405b		\$94,959.00	\$10,082.00	\$94,959.00	\$200,000.00
Unbelted Teen Enforcement Project	2014-14OP	\$300,000.00	S. 402	\$300,000.00				\$300,000.00
Parental Education Program	2014-14OP	\$75,000.00	S. 402	\$75,000.00				\$75,000.00
Child Safety Seats for Distribution Sites	2014-14CP	\$148,372.00	S. 402/S.2C11/S.405b	\$110,056.00	\$33,319.00		\$4,997.00	\$148,372.00
CPS Online Child Safety Seat Distribution Tracking Database	2014-14CP	\$75,000.00	S. 402			\$75,000.00		\$75,000.00
Child Passenger Safety Technician and Instructor Training	2014-14CP	\$78,837.00	S. 2011		\$78,837.00			\$78,837.00
Child Passenger Safety Roving Instructor Program	2014-14CP	\$35,000.00	S. 2011		\$35,000.00			\$35,000.00
CPS Biennial Conference	2014-14CP	\$10,000.00	S. 402	\$10,000.00				\$10,000.00
		\$1,694,699.00		\$833,260.00	\$411,401.00	\$350,082.00	\$99,956.00	\$1,694,699.00
<b>Traffic Records</b>								
Program Management and Operations	2014-14TR	10,000.00	S. 402	10,000.00				10,000.00
Electronic Collection of EMS Run Report Data	ME-P-00001	300,000.00	S. 408/S. 402		\$250,000.00	\$50,000.00		\$300,000.00
MCRS Update	ME-P-00006	500,000.00	S. 408/S. 402	\$245,857.00	\$158,250.00	\$95,893.00		\$500,000.00
E-Citation	ME-P-00011	700,000.00	S. 408/S. 405c		\$200,000.00		\$500,000.00	\$700,000.00
Maine Codes	ME-P-00014	100,000.00	S. 408		\$100,000.00			\$100,000.00
Public Access Reports-Traffic	ME-P-00015	600,000.00	S. 408		\$600,000.00			\$600,000.00
		\$2,210,000.00		\$255,857.00	\$1,308,250.00	\$145,893.00	\$500,000.00	\$2,210,000.00
<b>Police Traffic Services</b>								
Program Management and Operations	2014-14PT	\$300,000.00	S. 402	\$150,000.00		\$150,000.00		\$300,000.00
Equipment Procurement	2014-14PT	\$800,000.00	S. 402	\$800,000.00				\$800,000.00
Maine State Police SAFE Program	2014-14PT	\$150,000.00	S. 402	\$50,000.00		\$100,000.00		\$150,000.00
Law Enforcement Liaison	2014-14PT	\$113,452.00	S. 402	\$63,452.00		\$50,000.00		\$113,452.00
Data Driven Speed Enforcement Campaign	2014-14PT	\$350,000.00	S. 402	\$250,000.00		\$100,000.00		\$350,000.00
		\$1,713,452.00		\$1,313,452.00	\$0.00	\$400,000.00	\$0.00	\$1,713,452.00
<b>Distracted Driving</b>								
Project Management and Operations	2014-14DD	\$25,000.00	S. 402	\$25,000.00				\$25,000.00
Simulated Distracted Driving Education	2014-14DD	\$25,000.00	S. 405e		\$25,000.00			\$25,000.00
Distracted Driving Poster Project	2014-14DD	\$15,000.00	S. 405e		\$15,000.00			\$15,000.00
Distracted Driving Video produced by Kennebunk Police Department	2014-14DD	\$10,000.00	FDSL		\$10,000.00			\$10,000.00
Distracted Driving Enforcement	2014-14DD	\$175,000.00	S. 402	\$175,000.00				\$175,000.00
		\$250,000.00		\$200,000.00	\$40,000.00	\$0.00	\$0.00	\$240,000.00
<b>Motorcycle Safety</b>								
See Paid Media for MC Projects			S. 2010					
<b>Young Drivers and Safe Communities</b>								
Teen Driver Marketing Campaign: Radio Station	2014-14TD	\$55,000.00	S. 402/FDSL	\$50,000.00	\$5,000.00			\$50,000.00
Teen Driver Marketing Campaign: Pandora Radio	2014-14TD	\$55,000.00	S. 402/FDSL	\$50,000.00	\$5,000.00			\$50,000.00
Teen Driver Safety Mini Grants	2014-14TD	\$50,000.00	S. 402	\$48,883.00		\$1,117.00		\$50,000.00
		\$160,000.00		\$148,883.00	\$10,000.00	\$1,117.00	\$0.00	\$150,000.00
<b>Public Relations and Marketing</b>								
Paid Media to Support National Crackdown and Priority Program Areas	2014-14PM	\$719,568.00	S. 402	\$500,000.00		\$219,568.00		\$719,568.00
Sports Marketing	2014-14PM	\$500,000.00	S. 402/S. 2011	\$77,656.00	\$291,912.00	\$130,432.00		\$500,000.00
Public Education through Trailer Wraps	2014-14PM	\$150,000.00	S. 402			\$150,000.00		\$150,000.00
		\$1,369,568.00		\$577,656.00	\$291,912.00	\$500,000.00	\$0.00	\$1,369,568.00
							\$12,582,211.00	
<b>Total</b>		<b>\$13,971,779.00</b>		<b>\$4,319,416.00</b>	<b>\$4,997,549.00</b>	<b>\$1,725,290.00</b>	<b>\$1,549,956.00</b>	<b>\$12,582,211.00</b>
This highway safety plan assumes funding for FFY13 and FFY14 that has not been determined by NHTSA or received by MeBHS.								
This highway safety plan also includes carryover funding and does not take into consideration any expenditure of funds after June 26, 2013.								
* See Plan Projects for additional information.								



State: Maine

## Highway Safety Plan Cost Summary

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2014-HSP-2

Report Date: 08/12/2013

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-2014-00-00-00	402 P&A	\$702,074.00	\$702,074.00	\$702,074.00	\$ .00	\$702,074.00	\$ .00
Planning and Administration Total			\$702,074.00	\$702,074.00	\$702,074.00	\$ .00	\$702,074.00	\$ .00
Alcohol								
	AL-2014-00-00-00		\$616,432.00	\$155,000.00	\$616,432.00	\$ .00	\$616,432.00	\$616,432.00
Alcohol Total			\$616,432.00	\$155,000.00	\$616,432.00	\$ .00	\$616,432.00	\$616,432.00
Occupant Protection								
	OP-2014-00-00-00		\$1,183,342.00	\$308,340.00	\$1,183,342.00	\$ .00	\$1,183,342.00	\$1,183,342.00
Occupant Protection Total			\$1,183,342.00	\$308,340.00	\$1,183,342.00	\$ .00	\$1,183,342.00	\$1,183,342.00
Police Traffic Services								
	PT-2014-00-00-00		\$1,713,452.00	\$429,000.00	\$1,713,452.00	\$ .00	\$1,713,452.00	\$1,713,452.00
Police Traffic Services Total			\$1,713,452.00	\$429,000.00	\$1,713,452.00	\$ .00	\$1,713,452.00	\$1,713,452.00
Traffic Records								
	TR-2014-00-00-00		\$401,750.00	\$101,000.00	\$401,750.00	\$ .00	\$401,750.00	\$401,750.00
Traffic Records Total			\$401,750.00	\$101,000.00	\$401,750.00	\$ .00	\$401,750.00	\$401,750.00
Safe Communities								
	SA-2014-00-00-00		\$150,000.00	\$38,000.00	\$150,000.00	\$ .00	\$150,000.00	\$150,000.00
Safe Communities Total			\$150,000.00	\$38,000.00	\$150,000.00	\$ .00	\$150,000.00	\$150,000.00
Paid Advertising								
	PM-2014-00-00-00		\$1,077,656.00	\$270,000.00	\$1,077,656.00	\$ .00	\$1,077,656.00	\$1,077,656.00
Paid Advertising Total			\$1,077,656.00	\$270,000.00	\$1,077,656.00	\$ .00	\$1,077,656.00	\$1,077,656.00
Distracted Driving								
	DD-2014-00-00-00		\$200,000.00	\$50,000.00	\$200,000.00	\$ .00	\$200,000.00	\$200,000.00

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

State: Maine

## Highway Safety Plan Cost Summary

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2014-HSP-2

Report Date: 08/12/2013

For Approval

Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/ (Decre)	Current Balance	Share to Local
	Distracted Driving Total		\$200,000.00	\$50,000.00	\$200,000.00	\$0.00	\$200,000.00	\$200,000.00
	NHTSA 402 Total		\$6,044,706.00	\$2,053,414.00	\$6,044,706.00	\$0.00	\$6,044,706.00	\$5,342,632.00
<b>405 OP SAFETEA-LU</b>								
<b>405 Occupant Protection</b>								
	K2-2014-00-00-00		\$169,286.00	\$678,000.00	\$169,286.00	\$0.00	\$169,286.00	\$169,286.00
	405 Occupant Protection Total		\$169,286.00	\$678,000.00	\$169,286.00	\$0.00	\$169,286.00	\$169,286.00
	405 OP SAFETEA-LU Total		\$169,286.00	\$678,000.00	\$169,286.00	\$0.00	\$169,286.00	\$169,286.00
<b>408 Data Program SAFETEA-LU</b>								
<b>408 Data Program Incentive</b>								
	K9-2014-00-00-00		\$1,008,250.00	\$252,063.00	\$1,008,250.00	\$0.00	\$1,008,250.00	\$1,008,250.00
	408 Data Program Incentive Total		\$1,008,250.00	\$252,063.00	\$1,008,250.00	\$0.00	\$1,008,250.00	\$1,008,250.00
	408 Data Program SAFETEA-LU Total		\$1,008,250.00	\$252,063.00	\$1,008,250.00	\$0.00	\$1,008,250.00	\$1,008,250.00
<b>410 Alcohol SAFETEA-LU</b>								
<b>410 Alcohol SAFETEA-LU</b>								
	K8-2014-00-00-00		\$1,728,340.00	\$6,913,360.00	\$1,728,340.00	\$0.00	\$1,728,340.00	\$1,728,340.00
	410 Alcohol SAFETEA-LU Total		\$1,728,340.00	\$6,913,360.00	\$1,728,340.00	\$0.00	\$1,728,340.00	\$1,728,340.00
<b>410 Alcohol Planning and Administration</b>								
	KBPA-2014-00-00-00		\$257,646.00	\$257,646.00	\$257,646.00	\$0.00	\$257,646.00	\$0.00
	410 Alcohol Planning and Administration Total		\$257,646.00	\$257,646.00	\$257,646.00	\$0.00	\$257,646.00	\$0.00
	410 Alcohol SAFETEA-LU Total		\$1,985,986.00	\$7,171,006.00	\$1,985,986.00	\$0.00	\$1,985,986.00	\$1,728,340.00
<b>2010 Motorcycle Safety</b>								
<b>2010 Motorcycle Safety Incentive</b>								
	K6-2014-00-00-00		\$291,912.00	\$0.00	\$291,912.00	\$0.00	\$291,912.00	\$291,912.00
	2010 Motorcycle Safety Incentive Total		\$291,912.00	\$0.00	\$291,912.00	\$0.00	\$291,912.00	\$291,912.00

State: Maine

## Highway Safety Plan Cost Summary

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2014-HSP-2

Report Date: 08/12/2013

For Approval

Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incr/ (Decre)	Current Balance	Share to Local
	<b>2010 Motorcycle Safety Total</b>		<b>\$291,912.00</b>	<b>\$0.00</b>	<b>\$291,912.00</b>	<b>\$0.00</b>	<b>\$291,912.00</b>	<b>\$291,912.00</b>
	<b>2011 Child Seats</b>							
	<b>2011 Child Seat Incentive</b>							
		K3-2014-00-00-00	\$142,159.00	\$142,159.00	\$142,159.00	\$0.00	\$142,159.00	\$142,159.00
	<b>2011 Child Seat Incentive Total</b>		<b>\$142,159.00</b>	<b>\$142,159.00</b>	<b>\$142,159.00</b>	<b>\$0.00</b>	<b>\$142,159.00</b>	<b>\$142,159.00</b>
	<b>2011 Child Seats Total</b>		<b>\$142,159.00</b>	<b>\$142,159.00</b>	<b>\$142,159.00</b>	<b>\$0.00</b>	<b>\$142,159.00</b>	<b>\$142,159.00</b>
	<b>MAP 21 405b OP Low</b>							
	<b>405b Low CSS Purchase/Distribution</b>							
		M2CSS-2014-00-00-00	\$9,994.00	\$2,500.00	\$9,994.00	\$0.00	\$9,994.00	\$9,994.00
	<b>405b Low CSS Purchase/Distribution Total</b>		<b>\$9,994.00</b>	<b>\$2,500.00</b>	<b>\$9,994.00</b>	<b>\$0.00</b>	<b>\$9,994.00</b>	<b>\$9,994.00</b>
	<b>405b Low OP Information System</b>							
		M2OP-2014-00-00-00	\$189,918.00	\$47,500.00	\$189,918.00	\$0.00	\$189,918.00	\$189,918.00
	<b>405b Low OP Information System Total</b>		<b>\$189,918.00</b>	<b>\$47,500.00</b>	<b>\$189,918.00</b>	<b>\$0.00</b>	<b>\$189,918.00</b>	<b>\$189,918.00</b>
	<b>MAP 21 405b OP Low Total</b>		<b>\$199,912.00</b>	<b>\$50,000.00</b>	<b>\$199,912.00</b>	<b>\$0.00</b>	<b>\$199,912.00</b>	<b>\$199,912.00</b>
	<b>MAP 21 405c Data Program</b>							
	<b>405c Data Program</b>							
		M3DA-2014-00-00-00	\$800,000.00	\$200,000.00	\$800,000.00	\$0.00	\$800,000.00	\$800,000.00
	<b>405c Data Program Total</b>		<b>\$800,000.00</b>	<b>\$200,000.00</b>	<b>\$800,000.00</b>	<b>\$0.00</b>	<b>\$800,000.00</b>	<b>\$800,000.00</b>
	<b>MAP 21 405c Data Program Total</b>		<b>\$800,000.00</b>	<b>\$200,000.00</b>	<b>\$800,000.00</b>	<b>\$0.00</b>	<b>\$800,000.00</b>	<b>\$800,000.00</b>
	<b>MAP 21 405d Impaired Driving Low</b>							
	<b>405d Low Other Based on Problem ID</b>							
		M6OT-2014-00-00-00	\$1,900,000.00	\$475,000.00	\$1,900,000.00	\$0.00	\$1,900,000.00	\$1,900,000.00
	<b>405d Low Other Based on Problem ID Total</b>		<b>\$1,900,000.00</b>	<b>\$475,000.00</b>	<b>\$1,900,000.00</b>	<b>\$0.00</b>	<b>\$1,900,000.00</b>	<b>\$1,900,000.00</b>
	<b>MAP 21 405d Impaired Driving Low Total</b>		<b>\$1,900,000.00</b>	<b>\$475,000.00</b>	<b>\$1,900,000.00</b>	<b>\$0.00</b>	<b>\$1,900,000.00</b>	<b>\$1,900,000.00</b>



U.S. Department of Transportation National Highway Traffic Safety Administration  
**Highway Safety Plan Cost Summary**

State: Maine

Page: 4

2014-HSP-2

Report Date: 08/12/2013

For Approval

Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/ (Decre)	Current Balance	Share to Local
<b>MAP 21 405e Distracted Driving</b>								
<b>405e DD Law Enforcement</b>								
		M8DDLE-2014-00-00	\$40,000.00	\$10,000.00	\$40,000.00	\$0.00	\$40,000.00	\$40,000.00
		405e DD Law Enforcement Total	\$40,000.00	\$10,000.00	\$40,000.00	\$0.00	\$40,000.00	\$40,000.00
<b>MAP 21 405e Distracted Driving Total</b>								
			\$40,000.00	\$10,000.00	\$40,000.00	\$0.00	\$40,000.00	\$40,000.00
<b>NHTSA Total</b>								
			\$12,582,211.00	\$11,031,642.00	\$12,582,211.00	\$0.00	\$12,582,211.00	\$11,622,491.00
		<b>Total</b>	\$12,582,211.00	\$11,031,642.00	\$12,582,211.00	\$0.00	\$12,582,211.00	\$11,622,491.00







**CRITICAL INSIGHTS**  
RESEARCH FOR PRECISE PRAGMATIC DIRECTION

# ***Critical Insights on Maine™ Tracking Survey*** **~ Fall 2012 ~**

## **Summary Report of Findings from Proprietary Items**

**Prepared for:**  
**NL Partners**  
**Maine Bureau of Highway Safety**

October 2012

Focus Groups • Surveys • Public Opinion Polling

120 Exchange Street, Portland, Maine 04101

Telephone: 207-772-4011 • Fax: 207-772-7027

[www.criticalinsights.com](http://www.criticalinsights.com)



## Background & Methodology

- Each Spring and Fall, Critical Insights conducts the Critical Insights on Maine™ Tracking Survey, a comprehensive, statewide public opinion survey of registered voters which covers a variety of topics of interest to business, government, and the general public.
- In addition to general interest items (the results of which are traditionally released to the media as a public service), the survey also includes a number of proprietary items included on behalf of sponsoring entities, with results of those items released only to the sponsors.
- For the current wave of the study, Critical Insights completed a total of 615 telephone interviews with randomly selected likely voters across the state between October 21-25, 2012.
- With a sample of 615 interviews, results presented here have an associated sampling error of  $\pm 4$  percentage points at the 95% confidence level.
- All interviews were conducted with self-reported registered and likely voters; final data was statistically weighted according to relevant demographics to reflect the voter base in Maine.
- On average, the entire survey instrument – including both general interest items and all subscriber questions – was 16 minutes in administrative length.
- This document presents results of questions proprietary to NL Partners and the Maine Bureau of Highway Safety.
- Where appropriate, comparisons of current results are made with findings from past iterations of the Critical Insights on Maine™ Tracking Survey.

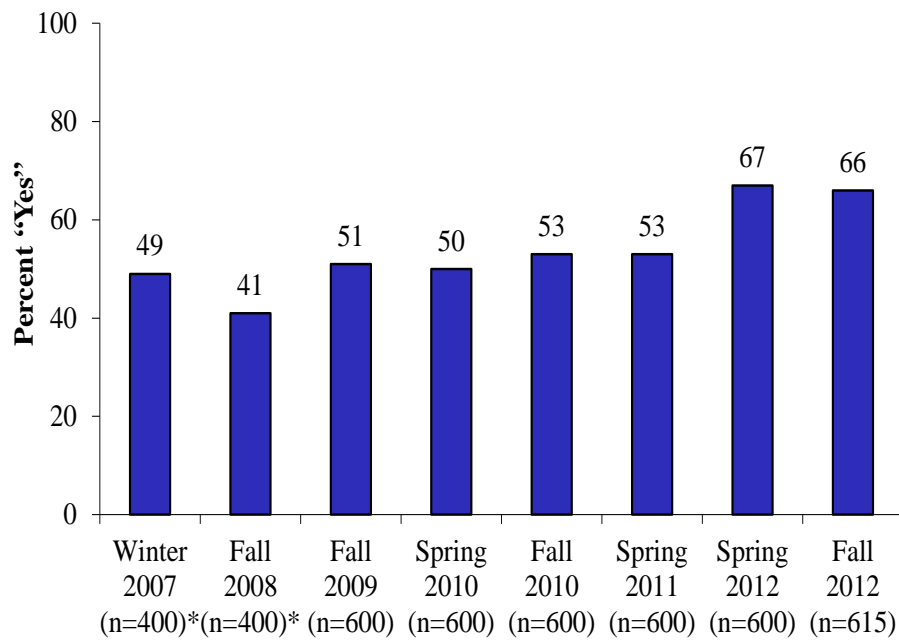
## Research Results

### Unaided Awareness: Safe Driving Media Campaigns

- Currently, two-thirds of Maine residents polled claim they recall seeing or hearing ads in the past year relating to a safe driving campaign.
  - While stable with results from the Spring of 2012, figures from these two most recent measurements represent a strong uptick relative to past results.
  - Awareness is fairly consistent across all resident subgroups, though slightly higher among respondents between the ages 35 and 64 and also among those with children in the household.
- Among those who reportedly saw or heard at least one category ad in the past year, awareness of messages with the theme of “Don’t be a distracted driver/Don’t use a cell phone or text while driving” currently stands at 73%.
  - This is a sharp improvement from 59% last spring and has doubled since the Spring ‘11 wave (when awareness was at 36%) and has tripled since the Fall ‘10 wave of measurement (when awareness stood at 23%).
  - Among different audience subgroups, the theme resonates quite strongly with women, as well as with all age cohorts under age 65.
- Specific recall of the “Don’t drink and drive” theme has experienced a slight uptick from the spring (20% to 25% currently), while “Click it, or Ticket” and “Buckle Up, No Excuses” have rebounded from 6% back to 13% and 11%, respectively.



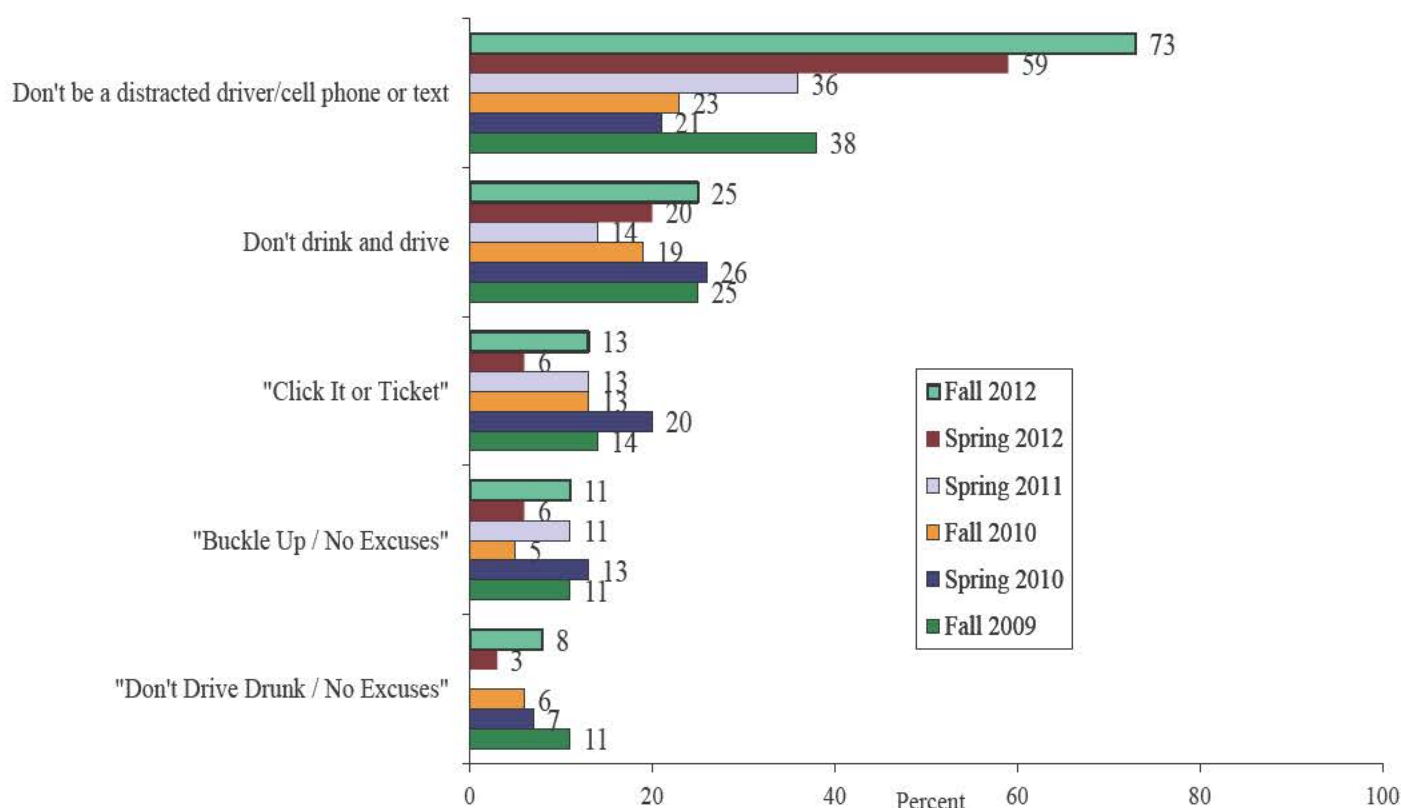
***In the past year, have you seen or heard any ads in the newspaper, on television, on the radio, etc. here in Maine that relate to a safe driving campaign?***



\* Source: Report to the Maine Highway Safety Media Group and Swardlick Marketing Group, November 2008



*What were the messages of the ad(s) that you saw or heard? What was the ad about? \**



\* Asked of respondents who saw or heard an ad in the past year. Multiple responses accepted. Responses in quotes are official safe driving campaign messages; those not in quotes are general messages mentioned on an unaided basis.





## Unaided Awareness: Official Safe Driving Media Campaigns

- Similar to past iterations of the survey, ad campaign recall was examined among the entire sample of respondents (versus only those who are aware of the campaign). This approach provides a more accurate estimate of overall unaided public awareness for category ad campaigns.
  - By focusing only on the subset of respondents who say they have seen or heard ads in the past year, measures of awareness can be artificially inflated by basing the proportions on only a portion of the surveyed sample.
  - Additionally, re-based measures such as this will change year to year due to differing proportions of respondents reporting having seen or heard campaigns from year to year, making tracking over time more difficult, because the comparison base (and the associated sampling error) is not consistent. Basing all proportions on the total sample size offers a more precise and more projectable view of actual campaign awareness.
- Rebounding somewhat from last spring, “Click It or Ticket” (8%) and “Buckle Up/No Excuses” (7%) are the most frequently recalled top-of-mind campaign taglines, followed by “Don’t Drive Drunk/No Excuses” (5%).
  - Additionally, improving 10 percentage points since last spring, the messaging theme of “Don’t be a distracted driver/Don’t use cell phone or text” was mentioned by half of Mainers who were polled (compared to 2-in-10 in the Spring ‘11 survey).
  - Playback of this theme is quite strong among all age groups except age 65+ and is particularly robust among those with children in the household.



## Unaided Awareness: Official Safe Driving Campaign Messages

<i>What were the messages of the ad(s) that you saw or heard? What was the ad about?</i>	Fall '09	Spring '10	Fall '10	Spring '11	Spring '12	Fall '12
Click It or Ticket	7	10	7	7	4	8
Buckle Up / No Excuses	6	6	3	6	4	7
Don't Drive Drunk / No Excuses	5	4	3	4	2	5
Buzzed Driving is Drunk Driving	5	5	2	5	2	3
Friends Don't Let Friends Drive Drunk	1	1	1	1	<1	1
You Drink and Drive, You Lose	1	1	1	1	1	1
Vanishing Teens / Keep Teens Alive	1	<1	<1	1	1	1
Thinking Ahead	1	<1	<1	<1	<1	1
Think About It - a simple action...	<1	1	<1	1	<1	<1
Survive Your Drive	<1	<1	0	1	<1	<1
Be a Road Model / Flash	0	2	1	<1	<1	<1
Safe Guard	1	1	<1	<1	<1	0

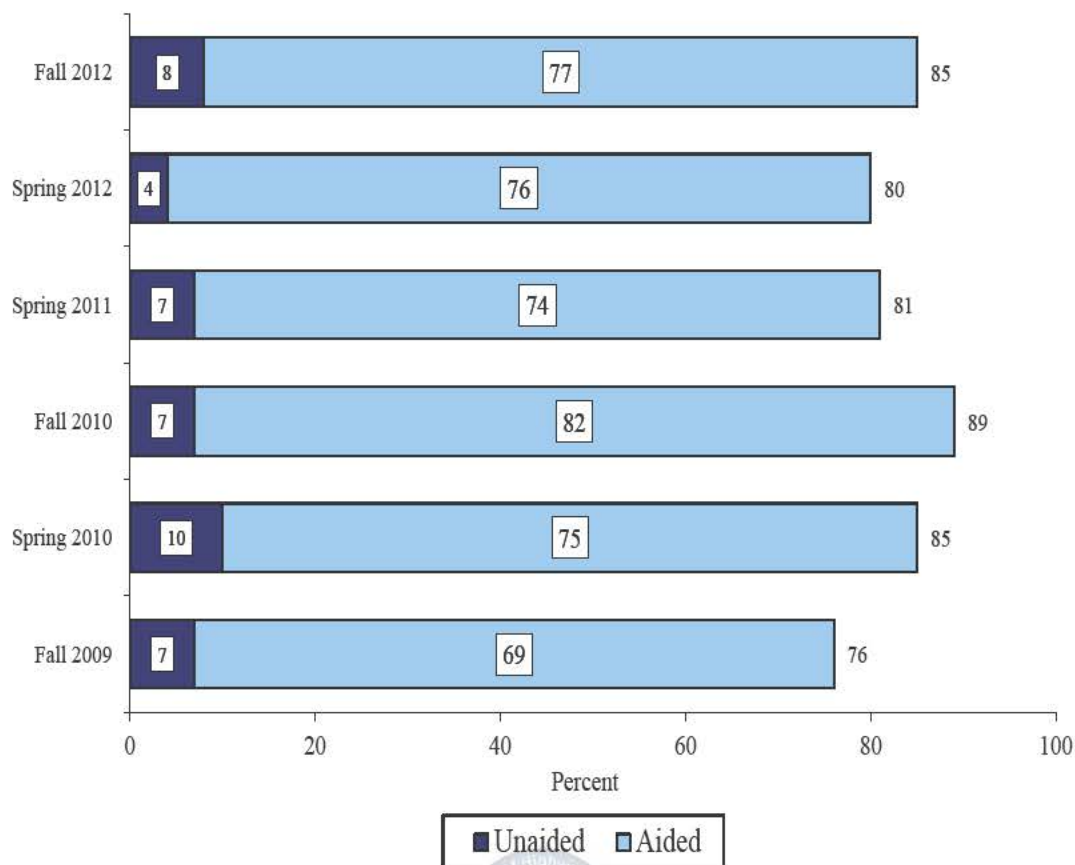
## Unaided Awareness: General Campaign Messages

<i>What were the messages of the ad(s) that you saw or heard? What was the ad about?</i>	Fall '09	Spring '10	Fall '10	Spring '11	Spring '12	Fall '12
Don't be a distracted driver / Don't use cell phone/text while driving	19	9	12	19	39	49
Don't drink and drive	13	13	10	7	14	17
Use your seat belt	3	2	2	2	1	2
Safe teen drivers	3	3	1	2	5	2
Don't speed	1	3	1	1	<1	1
Construction safety	2	2	1	1	1	<1
Motorcycle safety	2	1	1	<1	<1	3
Smoking and driving	1	<1	<1	<1	<1	0

## Total Awareness of Official Safe Driving Campaigns

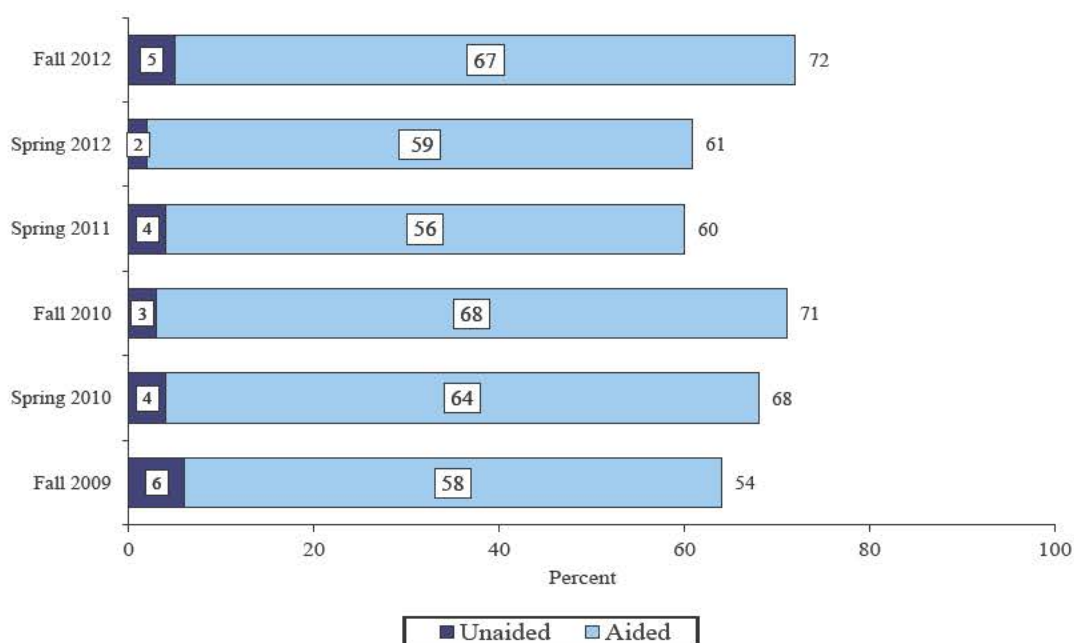
- Awareness of “Click It or Ticket” is back on the rise, with 85% of Mainers able to recall this message (either aided or unaided), compared to 80% last spring.
  - Current results are identical to those reported in Spring 2010 and approaching the all-time high of 89% seen in the Fall 2010 wave of measurement.
- Similarly, overall awareness of “Don’t Drive Drunk/No Excuses” has jumped from 61% last spring to 72% presently, a level not observed since Fall 2010.
- Awareness of “Buckle Up/No Excuses,” “Buzzed Driving is Drunk Driving,” “Survive Your Drive,” and “Vanishing Teens/Keep Teens Alive,” have each remained essentially stable over the past several iterations, with awareness of “Survive Your Drive” and “Vanishing Teens/Keep Teens Alive” continuing to be lower than other tested tagline themes.

## Total Awareness: “Click It or Ticket”



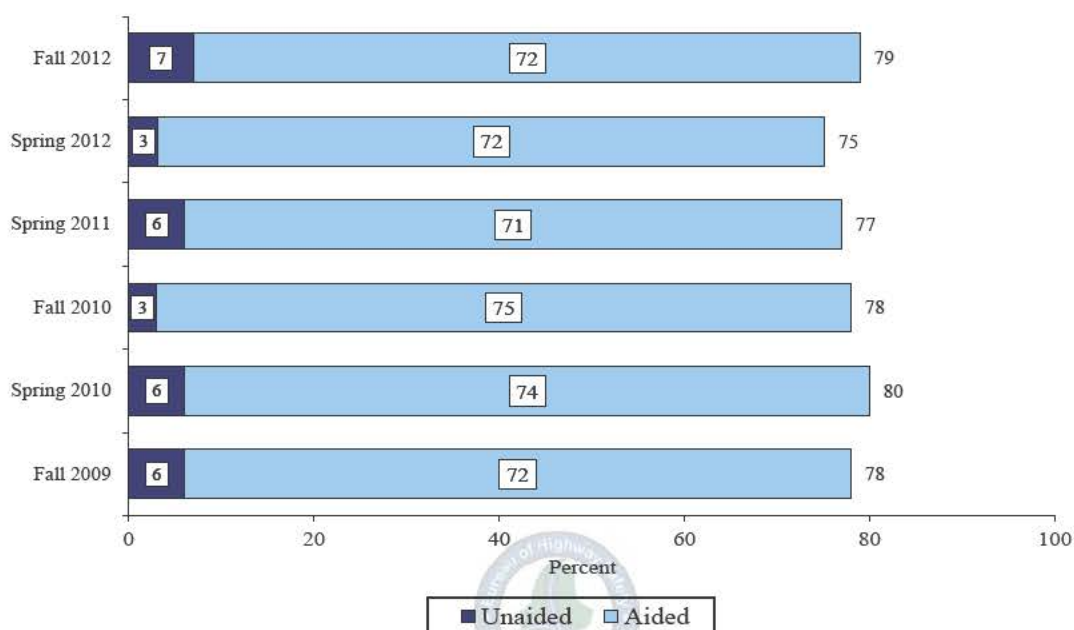
Note: Respondents were prompted for each campaign if they had not mentioned it unaided or if they said they had not seen any advertising in the past year.

## Total Awareness: “Don’t Drive Drunk / No Excuses”



Note: Respondents were prompted for each campaign if they had not mentioned it unaided or if they said they had not seen any advertising in the past year.

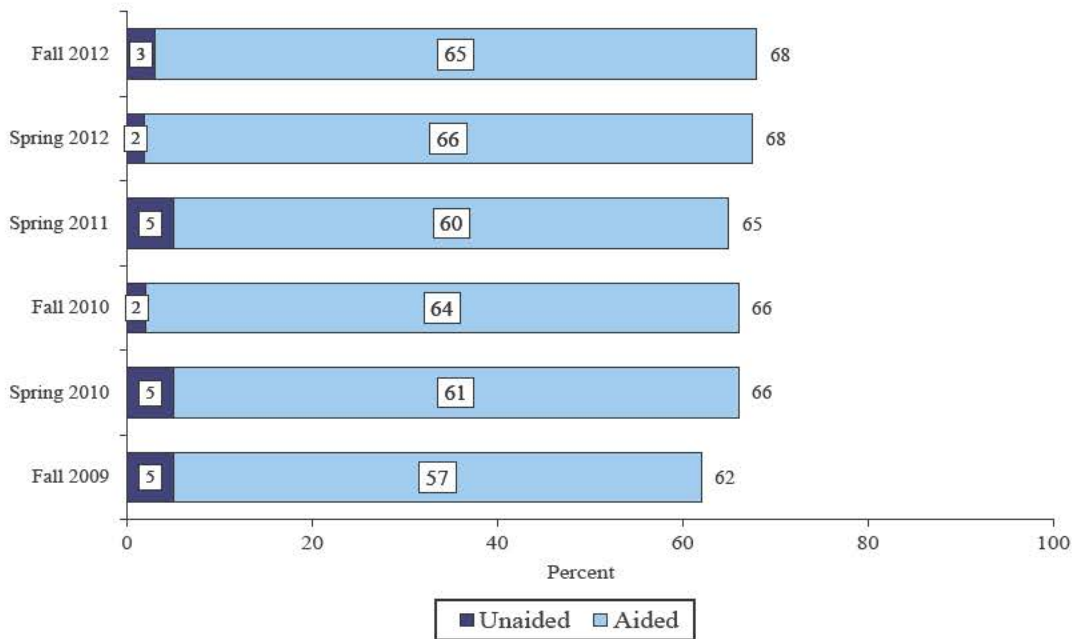
## Total Awareness: “Buckle Up / No Excuses”



Note: Respondents were prompted for each campaign if they had not mentioned it unaided or if they said they had not seen any advertising in the past year.

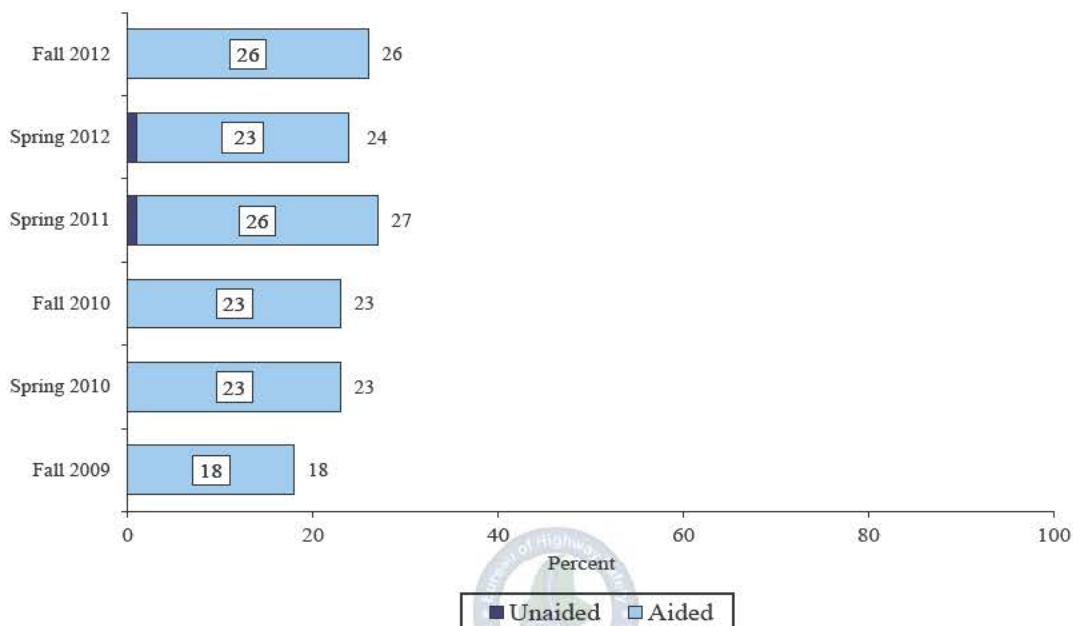


## Total Awareness: “Buzzed Driving is Drunk Driving”



Note: Respondents were prompted for each campaign if they had not mentioned it unaided or if they said they had not seen any advertising in the past year.

## Total Awareness: “Survive Your Drive”



Note: Respondents were prompted for each campaign if they had not mentioned it unaided or if they said they had not seen any advertising in the past year.

Appendix 2

# Maine Strategic Plan

**June 20, 2013**



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# Maine Strategic Plan Report

## State Plan Information

### Program / Plan Level Information:

#### **Traffic Records Improvement Program Coordinator:**

*(Person who is to be the first point of contact for the questions related to the Strategic Plan or other traffic records-related issues.)*

**Name: Ms. Lauren Stewart**

Title: Director

Agency: Bureau of Highway Safety

Office:

Address: 164 State House Station

City, Zip: Augusta 04333

Phone: (207) 626-3840

Email: lauren.v.stewart@maine.gov

Last Updated: 18-JUN-2013

Revision Date: 17-JUN-2013

#### **Crash Data Systems – MMUCC Review:**

*The Federal Register calls for states to document the MMUCC data elements that they collect and use within their crash data system. TSASS can assist in this review process if provided with the most current crash database documentation.*

*The last crash database review was performed by TSASS on 01-JUN-11 based upon a data dictionary dated 28-OCT-10 which was reported to have an implementation data of 08-FEB-11.*

#### **EMS Data Systems – NEMSIS Review:**

*The Federal Register calls for states to document the NEMSIS data elements that they collect and use within their EMS data system. TSASS can assist in this review process if provided with the most current EMS database documentation.*

*The last EMS database review was performed by TSASS on 01-MAR-07 based upon a data dictionary dated 01-JAN-06 which was reported to have an implementation data of 01-DEC-06.*

#### **Traffic Records Assessment:**

*The legislation requires that States have performed a Traffic Records Assessment within the past 5 years for all grant applications after the first year.*



The date of the last Traffic Records Assessment is 04-29-2011.

## TRCC Representation:

This section contains information about the TRCC membership.

### Executive Level TRCC

Name	System	Email	Title	Member Status
James Glessner	None		Court Administrator	
Matthew Dunlap	None	-		
David Bernhardt	None			
John Morris	None		Commissioner	

### Technical Level TRCC

Name	System	Email	Title	Member Status
John Smith	Court Information System	john.t.smith@courts.maine.gov	Manager	
Lt Brian Scott	Crash Data System	brian.p.scott@maine.gov	Lieutenant, Traffic Safety Unit	TRCC Co-Chair
Mr. Duane Brunell	Crash Data System	duane.brunell@maine.gov	Safety Performance Analysis Manager	
Ms. Linda Grant	Driver License / History Data System	linda.grant@maine.gov	Senior Section Manager	
Douglas Bracey	None	dbracey@yorkpolice.org	Chief	
Ms. Lauren Stewart	None	lauren.v.stewart@maine.gov	Director	TRCC Chair



Name	System	Email	Title	Member Status
Troy Morton	None	tmorton@penobscot-sheriff.net	Sherriff Deputy	
Emile Poulin	None	emile.poulin@maine.gov	Senior Information System Support Specialist	
Al Leighton	None	leighton@usm.maine.edu	CODES and Data Analyst	CODES / Data Analyst
Michelle Ward	None	Michelle.Ward@maine.gov	FARS Analyst	FARS
Mr. Jay Bradshaw	Pre-Hospital EMS System	jay.bradshaw@maine.gov	Director	





### TRCC Operation:

*The legislation & Federal Register call for certification that the TRCC continues to operate. Please provide the following information about your TRCC's structure and operation*

*Do you have an executive (policy level) TRCC? Yes*

*If so, how often does it meet? As Needed/Other*

*Do you have a technical (working level) TRCC? Yes*

*If so, how often does it meet? Quarterly*

*Does your TRCC have in place documents that demonstrate that the TRCC meets the following requirements of the legislation & Federal register?*

Yes    *The TRCC has the authority to approve the Strategic Plan.*

Yes    The TRCC has the authority to review any of the State's highway safety data and traffic records systems and to review changes to such systems before the changes are implemented.

Yes

The TRCC includes representative from highway safety, highway infrastructure, law enforcement and adjudication, public health, injury control and motor carrier agencies and organizations.

Yes

The TRCC provides a forum for the discussion of highway safety data and traffic records issues and report on any such issues to the agencies and organizations in the State that create, maintain, and use highway safety data and traffic records.

Yes

The TRCC considers and coordinates the views of organizations in the State that are involved in the administration, collection and use of the highway safety data and traffic records systems.

Yes    The TRCC represents the interests of the agencies and organizations within the traffic records system to outside organizations.

Yes    The TRCC reviews and evaluates new technologies to keep the highway safety data and traffic records systems up-to-date.



### Project Prioritization:

The legislation requires that States document how they prioritized projects. This section contains a brief statement of how projects were prioritized.

The State of Maine TRCC has identified and prioritized 14 projects selected to resolve the deficiencies identified in the strategic plan. The committee agreed on the prioritization at the TRCC meeting held on June 12, 2013.

The State of Maine TRCC prioritized projects based on their ability to: improve data quality in the core traffic records data systems, bring existing efforts currently underway to completion, make measurable progress toward the end goals of the TRCC and the Section 405c program using the performance areas (timeliness, consistency, completeness, accuracy, accessibility, and integration), and increase MMUCC and NEMSIS compliance.

The project priority is as follows: Project ID    Project Title

ME-P-00001	Electronic Collection of EMS Run Report Data
ME-P-00003	FTP data from Municipal systems to the BMV database
ME-P-00004	Online Registration Renewal
ME-P-00006	MCRS Upgrade
ME-P-00007	BMV Crash XML Update
ME-P-00008	INFORME Crash Form Web Service
ME-P-00009	Traffic Records Data Warehouse
ME-P-00010	EMS Public Access and Data Mining
ME-P-00011	E-Citation
ME-P-00014	Maine CODES
ME-P-00015	Public Access Reports – Traffic
ME-P-00020	CODES EMS Linkage
ME-P-00022	Registration Barcode
ME-P-00023	Barcode Scanners/Training

### 12 Month TRCC Meeting Schedule

October 15, 2013

February 13, 2014

May 13, 2014



## Deficiencies and Objectives

### ME-D-00001 - ME-D-00001 - Roadway - Accuracy

**Area:** Accuracy

**System:** Roadway

**Type:** Deficiency

**Status:** Addressed - Some Progress

**Source:** Assessment

**Last Updated:** 01-JUN-2012

**Revision Date:**

**Deficiency-Objective Description:** Some data is not current, new road data has delayed entry, so some crashes can not be coded to a specific location.

#### Linked Items

Type	Label	Name
Project	ME-P-00006	Maine Crash Reporting System Upgrade

### ME-D-00002 - ME-D-00002 - Roadway - Accessibility

**Area:** Accessibility

**System:** Roadway

**Type:** Deficiency

**Status:** Unknown / Not Defined

**Source:** Assessment

**Last Updated:** 18-MAY-2009

**Revision Date:**

**Deficiency-Objective Description:** Access to standalone or linked Roadway data by non-Maine DOT users is on a very limited basis currently.

#### Linked Items

Type	Label	Name
Project	ME-P-00006	Maine Crash Reporting System Upgrade

### ME-D-00003 - ME-D-00003 - Roadway - Integration

**Area:** Integration

**System:** Roadway

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**Type:** Deficiency  
**Status:** Unknown / Not Defined  
**Source:** Assessment  
**Last Updated:** 18-MAY-2009  
**Revision Date:**

**Deficiency-Objective Description:** Enforcement Detail- need to link focused enforcement to road system (and crashes) to evaluate effectiveness of efforts. Crash and roadway systems are integrated, but only in DOT's data warehouse.

#### Linked Items

Type	Label	Name
Project	ME-P-00006	Maine Crash Reporting System Upgrade

### ME-D-00004 - ME-D-00004 - Injury Surveillance / EMS - Timeliness

**Area:** Timeliness  
**System:** Injury Surveillance / EMS  
**Type:** Deficiency  
**Status:** Addressed - Completed  
**Source:** Assessment  
**Last Updated:** 01-JUN-2012  
**Revision Date:**

**Deficiency-Objective Description:** Concern is that the delay in having the EMS data available results in the inability to use these data for many quality assurance activities. Many data users rely on these data for local performance measures and budgeting purposes. Such a delay compromises their ability to make timely adjustments and planning.

#### Linked Items

Type	Label	Name
Project	ME-P-00001	Electronic Collection of EMS Run Report Data

### ME-D-00005 - ME-D-00005 - Injury Surveillance / EMS - Completeness

**Area:** Completeness  
**System:** Injury Surveillance / EMS  
**Type:** Deficiency  
**Status:** Addressed - Completed  
**Source:** Assessment  
**Last Updated:** 01-JUN-2012  
**Revision Date:**



**Deficiency-Objective Description:** The current run reporting system is dependent upon paper forms. 80% still submit paper.

#### Linked Items

Type	Label	Name
Performance Measure	I-A-01	EMS Accuracy
Project	ME-P-00001	Electronic Collection of EMS Run Report Data

### ME-D-00006 - ME-D-00006 - Injury Surveillance / EMS - Uniformity

**Area:** Uniformity

**System:** Injury Surveillance / EMS

**Type:** Deficiency

**Status:** Addressed - Completed

**Source:** Assessment

**Last Updated:** 01-JUN-2012

**Revision Date:**

**Deficiency-Objective Description:** The current EMS data does not comply with NEMSIS 2.2.1. As of January 07, 16% is compliant and 84% is still not.

#### Linked Items

Type	Label	Name
Project	ME-P-00001	Electronic Collection of EMS Run Report Data

### ME-D-00007 - ME-D-00007 - Injury Surveillance / EMS - Integration

**Area:** Integration

**System:** Injury Surveillance / EMS

**Type:** Deficiency

**Status:** Addressed - Significant progress

**Source:** Assessment

**Last Updated:** 01-JUN-2012

**Revision Date:**

**Deficiency-Objective Description:** EMS Run Report data does not contain unique data fields to facilitate integration with other data bases. True for the paper forms.

#### Linked Items

Type	Label	Name
Project	ME-P-00001	Electronic Collection of EMS Run Report Data



## ME-D-00008 - ME-D-00008 - Injury Surveillance / EMS - Accessibility

**Area:** Accessibility

**System:** Injury Surveillance / EMS

**Type:** Deficiency

**Status:** Addressed - Completed

**Source:** Assessment

**Last Updated:** 01-JUN-2012

**Revision Date:**

**Deficiency-Objective Description:** Routine access to EMS data are limited to standardized printed reports

### Linked Items

Type	Label	Name
Project	ME-P-00001	Electronic Collection of EMS Run Report Data

## ME-D-00009 - ME-D-00009 - Vehicle Registration - Timeliness

**Area:** Timeliness

**System:** Vehicle Registration

**Type:** Deficiency

**Status:** Addressed - Significant progress

**Source:** Assessment

**Last Updated:** 01-JUN-2012

**Revision Date:**

**Deficiency-Objective Description:** The timeliness of data uploaded into the BMV system depends on when, where and how the registration data is collected which can vary from 24 hours to 2 months.

### Linked Items

Type	Label	Name
Performance Measure	V-T-02	Vehicle Registration Timeliness
Project	ME-P-00003	FTP data from Municipal systems to the BMV database
Project	ME-P-00004	Online Registration Renewal

## ME-D-00010 - ME-D-00010 - Vehicle Registration - Completeness

**Area:** Completeness

**System:** Vehicle Registration

**Type:** Deficiency

**Status:** Unknown / Not Defined

**Source:** Assessment

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**Last Updated:** 09-JUN-2009

**Revision Date:**

**Deficiency-Objective Description:** *There is a need to capture more specific data as it relates to vehicle body styles such a SUV to be useful in crash data analysis. It may be possible to correct this deficiency by amending internal procedures.*

#### Linked Items

Type	Label	Name
Project	ME-P-00003	FTP data from Municipal systems to the BMV database

### ME-D-00011 - ME-D-00011 - Vehicle Registration - Accessibility

**Area:** Accessibility

**System:** Vehicle Registration

**Type:** Deficiency

**Status:** Addressed - Completed

**Source:** Assessment

**Last Updated:** 01-JUN-2012

**Revision Date:**

**Deficiency-Objective Description:** *The BMV system is over 35 years old. Due to its age and the availability of replacement hardware and qualified individuals to maintain the system, it is at high risk.*

#### Linked Items

Type	Label	Name
Project	ME-P-00003	FTP data from Municipal systems to the BMV database

### ME-D-00012 - ME-D-00012 - Vehicle Registration - Accessibility

**Area:** Accessibility

**System:** Vehicle Registration

**Type:** Deficiency

**Status:** Addressed - Completed

**Source:** Assessment

**Last Updated:** 01-JUN-2012

**Revision Date:**

**Deficiency-Objective Description:** *Most reports are available in hard copy only.*

#### Linked Items

Type	Label	Name
Project	ME-P-00003	FTP data from Municipal systems to the BMV database

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## ME-D-00013 - ME-D-00013 - Driver License / History - Accessibility

**Area:** Accessibility

**System:** Driver License / History

**Type:** Deficiency

**Status:** Addressed - Completed

**Source:** Assessment

**Last Updated:** 01-JUN-2012

**Revision Date:**

**Deficiency-Objective Description:** Most reports are available in hard copy only.

### Linked Items

Type	Label	Name
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## ME-D-00014 - ME-D-00014 - Crash - Timeliness

**Area:** Timeliness

**System:** Crash

**Type:** Deficiency

**Status:** Addressed - Significant progress

**Source:** Assessment

**Last Updated:** 01-JUN-2012

**Revision Date:**

**Deficiency-Objective Description:** There is concern surrounding the delay caused by Maine DOT's need to verify and adjust location information. This delay is problematic for some end users of location-sensitive data. Current delay in availability is 5 to 6 months. A combined effort by law enforcement and DOT is needed to achieve improvement. We are still experiencing a delay in reporting from LE agencies.

### Linked Items

Type	Label	Name
Performance Measure	C-T-01B	Crash Timeliness
Project	ME-P-00006	Maine Crash Reporting System Upgrade

## ME-D-00015 - ME-D-00015 - Crash - Uniformity

**Area:** Uniformity

**System:** Crash

**Type:** Deficiency

**Status:** Addressed - Some Progress

**Source:** Assessment

**Last Updated:** 01-JUN-2012

**Revision Date:**

**Deficiency-Objective Description:** All law enforcement agencies report electronically to the MCRS system. Training is not conducted after an officer's initial basic training. Software utilized to capture the data varies throughout the state.

#### Linked Items

Type	Label	Name
Performance Measure	C-U-01	Crash Uniformity
Project	ME-P-00006	Maine Crash Reporting System Upgrade

### ME-D-00016 - ME-D-00016 - Crash - Completeness

**Area:** Completeness

**System:** Crash

**Type:** Deficiency

**Status:** Addressed - Significant progress

**Source:** Assessment

**Last Updated:** 01-JUN-2012

**Revision Date:**

**Deficiency-Objective Description:** There is a need to align crash data with required CODES data elements to the extent practicable. This information may be initially captured, but lost through the process of location verification at MDOT. The linked Maine DOT dataset does not include all crash report data elements. Update: A new Maine DOT data load for CODES has been prepared that includes add'l fields that should be adequate for current study. CODES staff will be reevaluating future data needs and future changes are anticipated.

#### Linked Items

Type	Label	Name
Project	ME-P-00006	Maine Crash Reporting System Upgrade

### ME-D-00017 - ME-D-00017 - Crash - Accuracy

**Area:** Accuracy

**System:** Crash

**Type:** Deficiency

**Status:** Addressed - Some Progress

**Source:** Assessment

**Last Updated:** 01-JUN-2012

**Revision Date:**



**Deficiency-Objective Description:** The group identified a problem with the location information. The needs of the MDOT for project planning and engineering are not met by current process. This results in a need to analyze the crash location and adjust the location of many crashes to be more accurate. The Crash system is only integrated with Roadway not integrated with any other state systems.

#### Linked Items

Type	Label	Name
Project	ME-P-00006	Maine Crash Reporting System Upgrade

### ME-D-00018 - ME-D-00018 - Crash - Accessibility

**Area:** Accessibility

**System:** Crash

**Type:** Deficiency

**Status:** Addressed - Some Progress

**Source:** Assessment

**Last Updated:** 01-JUN-2012

**Revision Date:**

**Deficiency-Objective Description:** The group identified a need for crash data analysis to be more accessible by law enforcement, highway safety officials, legislators, other state, county and local users for resource allocation, determining enforcement and engineering effectiveness, and planning purposes.

#### Linked Items

Type	Label	Name
Project	ME-P-00006	Maine Crash Reporting System Upgrade
Project	ME-P-00015	Public Access Reports – Traffic

### ME-D-00019 - ME-D-00019 - Citation / Adjudication - Timeliness

**Area:** Timeliness

**System:** Citation / Adjudication

**Type:** Deficiency

**Status:** Unknown / Not Defined

**Source:** Assessment

**Last Updated:** 18-MAY-2009

**Revision Date:**

**Deficiency-Objective Description:** The VB needs to receive and enter tickets in a more timely fashion. After the tickets are received at the VB, it can take up to 2 weeks or more for ticket information to be entered into the system when there are influxes of tickets being received.

**Linked Items**

Type	Label	Name
Project	ME-P-00011	E-Citation

**ME-D-00020 - ME-D-00020 - Citation / Adjudication - Uniformity****Area:** Uniformity**System:** Citation / Adjudication**Type:** Deficiency**Status:** Unknown / Not Defined**Source:** Assessment**Last Updated:** 09-JUN-2009**Revision Date:**

**Deficiency-Objective Description:** All fields on the ticket are not always interpreted and filled out with the same type of information by Law Enforcement.

**Linked Items**

Type	Label	Name
Project	ME-P-00011	E-Citation

**ME-D-00021 - ME-D-00021 - Citation / Adjudication - Completeness****Area:** Completeness**System:** Citation / Adjudication**Type:** Deficiency**Status:** No Progress**Source:** Assessment**Last Updated:** 01-JUN-2012**Revision Date:**

**Deficiency-Objective Description:** There are no checks or verification processes in place for mandatory information to be completed on the ticket before it is submitted to the VB for filing. This is due to paper forms.

**Linked Items**

Type	Label	Name
Project	ME-P-00011	E-Citation

**ME-D-00022 - ME-D-00022 - Citation / Adjudication - Accuracy****Area:** Accuracy

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**System:** Citation / Adjudication  
**Type:** Deficiency  
**Status:** No Progress  
**Source:** Assessment  
**Last Updated:** 01-JUN-2012  
**Revision Date:**

**Deficiency-Objective Description:** Some law enforcement officer's handwriting is difficult to read as well the copy of the ticket VB staff are keying from is not very clear. The VB system has no verification process with the BMV applicable to license number and licensee's name at the time of entry.

#### Linked Items

Type	Label	Name
Project	ME-P-00011	E-Citation

### ME-D-00023 - ME-D-00023 - Citation / Adjudication - Accessibility

**Area:** Accessibility  
**System:** Citation / Adjudication  
**Type:** Deficiency  
**Status:** Unknown / Not Defined  
**Source:** Assessment  
**Last Updated:** 18-MAY-2009  
**Revision Date:**

**Deficiency-Objective Description:** Not all information from the VSAC can be keyed into the system because of time involved, the lack of staffing at the VB, and no fields available for the information.

#### Linked Items

Type	Label	Name
Project	ME-P-00011	E-Citation

### ME-D-00024 - ME-D-00024 - Citation / Adjudication - Integration

**Area:** Integration  
**System:** Citation / Adjudication  
**Type:** Deficiency  
**Status:** Unknown / Not Defined  
**Source:** Assessment  
**Last Updated:** 18-MAY-2009  
**Revision Date:**

**Deficiency-Objective Description:** The VB does not export traffic citation information to any other external system at this time.

#### Linked Items

Type	Label	Name
Project	ME-P-00011	E-Citation

### ME-D-00025 - ME-D-00025 - Crash - Uniformity

**Area:** Uniformity

**System:** Crash

**Type:** Deficiency

**Status:** Addressed - Completed

**Source:** TRCC

**Last Updated:** 01-JUN-2012

**Revision Date:**

**Deficiency-Objective Description:** Current MMUCC compliance is 15 elements out of 77 crash form elements. We anticipate current changes to the crash form being reevaluated to improve MMUCC compliance.

#### Linked Items

Type	Label	Name
Performance Measure	C-U-01	Crash Uniformity
Project	ME-P-00006	Maine Crash Reporting System Upgrade

### ME-D-00026 - ME-D-00026 - Crash - Completeness

**Area:** Completeness

**System:** Crash

**Type:** Deficiency

**Status:** Addressed - Completed

**Source:** TRCC

**Last Updated:** 01-JUN-2012

**Revision Date:**

**Deficiency-Objective Description:** Current MMUCC compliance is 15 elements out of 77 crash form elements. We anticipate current changes to the crash form being reevaluated to improve MMUCC compliance and therefore database completeness.

#### Linked Items

Type	Label	Name
Project	ME-P-00006	Maine Crash Reporting System Upgrade



## Performance Measures and Goals

### C-I-01 - Crash Integration

**Status of Improvement:** Unknown - No Final Data

**Active Status:** Planned

**Last Updated:** 18-MAR-2013

**Revision Date:**

*This performance measure is based on the C-I-01 model.*

*Maine will improve the Integration of the Crash system as measured in terms of a Increase of:*

*The percentage of appropriate records in the crash database that are linked to another system or file.*

*The state will show measureable progress using the following method:*

*The percentage of appropriate records in the crash database that are linked to another system or file.*

#### Performance Measure Values

Year	Goal	Baseline	Best Value	Best Date	Difference
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#### Intermediate Measurements

Measurement Date	Measurement
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#### Linked Items

Type	Label	Name
Project	ME-P-00006	Maine Crash Reporting System Upgrade
Project	ME-P-00014	Maine CODES
Project	ME-P-00020	CODES EMS Linkage

### C-T-01B - Crash Timeliness

**Status of Improvement:** Demonstrated Improvement

**Active Status:** Active

**Last Updated:** 18-JUN-2013

**Revision Date:** 18-JUN-2013

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*This performance measure is based on the C-T-01B model.*

*Maine will improve the Timeliness of the Crash system as measured in terms of a Decrease of:*

*The average number of days from the crash date to the date the crash report is entered into the crash database within a period determined by the State.*

*The state will show measureable progress using the following method:*

*All numbers in this performance measure are limited to Maine State Police crash reports.*

*The average number of days from the crash date to the date the crash report is entered into the crash database using a baseline period of June 1, 2011 to May 31, 2012 and a current period of June 1, 2012 to May 31, 2013. Note 1: Both the baseline and current periods are limited to reports entered into the database by June 15, 2012 (baseline) and June 15, 2013 (current).*

#### **Performance Measure Values**

<b>Year</b>	<b>Goal</b>	<b>Baseline</b>	<b>Best Value</b>	<b>Best Date</b>	<b>Difference</b>
2012		8.3	8.3	31-MAY-12	2011 - 2012 0
2013		8.3	8.3	31-MAY-12	2012 - 2013 0
2014		8.3	8	31-MAY-13	2013 - 2014 -3
2018		8			2017 - 2018
2017		8			2016 - 2017
2016		8			2015 - 2016
2015		8			2014 - 2015

#### **Intermediate Measurements**

<b>Measurement Date</b>	<b>Measurement</b>
31-MAY-2012	8.3
31-MAY-2013	8

#### **Linked Items**

<b>Type</b>	<b>Label</b>	<b>Name</b>
Deficiency / Objective	ME-D-00014	ME-D-00014 - Crash - Timeliness
Project	ME-P-00006	Maine Crash Reporting System Upgrade



## C-U-01 - Crash Uniformity

**Status of Improvement:** Static - No Change

**Active Status:** Completed

**Last Updated:** 18-MAR-2013

**Revision Date:**

*This performance measure is based on the C-U-01 model.*

*Maine will improve the Uniformity of the Crash system as measured in terms of a Increase of:*

*The number of MMUCC-compliant data elements entered into the crash database or obtained via linkage to other databases.*

*The state will show measureable progress using the following method:*

*Count of MMUCC-compliant data elements entered into the database or obtained via linkage to other databases.*

### Performance Measure Values

Year	Goal	Baseline	Best Value	Best Date	Difference
2009		19	19	01-JUN-09	2008 - 2009 0
2010		19	19	01-JUN-10	2009 - 2010 0
2011		19	50	01-MAR-11	2010 - 2011 31
2014		50	50	15-MAR-13	2013 - 2014 0
2013		50	50	15-MAR-13	2012 - 2013 0
2015		50			2014 - 2015
2016		50			2015 - 2016
2017		50			2016 - 2017
2018		50			2017 - 2018
2019		50			2018 - 2019
2012		50			2011 - 2012

### Intermediate Measurements

Measurement Date	Measurement
01-JUN-2009	19
01-JUN-2010	19
01-MAR-2011	50
15-MAR-2013	50

**Linked Items**

Type	Label	Name
Deficiency / Objective	ME-D-00015	ME-D-00015 - Crash - Uniformity
Deficiency / Objective	ME-D-00025	ME-D-00025 - Crash - Uniformity
Project	ME-P-00006	Maine Crash Reporting System Upgrade
Recommendation	METRA11026	Increase the formal nature of the quality control program. In particular, the following features of the current quality control program could be enhanced:  o Keep a log of errors and their frequenc

**C-X-01 - Crash Accessibility****Status of Improvement:** Unknown - No Final Data**Active Status:** Planned**Last Updated:** 18-MAR-2013**Revision Date:**

This performance measure is based on the C-X-01 model.

Maine will improve the Accessibility of the Crash system as measured in terms of a Increase of:

The ability of legitimate users to successfully obtain desired crash data

The state will show measureable progress using the following method:

Count the number of users public users with access to basic crash data facts in the current period versus the baseline period.

**Performance Measure Values**

Year	Goal	Baseline	Best Value	Best Date	Difference
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**Intermediate Measurements**

Measurement Date	Measurement
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**Linked Items**

Type	Label	Name
Project	ME-P-00009	Traffic Records Data Warehouse
Project	ME-P-00015	Public Access Reports - Traffic



## CA-T-01A - Citation Timeliness

**Status of Improvement:** Unknown - No Final Data

**Active Status:** Planned

**Last Updated:** 18-MAR-2013

**Revision Date:**

*This performance measure is based on the CA-T-01A model.*

*Maine will improve the Timeliness of the Citation / Adjudication system as measured in terms of a Decrease of:*

*The median number of days from (a) the date a citation is issued to (b) the date the citation is entered into the statewide citation database, or a first available repository.*

*\*This measure also is also applicable to the adjudication file.*

*The state will show measureable progress using the following method:*

*The median number of days from (a) the date a citation is issued to (b) the date the citation is entered into the statewide citation database, or a first available repository.*

*\*This measure also is also applicable to the adjudication file.*

### Performance Measure Values

Year	Goal	Baseline	Best Value	Best Date	Difference
------	------	----------	------------	-----------	------------

### Intermediate Measurements

Measurement Date	Measurement
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### Linked Items

Type	Label	Name
Project	ME-P-00011	E-Citation

## I-A-01 - EMS Accuracy

**Status of Improvement:** Demonstrated Improvement

**Active Status:** Active

**Last Updated:** 18-JUN-2013

**Revision Date:**

*This performance measure is based on the I-A-01 model.*

*Maine will improve the Accuracy of the Injury Surveillance / EMS system as measured*

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*in terms of a Increase of:*

*The percentage of EMS patient care reports with no errors in critical data elements.*

*Maine EMS continues to improve the EMS Run Reporting system's NEMSIS business rules and minimum requirements. This has resulted in fewer critical errors in the EMS Run Report data and has resulted in improved accuracy of the EMS Run Report data.*

*For the baseline period there were 264,761 total reports with 228,102 that passed NEMSIS business rules (86.2%); for the current performance period there were 272,658 total reports with 255,884 that passed (93.8%) providing an increase of 7.6%.*

*The state will show measureable progress using the following method:*

*Calculate the percentage of reports that did not have critical errors from the baseline period of April 1, 2011 through March 31, 2012 compared to the current performance period of April 1, 2012 through March 31, 2013. A critical error occurs when an EMS Run Report did not pass NEMSIS business rules and minimum requirements.*

### **Performance Measure Values**

<b>Year</b>	<b>Goal</b>	<b>Baseline</b>	<b>Best Value</b>	<b>Best Date</b>	<b>Difference</b>	
2013		86.2	86.2	31-MAR-12	2012 - 2013	0
2012		86.2	86.2	31-MAR-12	2011 - 2012	0
2014		86.2	93.8	31-MAR-13	2013 - 2014	7.6
2015		93.8			2014 - 2015	
2016		93.8			2015 - 2016	
2017		93.8			2016 - 2017	
2018		93.8			2017 - 2018	
2019		93.8			2018 - 2019	

### **Intermediate Measurements**

<b>Measurement Date</b>	<b>Measurement</b>
31-MAR-2012	86.2
31-MAR-2013	93.8

### **Linked Items**

<b>Type</b>	<b>Label</b>	<b>Name</b>
Deficiency / Objective	ME-D-00005	ME-D-00005 - Injury Surveillance / EMS - Completeness
Project	ME-P-00001	Electronic Collection of EMS Run Report Data
Recommendation	METRA06022	Revise EMS reporting rules to address the submission of electronic run reports to the state data repository



## I-I-01 - I-I-01 - Injury Surveillance / EMS - Integration

**Status of Improvement:** Unknown - No Final Data

**Active Status:** Planned

**Last Updated:** 18-MAR-2013

**Revision Date:**

*This performance measure is based on the I-I-01 model.*

*Maine will improve the Integration of the Injury Surveillance / EMS system as measured in terms of a Increase of:*

*The percentage of appropriate records in the EMS file that are linked to another system or file. \*This measure also is also applicable to the following files: State Emergency Dept. File, State Hospital Discharge File, State Trauma Registry File, and State Vital Records.*

*The state will show measureable progress using the following method:*

*The percentage of appropriate records in the EMS file that are linked to another system or file. \*This measure also is also applicable to the following files: State Emergency Dept. File, State Hospital Discharge File, State Trauma Registry File, and State Vital Records.*

### Performance Measure Values

Year	Goal	Baseline	Best Value	Best Date	Difference
------	------	----------	------------	-----------	------------

### Intermediate Measurements

Measurement Date	Measurement
------------------	-------------

### Linked Items

Type	Label	Name
Project	ME-P-00001	Electronic Collection of EMS Run Report Data
Project	ME-P-00009	Traffic Records Data Warehouse
Project	ME-P-00010	EMS Public Access and Data Mining
Project	ME-P-00014	Maine CODES
Project	ME-P-00020	CODES EMS Linkage

## V-T-02 - Vehicle Registration Timeliness

**Status of Improvement:** Unimproved (negative)

**Active Status:** Active

**Last Updated:** 15-MAR-2013

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**Revision Date:** 15-MAR-2013

*This performance measure is based on the V-T-02 model.*

*Maine will improve the Timeliness of the Vehicle Registration system as measured in terms of a Increase of:*

*The percentage of vehicle record updates entered into the database within XX days after the critical status change. \*e.g. 1,5, 10 days*

*The state will show measureable progress using the following method:*

*ME-M-00012 - Vehicle Registration / Timeliness*

*"Rapid Renewal" registrations are the only registrations posted to the vehicle registration database within one day. Using this information and the counts below:*

*July 1, 2010 to December 31, 2010: 52,097 online renewals divided by 584,515 total renewals = 8.9%*

*July 1, 2011 to December 31, 2011: 58,210 online renewals divided by 462,597 total renewals = 12.5%*

*These yearly totals do not include any non-renewal registrations (such as first-time registrations of newly purchased vehicles, or first-time-in-Maine registrations of vehicles from out of State).*

*Each online renewal represents a completed "Rapid Renewal" transaction done by a user of the online application.*

#### **Performance Measure Values**

<b>Year</b>	<b>Goal</b>	<b>Baseline</b>	<b>Best Value</b>	<b>Best Date</b>	<b>Difference</b>
2011		12.5	12.5	31-DEC-10	2010 - 2011 0
2012		12.5	8.9	31-DEC-11	2011 - 2012 -3.6
2014		12.5	11.3	31-DEC-12	2013 - 2014 -1.2
2013		12.5	11.3	31-DEC-12	2012 - 2013 -1.2
2019		12.5			2018 - 2019
2018		12.5			2017 - 2018
2015		12.5			2014 - 2015
2016		12.5			2015 - 2016
2017		12.5			2016 - 2017



### Intermediate Measurements

Measurement Date	Measurement
31-DEC-2010	12.5
31-DEC-2011	8.9
31-DEC-2012	11.3

### Linked Items

Type	Label	Name
Deficiency / Objective	ME-D-00009	ME-D-00009 - Vehicle Registration - Timeliness
Project	ME-P-00003	FTP data from Municipal systems to the BMV database
Project	ME-P-00004	Online Registration Renewal

# Projects

## ME-P-00001 - Electronic Collection of EMS Run Report Data

**Priority:** 1

**Last Updated:** 28-MAR-2011

**Revision Date:** 24-AUG-2006

**Status:** Active

**Lead Agency:** Maine Emergency Medical Services, Department of Public Safety

**Partners:** EMS, DHHS, CODES, BHS, Trauma Centers and Local Service providers

**Website:**

### Project Director

Name: Mr. Jay Bradshaw

Title: Director

Agency: Department of Public Safety

Office: Emergency Medical Services

Address: 152 State House Station

City, Zip: Augusta 04333-0152

Phone: (207) 626-3860

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**Project Description:** This project will provide laptop computers, software, and training for EMS providers to submitting EMS patient/run reports in electronic format and in compliance with NEMSIS data dictionary. MEMS data will be linked to a publicly accessible web portal. This portal will provide access to standardized reports and enable ad hoc reports with protection for confidential patient information.

### Milestones

Milestone Description	Target Date	Actual Date	Status
Convene EMS data committee	11-01-2006	04-01-2007	Completed
Computer specifications completed	01-01-2007	02-01-2007	Completed
Phase 1 Computers purchased	01-01-2007	04-01-2007	Completed
Rollout plan for laptop computers	01-01-2007	03-01-2007	Completed
Exporting state data to NEMSIS	10-01-2007	10-01-2007	Completed
Distribution and training with laptop computers	09-01-2008	09-01-2008	On Schedule
Phase 2 Computers purchased	09-01-2008	09-01-2008	On Schedule
Standard and Ad Hoc reports available to services	08-15-2009	01-01-2007	Ahead of Schedule

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### Core System and Performance Area

Core System	Performance Area					
	Accuracy	Completeness	Integration	Timeliness	Uniformity	Accessibility
Crash						
Driver License / History						
Injury Surveillance / EMS	X	X	X	X	X	X
Roadway						
Citation / Adjudication						
Vehicle Registration						

### Budgets

Budget Source - 2013	Total Budget
NHTSA Section 402 Funds	\$0.00
NHTSA Section 405c Funds	\$0.00
NHTSA Section 408 Funds	\$0.00
State Funds	\$0.00

Budget Source - 2014	Total Budget
NHTSA Section 402 Funds	\$0.00
NHTSA Section 405c Funds	\$0.00
NHTSA Section 408 Funds	\$150,000.00
State Funds	\$0.00

Budget Source - 2015	Total Budget
NHTSA Section 402 Funds	\$0.00
NHTSA Section 405c Funds	\$0.00
NHTSA Section 408 Funds	\$0.00
State Funds	\$0.00

Budget Source - 2016	Total Budget
NHTSA Section 402 Funds	\$0.00
NHTSA Section 405c Funds	\$0.00
NHTSA Section 408 Funds	\$0.00
State Funds	\$0.00

Budget Source - 2017	Total Budget
NHTSA Section 402 Funds	\$0.00
NHTSA Section 405c Funds	\$0.00
NHTSA Section 408 Funds	\$0.00
State Funds	\$0.00

Budget Source - 2018	Total Budget
NHTSA Section 402 Funds	\$0.00
NHTSA Section 405c Funds	\$0.00
NHTSA Section 408 Funds	\$0.00
State Funds	\$0.00



## Activity Report

<u>Report Start</u> 06-17-2006	<u>Report End</u> 06-16-2007	<u>Report Date</u> 06-02-2007	<u>Provided By</u> Jay Bradshaw
<b>Activity</b>	75 TabletPC computers were purchased in April 2007 and made available to EMS services utilizing a formula based upon annual call volume. In addition, hundreds of field personnel have been trained in the new system and work continues with other software vendors to make their data compatible with the Maine EMS system.		
<b>Problems</b>	Because of the differences between EMS services, each installation requires considerable customization in order for the software to work properly and interface with existing systems (e.g. Computer Aided Dispatch and billing). There are also many EMS providers who have minimal computer skills and as a result, significant discomfort with the change from an established paper form to the new electronic platform. This has required an increase in staff time for training and technical support, which in turn affects expanded deployment efforts. There have also been services, primarily because of their rural location, need more computers than are currently available. Some of these services have decided to forego the e-run report conversion until they are able to obtain all the necessary equipment. Because of the uncertain nature of future grant funding, it remains to be seen what impact this will have on this project.		
<b>Plans</b>	There will be several "train the trainer" sessions conducted in the coming months to significantly increase the overall understanding of the EMS community about the e-run report system and build a cadre of instructors able to provide the first tier of user support in-house. Maine EMS is working with those services whose technology needs exceed available resources to help identify other potential funding sources and to develop alternative implementation plans.		
<b>Comments</b>	The Board of EMS is considering setting a deadline for making e-run reporting mandatory. This will likely motivate some services into action, but at the same time will cause an element of tension because of the initial startup costs and our limited ability to provide assistance.		

<u>Report Start</u> 06-16-2007	<u>Report End</u> 06-15-2008	<u>Report Date</u> 05-23-2008	<u>Provided By</u> Jay Bradshaw
<b>Activity</b>	The Maine EMS Board did set a mandatory start date for electronic run reporting of 01/01/2009. A regional rollout is being worked on to spread the workload over the next 6 months. Two regions, Aroostook and Tri-County will be close to 100% electronic by 07/01/09. Kennebec Valley and Mid-Coast are scheduled for 10/01/08 and Southern Maine and Northeast for 01/01/09. Training is ongoing on a local and regional level. Import testing from NEMSIS Gold Compliant software is progressing. Currently, MEMSRR is receiving 25% of the call volume from other NEMSIS software. 54 more Panasonic Toughbooks were purchased and all have been requested by EMS services. We have recently improved the Hospital access to patient information with a software addition.		
<b>Problems</b>			
<b>Plans</b>			
<b>Comments</b>			

<u>Report Start</u> 09-16-2008	<u>Report End</u> 12-15-2008	<u>Report Date</u> 12-03-2008	<u>Provided By</u> Jay Bradshaw
<b>Activity</b>	182 EMS Services (70%) reporting electronically with the majority using the state's Image Trend software. Currently, there are 200,000 reports in the new electronic system with an additional 4,000,000 records from the paper-based system that have been entered into an earlier database (pre-NEMSIS).		
	EMS has set January 1, 2009 as the date when all services should be submitting data electronically.		



**Problems** *Currently 60 or 70 services, mostly small services, are not transmitting electronically and it is possible that some of them will not be transmitting by the deadline.*

<b>Plans</b>	<i>EMS staff is actively working to help all services comply in a timely manner.</i>
<b>Comments</b>	<i>Some services are using other software that has been certified by NEMSIS. These services must verify with Maine EMS that their system is capable of providing a satisfactory export before being authorized to use this for submitting reports to Maine EMS.</i>

<u><b>Report Start</b></u> 12-16-2008	<u><b>Report End</b></u> 03-15-2009	<u><b>Report Date</b></u> 03-27-2009	<u><b>Provided By</b></u> Jay Bradshaw
<b>Activity</b>	<p>242 EMS Services (91%) reporting electronically with the majority using the state's Image Trend software. Currently, there are 302,431 reports in the new electronic system with an additional 4,000,000 records from the paper-based system that have been entered into an earlier database (pre-NEMSIS).</p> <p>Maine Bureau of Highway Safety is now set up with access to the Electronic EMS Run Report system for use with FARS.</p>		
<b>Problems</b>			
<b>Plans</b>	<i>EMS staff is working aggressively toward the deadline of 4/1/09 for 100% electronic reporting.</i>		
<b>Comments</b>			

<u><b>Report Start</b></u> 06-16-2009	<u><b>Report End</b></u> 09-15-2009	<u><b>Report Date</b></u> 09-30-2009	<u><b>Provided By</b></u> Jay Bradshaw
<b>Activity</b>	<i>All services were required to begin submitting run reports electronically by 4/1/09. As a result, we have 100% compliance with ePCR. As of 9/29/09, there have been 175,793 entered in calendar year 2009.</i>		
<b>Problems</b>	<i>There are many small services who are still struggling to understand the new ePCR system, and there are users at all levels who do not fully appreciate the importance of good data to patient care. There are also data validation issues with services who are exporting data into the Maine EMS Run Reporting System.</i>		
<b>Plans</b>	<i>There will be an ongoing need for training and data quality improvement efforts. Maine EMS staff continues to provide training and technical assistance on a statewide basis. Maine EMS is an active participant in the NEMSIS project and with the NASEMSO Data Managers group. MEMS also has a Data Committee that is working with the Board of EMS to improve the data quality and integration from other systems.</i>		
<b>Comments</b>			

<u><b>Report Start</b></u> 09-16-2009	<u><b>Report End</b></u> 12-15-2009	<u><b>Report Date</b></u> 02-01-2010	<u><b>Provided By</b></u> Jay Bradshaw
<b>Activity</b>	<p><i>We continue to actively work with EMS services to improve both provider understanding of the system and with service administrators to reinforce why data collection is important. To both groups we provide training about the reports that are available.</i></p> <p><i>We are also working with service medical directors and potential service medical directors to help them understand the EMS data system and how quality data relates to quality patient care.</i></p> <p><i>We are working with services exporting data from other systems to assure that the values being submitted are consistent with NEMSIS.</i></p> <p><i>As of 10/1/09, the EMS Rules require that run reports are entered into our system within 3 business days. This is being monitored by Maine EMS, with regular follow-up to services who are not meeting this deadline.</i></p>		
<b>Problems</b>			
<b>Plans</b>			
<b>Comments</b>			

<u>Report Start</u>	<u>Report End</u>	<u>Report Date</u>	<u>Provided By</u>
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12-16-2009	03-15-2010	04-05-2010	Jay Bradshaw
Activity	The EMS project focus is now on improving data quality coming in from the various services and increasing the number of NEMSIS data fields being imported.		
	We are working with services exporting data from other systems to assure that the values being submitted are consistent with NEMSIS.		
	Effective April 1, 2009, all EMS services were required to submit run reports electronically.		
	Effective October 1, 2009, those reports had to be submitted within 3 business days of a call.		
Problems			
Plans	Maine EMS continues to work with service medical directors and potential service medical directors to help them understand the EMS data system and how quality data relates to quality patient care.		
	Maine EMS continues working with services exporting data from other systems to assure that the values being submitted are consistent with NEMSIS.		
Comments			

<u>Report Start</u>	<u>Report End</u>	<u>Report Date</u>	<u>Provided By</u>
03-16-2010	06-15-2010	06-03-2010	Jay Bradshaw
Activity	The EMS project focus is now on improving data quality coming in from the various services and increasing the number of NEMSIS data fields being imported.		
	We are working with services exporting data from other systems to assure that the values being submitted are consistent with NEMSIS.		
	The EMS Run Reporting System is 100% electronic and services are now required to submit reports within 3 business days.		
Problems			
Plans	Maine EMS continues to work with service medical directors and potential service medical directors to help them understand the EMS data system and how quality data relates to quality patient care.		
	Maine EMS continues working with services exporting data from other systems to assure that the values being submitted are consistent with NEMSIS.		
Comments			

<u>Report Start</u>	<u>Report End</u>	<u>Report Date</u>	<u>Provided By</u>
10-01-2010	12-31-2010	01-06-2011	Jay Bradshaw
Activity	Maine EMS launched an updated run form that dynamically determines which fields are required based on previous entries. This has significantly improved EMS data quality and reduced complexity. One example of this is for a non transporting service; unnecessary fields will not be displayed or required. There are roughly 132 services using the client program and about 150 services using the web for data entry. While a majority of services are using the system, some of the larger agencies are still exporting data manually. Data quality has improved over the last half of 2010.		
Problems			
Plans	Maine EMS continues to work with service medical directors and potential service medical directors to help them understand the EMS data system and how quality data relates to quality patient care.		
	Maine EMS continues working with services exporting data from other systems to assure that the values being submitted are consistent with NEMSIS.		
Comments			



<u>Report Start</u>	<u>Report End</u>	<u>Report Date</u>	<u>Provided By</u>
01-01-2011	03-31-2011	04-14-2011	Jay Bradshaw
<p>The EMS project focus is now on improving data quality coming in from the various services and increasing the number of NEMESIS data fields being imported.</p> <p>There are currently over 800,000 reports in the EMS Run Reporting System.</p> <p>Ongoing training continues to improve data quality as well as the use of the new dynamic run reporting form that adapts to the required data elements for the type of call. The objective is that this will reduce the time it requires to complete the report and increase the accuracy.</p> <p>We are working with services exporting data from other systems to assure that the values being submitted are consistent with NEMESIS.</p> <p>The EMS Run Reporting System is 100% electronic and services are now required to submit reports within 3 business days.</p>			
<b>Problems</b>			
<b>Plans</b>			
<b>Comments</b>			

<u>Report Start</u>	<u>Report End</u>	<u>Report Date</u>	<u>Provided By</u>
05-25-2011	11-03-2011	11-03-2011	Jay Bradshaw
<p>The EMS Run Reporting system project is progressing and is approaching 1 million records since beginning of electronic data collection.</p> <p>Some of the larger services who were initially resistant to using the recommended software package have since signed on.</p> <p>The EMS Run Reporting software will be upgraded to NEMESIS 3.0 compliance shortly.</p>			
<b>Problems</b>			
<b>Plans</b>			
<b>Comments</b>			

<u>Report Start</u>	<u>Report End</u>	<u>Report Date</u>	<u>Provided By</u>
11-04-2012	01-19-2012	01-19-2012	Jay Bradshaw
<p>The EMS data collection efforts have been to maintain the system and complete updates to the software to make it more user-friendly. There is a new version of the report writer software that makes it easier for users to create ad hoc reports.</p>			
<b>Activity</b>			
<b>Problems</b>			
<p>The EMS software vendor is one of the leading providers of EMS software and is compliant with NEMESIS 3.0 which will eventually allow for connecting with Hospital Language 7 (HL7) in the future.</p>			
<b>Plans</b>			
<p>Maine BEMS is evaluating the degree of mismatch between Maine's NEMESIS version 2.2 system versus what NEMESIS 3.0 specifies. There is currently no specific timeline for implementing NEMESIS 3.0 as they are still evaluating the mismatch and the degree of effort to get the importing services (services that aren't using ImageTrend)</p>			
<b>Comments</b>			

<u>Report Start</u>	<u>Report End</u>	<u>Report Date</u>	<u>Provided By</u>
01-20-2012	03-15-2012	03-15-2012	Jay Bradshaw

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<b>Activity</b>	<i>Maine EMS has a software update for the EMS Run Reporting System's state bridge, which is the software used to collect information from the EMS services.</i>
<b>Problems</b>	
<b>Plans</b>	<i>Maine EMS is continuing the dialogue with Maine HealthInfoNet, pilot testing their system, which collects patient information around the state. Maine HealthInfoNet is looking for places to test with EMS, which is the first step towards linking EMS records and patient records.</i>
<b>Comments</b>	

<u><b>Report Start</b></u>	<u><b>Report End</b></u>	<u><b>Report Date</b></u>	<u><b>Provided By</b></u>
03-12-2012	06-28-2012	06-28-2012	Jay Bradshaw
<b>Activity</b>	<i>Mr. Jay Bradshaw stated that they are currently preparing their systems for NEMSIS 3.0. Mr. Bradshaw said there are 7 or 8 systems that are not using the same system as the State. There exist data mapping issues related to how values are translated from one program to the other. NEMSIS 3.0 implementation is about a year or so away; fortunately the vendor is deeply involved in the NEMSIS 3.0 standard. The goal is to get better data in a timely fashion and to continue the work to link the EMS system with HealthInfoNet.</i>		
<b>Problems</b>			
<b>Plans</b>			
<b>Comments</b>			

<u><b>Report Start</b></u>	<u><b>Report End</b></u>	<u><b>Report Date</b></u>	<u><b>Provided By</b></u>
06-29-2012	01-17-2013	01-17-2013	Jay Bradshaw
<b>Activity</b>	<i>Mr. Bradshaw stated that a hospital dashboard has been rolled out and this gives hospitals access to the run reporting system. In the future, the system will use NEMSIS 3; this allows EMS data to link with the hospitals systems HL7 (Health Level 7) systems.</i>		
<b>Problems</b>			
<b>Plans</b>	<i>Maine EMS sent letters to services that there are grant funds available for them to upgrade their equipment and/or software for EMS Run Reporting. Mr. Bradshaw provided a system status snapshot for the Maine indicating 1.2 million records in the system.</i>		
<b>Comments</b>			

<u><b>Report Start</b></u>	<u><b>Report End</b></u>	<u><b>Report Date</b></u>	<u><b>Provided By</b></u>
01-18-2013	06-12-2013	06-12-2013	Jay Bradshaw



Activity	<p>EMS is in the process of purchasing 90 computers using TRCC funds. EMS is also planning on fulfilling approximately \$470K in computer related requests from other funding sources and matching funds. Much of the funds will be for ruggedized laptop computers.</p>
	<p>The State now has a state-wide license for the client-based Image Trend software. The statewide license allows users to purchase an annual license fee for \$175 versus the \$1000 under the previous licensing agreement. This has resulted in more interest in using the ruggedized computers.</p>
	<p>The State has changed the rules for report submission as of May 1st, 2013. Reports now have to be submitted within one business day of the call.</p>
	<p>EMS is working to integrate EMS run report data with Maine Health InfoNet which will allow EMS data to be accessible statewide. The integration will also allow EMS providers to access patient information in real-time. Maine is one of the first states to perform this data integration.</p>
	<p>As part of this year's grant process, EMS is performing a survey with each service that is receiving support from the grant. Each provider must attest that they have requested the report. The report explains how the reporting process is helping the provider with run reporting and their community. The survey asks each provider to explain their overall process.</p>
Problems	
Plans	<p>EMS should be receiving the first shipment of computers by the end of this week (June 14th). The survey will be available to providers as the computers are deployed. Jay said that the survey will be available online via SurveyMonkey.</p>
Comments	

### Linked Items

Type	Label	Name
Deficiency / Objective	ME-D-00004	ME-D-00004 - Injury Surveillance / EMS - Timeliness
Deficiency / Objective	ME-D-00005	ME-D-00005 - Injury Surveillance / EMS - Completeness
Deficiency / Objective	ME-D-00006	ME-D-00006 - Injury Surveillance / EMS - Uniformity
Deficiency / Objective	ME-D-00007	ME-D-00007 - Injury Surveillance / EMS - Integration
Deficiency / Objective	ME-D-00008	ME-D-00008 - Injury Surveillance / EMS - Accessibility
Performance Measure	I-A-01	EMS Accuracy
Performance Measure	I-I-01	I-I-01 - Injury Surveillance / EMS - Integration
Project	ME-P-00010	EMS Public Access and Data Mining
Recommendation	METRA11004	Develop a meaningful set of quality improvement performance measures for each traffic records system component and report on the status of those measures at each Traffic Records Coordinating Committee
Recommendation	METRA11010	Develop a formal quality control program for each component of the traffic records system.
Recommendation	METRA11020	Revise the health-related websites to include queryable databases that allow the user to look at injuries by mechanism of injury, outcomes, and demographic factors.
Recommendation	METRA11026	Increase the formal nature of the quality control program. In particular, the



### Linked Items

Type	Label	Name
		following features of the current quality control program could be enhanced:
		o Keep a log of errors and their frequenc
Recommendation	METRA11041	Establish specific quality metrics for each of the NEMSIS (and custom) fields; develop in-house edit checks to test the completeness of submissions as well as the validity and consistency of data subm
Recommendation	METRA11042	Expand the scope of responsibilities for the EMS Data Committee beyond that of a data user group to include on-going data quality reviews at the State, service, and provider levels; provide data quali
Recommendation	METRA11044	Emphasize the value of EMS data to the services and providers through initial trainings for new personnel, refresher and continuing education courses, and the Journal of MaineEMS.
Recommendation	METRA11045	Develop a de-identified Injury Surveillance database that can be analyzed internally for use in prevention and control activities; and provide support to injury prevention staff at the State and local

### ME-P-00003 - FTP data from Municipal systems to the BMV database

**Priority:** 3

**Last Updated:** 25-JUL-2011

**Revision Date:** 24-AUG-2006

**Status:** Completed

**Lead Agency:** Bureau of Motor Vehicles

**Partners:** Municipalities and their software vendors, InforMe

**Website:**

#### Project Director

Name: Ms. Linda Grant

Title: Senior Section Manager

Agency: Bureau of Motor Vehicles

Office:

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City, Zip: Augusta

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**Project Description:** Approximately 900,000 records of 65% of all registration data is collected through a data exchange with municipalities. Significant improvements in timeliness can be attained by improving the method by which this data is transmitted to the BMV. Today the municipalities mail a diskette containing the data they have collected over a two week period. Once the diskette is received by the BMV, it is uploaded into the registration database within 2 to 3 weeks. BMV is pursuing replacing the out-dated diskette method with an FTP interface that would upload registration data directly on the BMV system on a weekly basis.



## BASIS

This project will impact upon the timelines vehicle data available in the BMV database.

## EXPECTED IMPACT

This project will impact upon the timelines vehicle data available in the BMV database.

## Milestones

<i>Milestone Description</i>	<i>Target Date</i>	<i>Actual Date</i>	<i>Status</i>
Kick-off Meeting with InforME	03-30-2007	03-30-2007	Completed
Develop specifications	04-15-2007	04-15-2007	Completed
BMV Evaluation of impact to vendor systems	05-30-2007	05-17-2007	Completed
InforME response to RFP	06-15-2007	06-15-2007	Completed
Develop plan for testing and roll out	09-15-2007	09-15-2007	Completed
Completion of Development work	11-15-2007	11-15-2007	Completed
Start testing in vendor towns	12-15-2007	12-15-2007	Completed
Start roll out to electronic registration towns	01-01-2008	01-01-2008	Completed
Implement FTP exchange of Data	04-01-2008	04-01-2008	Completed

## Core System and Performance Area

Core System	Performance Area					
	Accuracy	Completeness	Integration	Timeliness	Uniformity	Accessibility
Crash						
Driver License / History						
Injury Surveillance / EMS						
Roadway						
Citation / Adjudication						
Vehicle Registration				X		

## Budgets

<i>Budget Source - 2013</i>	<i>Total Budget</i>
NHTSA Section 408 Funds	\$0.00

<i>Budget Source - 2014</i>	<i>Total Budget</i>
NHTSA Section 408 Funds	\$0.00

<i>Budget Source - 2015</i>	<i>Total Budget</i>
NHTSA Section 408 Funds	\$0.00

<i>Budget Source - 2016</i>	<i>Total Budget</i>
NHTSA Section 408 Funds	\$0.00

<i>Budget Source - 2017</i>	<i>Total Budget</i>
NHTSA Section 408 Funds	\$0.00



Budget Source - 2018	Total Budget
NHTSA Section 408 Funds	\$0.00

### Activity Report

<u>Report Start</u>	<u>Report End</u>	<u>Report Date</u>	<u>Provided By</u>
06-17-2006	06-16-2007	06-15-2007	Catherine Curtis
Activity	The FTP Data from Municipal Systems to the BMV Database project is partially completed and on schedule. Specification development, scope work, project planning, and impact evaluation phases of the project have been completed. The RFP, project schedule, testing and roll out plan, and development work have not started. An initial roll out to selected towns is expected to occur in January, 2008. The new method of FTP data exchange is projected to be available to all electronic registration towns by April 1, 2008.		
Problems	None		
Plans	See Comments Below		
Comments	In terms of performance measures, the BMV expects a reduction in time from when registration data are collected until it is available and accessible in the BMV database. The Bureau will not realize a reduction until the FTP Data Exchange project is fully implemented in 2008. The new method of exchanging data between towns and the BMV will likely need to be operational for at least six months before the full benefits of a new system are realized. Municipalities will need to prepare their systems for the new FTP exchange, work through any defects, and train staff to use the new system.		

<u>Report Start</u>	<u>Report End</u>	<u>Report Date</u>	<u>Provided By</u>
06-16-2007	06-15-2008	05-30-2008	Catherine Curtis
Activity	Approximately 900,000 records or 65% of all registration data is collected through a data exchange with municipalities. Up until recently the data was available within 2 to 3 weeks. By July 1, 2008 it is expected that the full 65% of all registrations data will be available within 24 hours. Progress achieved using FTP as of May, 2008: To date, 50% of towns have fully implemented the FTP method of exchanging data. By using the FTP process, data is now available from those towns within 24 hours as opposed to 2 to 3 weeks using diskettes. Municipal training in the online process will be completed at the end of June. All municipalities are expected to be using the online process by July 1st.		
Problems			
Plans			
Comments			

<u>Report Start</u>	<u>Report End</u>	<u>Report Date</u>	<u>Provided By</u>
09-16-2008	12-15-2008	12-03-2008	Catherine Curtis
Activity	Registration data was transferred to BMV via diskette and took approximately 3-4 weeks. The FTP project decreased this time to approximately 24 hours. The project is complete.		
Problems			
Plans			
Comments	The \$10,000 allocated for this project was not needed and can be reprogrammed for another TRCC approved project.		

### Linked Items

Type	Label	Name
Deficiency /	ME-D-00009	ME-D-00009 - Vehicle Registration - Timeliness



### Linked Items

Type	Label	Name
Objective		
Deficiency / Objective	ME-D-00010	ME-D-00010 - Vehicle Registration - Completeness
Deficiency / Objective	ME-D-00011	ME-D-00011 - Vehicle Registration - Accessibility
Deficiency / Objective	ME-D-00012	ME-D-00012 - Vehicle Registration - Accessibility
Performance Measure	V-T-02	Vehicle Registration Timeliness

## ME-P-00004 - Online Registration Renewal

**Priority:** 4

**Last Updated:** 25-JUL-2011

**Revision Date:** 24-AUG-2006

**Status:** Active

**Lead Agency:** Bureau of Motor Vehicles

**Partners:** Municipalities and their software providers, InforMe

**Website:**

#### Project Director

Name: Ms. Linda Grant  
 Title: Senior Section Manager  
 Agency: Bureau of Motor Vehicles  
 Office:  
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 City, Zip: Augusta  
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**Project Description:** The BMV is undertaking a project that will study the impact of direct mailings to registrants in an effort to increase online renewals. Increased use of the online renewal system will directly improve the timeliness of registration data. All registrants in selected municipalities will receive a postcard approximately 6 weeks prior to the expiration of their vehicle registration. The postcard will identify relevant vehicle data and provide easy instructions to renew online.

The number of online renewals will be compared to a control group that does not receive the renewal postcard. The goal is to achieve at least a 10% increase in online transactions above anticipated normal growth. If this goal is reached, it is anticipated that the project will continue and expand in 2007.

**Update:** The BMV is expanding a project that will measure the impact of direct mailings

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to registrants in an effort to increase online registration renewals. Increased use of the online renewal system will directly improve the timeliness of registration data. Registrants in selected municipalities will receive a postcard approximately 6 weeks prior to the expiration date of their vehicle registration. The post card will identify relevant vehicle data and provide easy instructions to renew online. The project will start October 1, 2007 and end September 30, 2008. Of the total number of renewals due, the number of online renewals among selected municipalities that receive the renewal post card is expected to reach at least 10% for FY 2008.

#### **BASIS**

This project will impact upon the timeliness of vehicle data available in the BMV database.

#### **EXPECTED IMPACT**

This project will impact upon the timeliness of vehicle data available in the BMV database.

#### **Milestones**

<i>Milestone Description</i>	<i>Target Date</i>	<i>Actual Date</i>	<i>Status</i>
Initial study	10-01-2006	10-01-2006	Completed
Project Implementation	10-01-2007	10-01-2007	Completed
Expand to addition municipalities - ongoing	03-01-2014		On Schedule

#### **Core System and Performance Area**

Core System	Performance Area					
	Accuracy	Completeness	Integration	Timeliness	Uniformity	Accessibility
Crash						
Driver License / History						
Injury Surveillance / EMS						
Roadway						
Citation / Adjudication						
Vehicle Registration				X		

#### **Budgets**

<i>Budget Source - 2013</i>	<i>Total Budget</i>
State Funds	\$0.00
<i>Budget Source - 2014</i>	<i>Total Budget</i>
State Funds	\$0.00

<b>Budget Source - 2015</b>	<b>Total Budget</b>
State Funds	\$0.00

<b>Budget Source - 2016</b>	<b>Total Budget</b>
State Funds	\$0.00

<b>Budget Source - 2017</b>	<b>Total Budget</b>
State Funds	\$0.00

<b>Budget Source - 2018</b>	<b>Total Budget</b>
State Funds	\$0.00

### Activity Report

<u>Report Start</u>	<u>Report End</u>	<u>Report Date</u>	<u>Provided By</u>
06-16-2007	06-15-2008	05-30-2008	Catherine Curtis
Activity	Using the Rapid Renewal service, the percent of online registration renewals was 7% in 2006 and 17% in 2007. Progress achieved in 2007 compared to 2006: A 10% increase in the number of online registrations available in Data base in 1 day.		
Problems			
Plans			
Comments			

<u>Report Start</u>	<u>Report End</u>	<u>Report Date</u>	<u>Provided By</u>
06-16-2008	09-15-2008	12-03-2008	Lauren Stewart
Activity	On-line registration renewal is now in place using the Rapid Renewal website.		
Problems			
Plans			
Comments	This project has improved re-registration data availability to less than 24 hours for re-registrations performed online.		

<u>Report Start</u>	<u>Report End</u>	<u>Report Date</u>	<u>Provided By</u>
03-16-2009	06-15-2009	06-09-2009	Richard Nickless
Activity	In 2008, BMV added 4 towns to the Online Registration Renewal project. So far, in 2009, BMV has added two additional towns to the Online Registration Renewal System.		
Problems			
Plans	Efforts are underway to encourage additional towns to join the Online Registration Renewal System. The number of towns offering rapid renewal service is 132 leaving 318 towns that do not. The goal for this year is to increase participation from 132 towns to 150, but the increase may not amount to many renewals because populations are likely to be smaller than those already in the program.		
Comments			

<u>Report Start</u>	<u>Report End</u>	<u>Report Date</u>	<u>Provided By</u>
06-16-2009	09-15-2009	09-30-2009	Richard Nickless
Activity	In 2008, BMV added 4 towns to the Online Registration Renewal project. So far, in 2009, BMV has added five additional towns to the Online Registration Renewal System.		
Problems	None.		



<b>Plans</b>	Efforts are underway to encourage additional towns to join the Online Registration Renewal System. The number of towns offering rapid renewal service is 136 leaving 314 towns that do not. The goal for this year is to increase participation from 132 towns to 150, but the increase may not amount to many renewals because populations are likely to be smaller than those already in the program.
<b>Comments</b>	Registrants can register their trailer fleets (5 or more) using the online registration renewal system as opposed to registering trailers one at a time. Whether or not the additional functionality will increase the number of renewals is unknown.

<u>Report Start</u>	<u>Report End</u>	<u>Report Date</u>	<u>Provided By</u>
09-16-2009	12-15-2009	12-15-2009	Richard Nickless
<b>Activity</b>	Efforts are underway to encourage additional towns to join the Online Registration Renewal System. The current number of towns offering rapid renewal service is 137 leaving 313 towns that do not, but the increase may not amount to many renewals because populations are likely to be smaller than those already in the program.		
	In 2008, BMV added 4 towns to the Online Registration Renewal project. So far, in 2009, BMV has added five additional towns.		
<b>Problems</b>	Online Registration Renewals are a well established customer service within Maine municipalities and the BMV does not anticipate any problems.		
<b>Plans</b>	Vehicle database timeliness continues to be a valid measure of project performance. The percentage of registration renewals available in the database within one day is expected to increase again in 2009.		
<b>Comments</b>	Registrants can register trailer fleets (5 or more) using the online registration renewal system as opposed to registering trailers one at a time.		
	Rapid renewal online registrations completed were 75,528 (for 2007) and 86,972 (for 2008) respectively. Approximately, 96,105 registrations have been renewed for 2009. Of the 2009 total, trailer fleets accounted for 1,564 renewals or 1.6%.		

<u>Report Start</u>	<u>Report End</u>	<u>Report Date</u>	<u>Provided By</u>
12-16-2009	03-15-2010	03-24-2010	Richard Nickless
<b>Activity</b>	Efforts are underway to encourage additional towns to join the Online Registration Renewal System. In 2008, BMV added 4 towns to the Online Registration Renewal project. In 2009, BMV added 5 additional towns.		
	The current number of towns offering rapid renewal is 137 leaving 313 towns that do not. It is unlikely that adding several towns each year will result in significant increases in the amount of renewals. Populations will be smaller because larger cities and towns are already in the program. The number of online renewals as a percentage of total renewals are as follows:		
	2009 - 99,795 online renewals divided by 1,144,720 total renewals = 8.7% 2008 - 86,972 online renewals divided by 1,106,632 total renewals = 7.9% 2007 - 75,528 online renewals divided by 1,090,467 total renewals = 6.8%		
<b>Problems</b>	Online Registration Renewals are a well established customer service within Maine municipalities and the BMV does not anticipate any problems.		
<b>Plans</b>	Vehicle database timeliness continues to be a valid measure of project performance. The percentage of registration renewals available in the database within one day was 8.7% in 2009 (as shown above), and this percentage is expected to increase again in 2010.		



The total number of renewals are generated directly from our BULL mainframe database each year. There is a Re-Reg flag (Y/N) on the registration record and we use this flag to separate renewals from new registrations.

Registration renewal yearly totals are selected using the following criteria:

Re-Reg = Y (Y means the registration type is a renewal).

Effective Date = (Date range is the calendar year e.g. 01/01/09 to 12/31/09).

Status = A (A means "Active" registration renewals on the BMV system).

These yearly totals do not include any non-renewal registrations (such as first-time registrations of newly purchased vehicles, or first-time-in-Maine registrations of vehicles from out of State).

The BMV relies on Information Resource of Maine (InfoME) for the number of yearly online renewals. The yearly totals (as shown above) represent a completed "Rapid Renewal" transaction done by a user of the online application. The totals do not include off-line renewals completed by BMV branch offices which may or may not be updated on the system within a 24 hour period.

<u>Report Start</u>	<u>Report End</u>	<u>Report Date</u>	<u>Provided By</u>
03-16-2010	06-15-2010	06-03-2010	Richard Nickless
<p>Efforts are underway to encourage additional towns to join the Online Registration Renewal System.</p> <p>In 2008, BMV added 4 towns to the Online Registration Renewal project. In 2009, BMV added 5 additional towns.</p> <p>As of April 30, 2010, no additional towns have been added to the system.</p> <p>The current number of towns offering rapid renewal is 137 leaving 313 towns that do not.</p> <p><b>Activity</b></p> <p>It is unlikely that adding several towns each year will result in significant increases in the amount of renewals. Populations will be smaller because larger cities and towns are already in the program.</p> <p>The number of online renewals as a percentage of total renewals are as follows:</p> <p>2009 - 99,795 online renewals divided by 1,144,720 total renewals = 8.7%</p> <p>2008 - 86,972 online renewals divided by 1,106,632 total renewals = 7.9%</p> <p>2007 - 75,528 online renewals divided by 1,090,467 total renewals = 6.8%</p> <p>According to BMV records, there were 32,175 registrations renewed from Jan 1 to April 30, 2009 compared to 34,732 renewals in 2010 for the same time period.</p> <p><b>Problems</b></p> <p>Online Registration Renewals are a well established customer service within Maine municipalities and the BMV does not anticipate any problems.</p> <p><b>Plans</b></p> <p>The percentage of registration renewals available in the database within one day was 8.7% in 2009 (as shown above), and this percentage is expected to increase again in 2010. The BMV expects the number of participating towns to increase as well.</p>			

**Comments**

Vehicle database timeliness, increasing the number of registration renewals updated on the system within 24 hours, continues to be a valid measure of project performance.

The total number of renewals are generated directly from the BMV BULL mainframe database each year. A Re-Reg flag (Y/N) on the registration record is used to separate renewals from new registrations.

Registration renewal yearly totals are selected using the following criteria:

Re-Reg = Y (Y means the registration type is a renewal).

Effective Date = (Date range is the calendar year e.g. 01/01/09 to 12/31/09).

Status = A (A means "Active" registration renewals on the BMV system).

These yearly totals do not include any non-renewal registrations (such as first-time registrations of newly purchased vehicles, or first-time-in-Maine registrations of vehicles from out of State).

The BMV relies on Information Resource of Maine (InforME) for the number of yearly online renewals. The yearly totals (as shown above) represent a completed "Rapid Renewal" transaction done by a user of the online application. The totals do not include off-line renewals completed by BMV branch offices which may or may not be updated on the system within a 24 hour period.

<u>Report Start</u>	<u>Report End</u>	<u>Report Date</u>	<u>Provided By</u>
10-01-2010	12-31-2010	12-29-2010	Linda Grant
<b>Activity</b>	<p>Efforts are underway to encourage additional towns to join the Online Registration Renewal System.</p> <p>In 2008, BMV added 4 towns to the Online Registration Renewal project. In 2009, BMV added 5 additional towns. As of April 30, 2010, no additional towns have been added to the system.</p> <p>The current number of towns offering rapid renewal is 137 leaving 313 towns that do not.</p> <p>It is unlikely that adding several towns each year will result in significant increases in the amount of renewals. Populations will be smaller because larger cities and towns are already in the program.</p> <p>The number of online renewals as a percentage of total renewals are as follows:</p> <p>2009 - 99,795 online renewals divided by 1,144,720 total renewals = 8.7% 2008 - 86,972 online renewals divided by 1,106,632 total renewals = 7.9% 2007 - 75,528 online renewals divided by 1,090,467 total renewals = 6.8% According to BMV records, there were 32,175 registrations renewed from Jan 1 to April 30, 2009 compared to 34,732 renewals in 2010 for the same time period.</p>		
<b>Problems</b>	Online Registration Renewals are a well established customer service within Maine municipalities and the BMV does not anticipate any problems.		
<b>Plans</b>	The percentage of registration renewals available in the database within one day was 8.7% in 2009 (as shown above), and this percentage is expected to increase again in 2010. The BMV expects the number of participating towns to increase as well.		



Comments	<p>Vehicle database timeliness, increasing the number of registration renewals updated on the system within 24 hours, continues to be a valid measure of project performance.</p> <p>The total number of renewals are generated directly from the BMV BULL mainframe database each year. A Re-Reg flag (Y/N) on the registration record is used to separate renewals from new registrations.</p> <p>Registration renewal yearly totals are selected using the following criteria:  Re-Reg = Y (Y means the registration type is a renewal).  Effective Date = (Date range is the calendar year e.g. 01/01/09 to 12/31/09).  Status = A (A means "Active" registration renewals on the BMV system).  These yearly totals do not include any non-renewal registrations (such as first-time registrations of newly purchased vehicles, or first-time-in-Maine registrations of vehicles from out of State).</p> <p>The BMV relies on Information Resource of Maine (InforME) for the number of yearly online renewals. The yearly totals (as shown above) represent a completed "Rapid Renewal" transaction done by a user of the online application. The totals do not include off-line renewals completed by BMV branch offices which may or may not be updated on the system within a 24 hour period.</p>
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Report Start 01-01-2011	Report End 03-31-2011	Report Date 03-01-2011	Provided By Richard Nickless
Activity	<p>Efforts are underway to encourage additional towns to join the Online Registration Renewal System.</p> <p>In 2008, BMV added 4 towns to the Online Registration Renewal service.  In 2009, BMV added 5 towns.  In 2010, BMV added 9 towns.  The current number of towns offering rapid renewal is 147 leaving 303 towns that do not.</p> <p>It is unlikely that adding several towns each year will result in significant increases in the amount of renewals. Populations will be smaller because larger cities and towns are already in the program.</p> <p>The number of online renewals as a percentage of total renewals are as follows:</p> <p>2007 - 75,528 online renewals divided by 1,090,467 total renewals = 6.8%  2008 - 86,972 online renewals divided by 1,106,632 total renewals = 7.9%  2009 - 99,795 online renewals divided by 1,144,720 total renewals = 8.7%  2010, 108,593 online renewals divided by 1,054,720 total renewals = 10%</p>		
Problems	Online Registration Renewals are a well established customer service within Maine municipalities and the BMV does not anticipate any problems.		
Plans	The percentage of registration renewals available in the database within one day was 10% in 2010 (as shown above), and this percentage is expected to increase again in 2011. The BMV expects the number of participating towns to increase as well.		



Vehicle database timeliness, increasing the number of registration renewals updated on the system within 24 hours, continues to be a valid measure of project performance. The total number of renewals are generated directly from the new Vehicle Registration database. Total renewals will be generated on a monthly basis in the future, and we will continue to produce a yearly report showing the number of rapid renewal registrations as a percentage of total renewals captured in the database. A Re-Reg flag (Y/N) on the registration record is the indicator used to separate renewals from new registrations.

Registration renewal yearly totals are selected using the following criteria:

Re-Reg = Y (Y means the registration type is a renewal).

Effective Date = (Date range is the calendar year e.g. 01/01/10 to 12/31/10).

**Comments** Status = A (A means "Active" registration renewals on the BMV system).  
Class Code = CO (commercial vehicles registered from 12,001 to 100,000 pounds '21,472 records'). Class Code = TR (Tractor '1,638 records') which are not available for processing online Rapid Renewal transactions.  
These yearly totals do not include any non-renewal registrations (such as first-time registrations of newly purchased vehicles, or first-time-in-Maine registrations of vehicles from out of State).

The BMV relies on Information Resource of Maine (InforME) for the number of yearly online renewals. The yearly totals (as shown above) represent a completed "Rapid Renewal" transaction done by a user of the online application. The totals do not include off-line renewals completed by BMV branch offices which may or may not be updated on the system within a 24 hour period.

<u>Report Start</u>	<u>Report End</u>	<u>Report Date</u>	<u>Provided By</u>
11-04-2012	01-19-2012	01-19-2012	Linda Grant
Activity	Online registration project continues and is steadily adding new towns.		
Problems			
Plans			
Comments			

<u>Report Start</u>	<u>Report End</u>	<u>Report Date</u>	<u>Provided By</u>
01-20-2012	03-15-2012	03-15-2012	Linda Grant
Activity	BMV reports that the Online Vehicle Registration system usage has steadily increased as evidenced by the Interim Progress Report benchmarks.		
Problems			
Plans			
Comments			

<u>Report Start</u>	<u>Report End</u>	<u>Report Date</u>	<u>Provided By</u>
03-15-2012	06-28-2012	06-28-2012	Linda Grant
Activity	Ms. Linda Grant stated that BMV has recently added another town to the online vehicle registration system. The online service, "Rapid Renewal", has recently been improved to handle registrations using mobile devices. BMV has also recently improved their processes for people going into town offices for vehicle registrations for those towns that handle registrations electronically.		
Problems			
Plans			
Comments			

<u>Report Start</u>	<u>Report End</u>	<u>Report Date</u>	<u>Provided By</u>
06-29-2012	09-19-2012	09-19-2012	Linda Grant
Activity	Two towns have been added to the Rapid Renewal system.		
Problems			
Plans			
Comments			

<u>Report Start</u>	<u>Report End</u>	<u>Report Date</u>	<u>Provided By</u>
09-20-2012	01-17-2013	01-17-2013	Linda Grant
Activity	An additional two towns have been added to the Rapid Renewal system.		
Problems			
Plans			
Comments			

<u>Report Start</u>	<u>Report End</u>	<u>Report Date</u>	<u>Provided By</u>
01-18-2013	06-12-2013	06-12-2013	Linda Grant
Activity	An additional three towns have been added to the Rapid Renewal system.		
Problems			
Plans			
Comments			

### Linked Items

Type	Label	Name
Deficiency / Objective	ME-D-00009	ME-D-00009 - Vehicle Registration - Timeliness



**Linked Items**

Type	Label	Name
Performance Measure	V-T-02	Vehicle Registration Timeliness
Recommendation	METRA11035	Extend the use of the Rapid Renewal process to the towns and counties processing registrations.

**ME-P-00006 - Maine Crash Reporting System Upgrade****Priority:** 6**Last Updated:** 17-AUG-2011**Revision Date:** 04-MAY-2009**Status:** Active**Lead Agency:** Department of Public Safety**Partners:** Department of Public Safety, Department of Transportation, Bureau of Motor Vehicles, INFORME**Website:***Project Director*

Name: Ms. Lauren Stewart

Title: Director

Agency: Bureau of Highway Safety

Office:

Address: 164 State House Station

City, Zip: Augusta 04333

Phone: (207) 626-3840

Email: lauren.v.stewart@maine.gov

**Project Description:** The Maine Crash Reporting System (MCRS) Upgrade project goals are to: update the technical foundation of the system, increase MMUCC compliance of the data collected; and incorporate a common data schema for ease of data transfer between the variety of software programs and agencies that use crash data.

Currently, the variety of crash data collection software systems and data transfer methods creates frequent problems with data quality and timeliness. Further goals of this project are to improve the overall data handling processes, reduce redundancy, reduce data manipulation, minimize human intervention, and improve efficiency throughout the system. This will also create opportunities for increased interoperability with other data systems.

The Maine Crash Reporting System Upgrade is comprised of three phases.



MCRS Phase 1 tasks include:

- upgrade the current MCRS application to Microsoft's .NET architecture,
- implement an XML Schema Definition (XSD) and Extensible Stylesheet Language (XSL) for standards-based data exchange,
- Migrate and update the current Oracle 10G server database to Microsoft SQL Server 2005 and match the data elements.
- Facilitate a crash form revision to increase MMUCC compliance.
- Implement a Security Module.
- Implement a Case Management Module.
- Update the current Import Service.
- Update the current Export Service.
- Update and improve the current Crash Location Mapping System.
- Update the current Email Processor.
- Create an automated Client Update Module.

The Maine Crash Reporting System Upgrade Phase II is comprised of the following tasks:

- BMV XML Export
- MDOT Synchronization Service
- MDOT Crash Analysis System Update
- Web-Based Standard Reports
- Web-Based Ad hoc Reports
- Web-Based Mapping Reporting
- INFORME Web Service

The Maine Crash Reporting System Upgrade Phase III tasks include:

- Create a BMV query (operator and vehicle registration) auto fill function that will backfill operator and vehicle data entry fields using a remote query to a BMV database.
- Create a Crash Data Warehouse that will provide Maine crash data analysts with dynamic drill-down, data mining, decision support functionality, and pivot table analysis capabilities.
- FMCSA Commercial Vehicle Lookup

- System Management Screen
- Web-Based Map Reports
- Autonarrative
- VIN Decoding
- Alcohol and Drug Alert Notification
- DOT Corrective Feedback

### Milestones

<i>Milestone Description</i>	<i>Target Date</i>	<i>Actual Date</i>	<i>Status</i>
MDOT Synchronization Service	02-15-2010	02-15-2010	Completed
MCRS 2 Email Processor Complete	04-01-2010	04-01-2010	Completed
MDOT Crash Analysis System Update	04-15-2010	04-15-2010	Completed
MCRS 2 BMV XML Crash Export	05-30-2010	05-30-2010	Completed
MCRS 2 Crash Form and Data Standard	05-30-2010	05-30-2010	Completed
Web Standard Reports	09-01-2010	09-01-2010	Completed
Crash Reports PDF Web Service Complete	09-01-2010	09-01-2010	Completed
MCRS 2 Search/Print Web Module Complete	09-01-2010	09-01-2010	Completed
MCRS 2 Client - System Management Screen Completed	12-31-2010	12-31-2010	Completed
Commercial Vehicle Lookup in MCRS 2 Completed	12-31-2010	12-31-2010	Completed
Web-Based Map Reports for MCRS Complete	06-01-2011	06-01-2011	Completed
Ad Hoc Reporting module Complete	06-01-2011	06-01-2011	Completed
MCRS 2 Client - Auto Narrative Module Completed	09-01-2011	09-01-2011	Completed
Alcohol and Drug Alert Notification module	11-01-2011	11-01-2011	Completed
VIN Decoding Module for MCRS	12-31-2011	12-31-2011	Completed

### Core System and Performance Area

Core System	Performance Area					
	Accuracy	Completeness	Integration	Timeliness	Uniformity	Accessibility
Crash			X			X
Driver License / History						
Injury Surveillance / EMS						
Roadway						
Citation / Adjudication						
Vehicle Registration						

### Budgets

<i>Budget Source - 2013</i>	<i>Total Budget</i>
NHTSA Section 405c Funds	\$0.00
NHTSA Section 408 Funds	\$0.00



<b>Budget Source - 2014</b>	<b>Total Budget</b>
NHTSA Section 405c Funds	\$0.00
NHTSA Section 408 Funds	\$400,000.00

<b>Budget Source - 2015</b>	<b>Total Budget</b>
NHTSA Section 405c Funds	\$0.00
NHTSA Section 408 Funds	\$0.00

<b>Budget Source - 2016</b>	<b>Total Budget</b>
NHTSA Section 405c Funds	\$0.00
NHTSA Section 408 Funds	\$0.00

<b>Budget Source - 2017</b>	<b>Total Budget</b>
NHTSA Section 405c Funds	\$0.00
NHTSA Section 408 Funds	\$0.00

<b>Budget Source - 2018</b>	<b>Total Budget</b>
NHTSA Section 405c Funds	\$0.00
NHTSA Section 408 Funds	\$0.00

### Activity Report

<u>Report Start</u>	<u>Report End</u>	<u>Report Date</u>	<u>Provided By</u>
06-16-2009	09-15-2009	09-30-2009	Lauren Stewart
<b>Activity</b>	The MCRS Upgrade Phase II amendment was signed at the end of August 2009.		
<b>Problems</b>			
<b>Plans</b>			
<b>Comments</b>			

<u>Report Start</u>	<u>Report End</u>	<u>Report Date</u>	<u>Provided By</u>
09-16-2009	12-15-2009	01-07-2010	Lauren Stewart
<b>Activity</b>	Began development of the BMV XML Export service. Began development of the MDOT Crash Analysis System Update. Began development of the MDOT Synchronization Update.		
<b>Problems</b>			
<b>Plans</b>	Continue development of the MDOT and MDPS components of the Maine Crash Reporting System Upgrade project.		
<b>Comments</b>			

<u>Report Start</u>	<u>Report End</u>	<u>Report Date</u>	<u>Provided By</u>
12-16-2009	03-15-2010	03-29-2010	Lauren Stewart
<b>Activity</b>	Began development of the Crash Analysis System Update. Continued development of the BMV XML Export service. Continued development of the MDOT Synchronization Update. Completed development of the Crash Reports PDF Web Services.		
<b>Problems</b>			
<b>Plans</b>	Continue development of the Maine Crash Reporting System Upgrade.		
<b>Comments</b>			

<u>Report Start</u>	<u>Report End</u>	<u>Report Date</u>	<u>Provided By</u>
03-16-2010	06-15-2010	06-04-2010	Lauren Stewart



<b>Activity</b>	<i>Continued development of the Crash Analysis System Update. Completed development of the MDOT Synchronization Update. Completed development of the BMV XML Export service.</i>
<b>Problems</b>	
<b>Plans</b>	<i>Complete development of the Crash Analysis System Update. Complete development of the MCRS Reporting and Analysis components.</i>
<b>Comments</b>	

<u><b>Report Start</b></u> 10-01-2010	<u><b>Report End</b></u> 12-31-2010	<u><b>Report Date</b></u> 12-31-2010	<u><b>Provided By</b></u> Lauren Stewart
<b>Activity</b>	<i>Completed development of the MCRS .NET Crash Location Module. Completed development of the MCRS .NET Client Upgrade. Completed development of the MDOT Synchronization Update. Completed development of the BMV XML Export service. Completed development of the Search/Print Web Module. Completed development of the Crash Reports PDF Web Service. Completed development of the Web-based Standard Reports.</i>		
<b>Problems</b>			
<b>Plans</b>	<i>With completion of the above activities, Phase II development is complete. Moving all modules from test servers to production servers is planned for 1st quarter CY2011.</i>		
<b>Comments</b>	<i>Lt. Brian Scott (Maine State Police, Traffic Division) stated that MCRS 2 was well received during the MCJA training. Lt. Scott stated that the mobile training environment was setup and will be used for training of the new MCRS 2 program. Lt. Scott said that IMC build 17 has been sent to local law enforcement agencies that use the IMC Records Management System. IMC Build 17 contains the new crash form data elements. The MCRS 2 Email Processor is currently running in test mode and is ready to receive any data that may be sent to the State. The MCRS 2 mapping features will improve crash location accuracy with the addition of Google satellite imagery.</i>		

<u><b>Report Start</b></u> 10-01-2010	<u><b>Report End</b></u> 12-31-2010	<u><b>Report Date</b></u> 01-06-2011	<u><b>Provided By</b></u> Lauren Stewart
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### *FMCSA Commercial Vehicle Lookup*

*Added capability to MCRS to auto fill commercial vehicle carrier name by querying FMCSA website.*

- 1. Add an auto-fill button on the commercial screen near where the USDOT number is entered.*
- 2. This kicks off query to retrieve commercial vehicle information from FMCSA website.*
- 3. Any data retrieved from the site would be used to populate the commercial screen.*
- 4. Any information retrieved can be overwritten by the user if need be.*
- 5. The data elements retrieved for auto populating include:*

*Carrier name*

*Address*

*City*

*State*

*Activity*

*Zip*

*MC/MX number*

*Interstate Carrier (checkbox)*

*System Management Screen*

*Add a screen to the MCRS client that is visible only to administrators that displays basic system information including:*

*Total number of reports in system.*

*Total number of reports in system for current calendar year.*

*Number of approved reports.*

*Number of reports pending approval.*

*Number of approved reports not exported to the state. Clicking on number will open a window that displays a list of these reports.*

*Number of MCRS users in Agency.*

<b>Problems</b>	
<b>Plans</b>	<i>Continue with implementation of remaining Phase III tasks.</i>
<b>Comments</b>	

<b><u>Report Start</u></b> 01-01-2011	<b><u>Report End</u></b> 03-31-2011	<b><u>Report Date</u></b> 04-14-2011	<b><u>Provided By</u></b> Lt Brian Scott
<b>Activity</b>	<p>The MCRS 2 rollout has been going very smoothly with virtually all of the State Troopers trained on the new system. State Police have also conducted Train the Trainer classes with local law enforcement throughout the State. The State Police database currently has 477 crash reports in the new MMUCC compliant data format. Lt Scott reports that the new program is easy to use, collects more data, forces officers to enter information correctly, and that the mapping feature facilitates improved crash location assignments.</p> <p>At this point, ten agencies have performed MCRS 2 installations with some already submitting crash reports and others waiting until their personnel are fully trained.</p>		
<b>Problems</b>			
<b>Plans</b>	<i>Continue the rollout of MCRS 2 to local Maine police agencies.</i>		
<b>Comments</b>			

<b><u>Report Start</u></b> 04-01-2011	<b><u>Report End</u></b> 06-08-2011	<b><u>Report Date</u></b> 06-08-2011	<b><u>Provided By</u></b> Lt Brian Scott
<b>Activity</b>	Deploying MCRS 2 to local agencies. Currently at 55 agencies installed, up from 10 agencies on April 14th. Agencies are coming online in anticipation of the June 30th cutoff date for using the old MCRS system.		
<b>Problems</b>			
<b>Plans</b>	<i>Continue local deployments until all agencies are submitting MCRS 2 data.</i>		
<b>Comments</b>			



<u>Report Start</u>	<u>Report End</u>	<u>Report Date</u>	<u>Provided By</u>
04-01-2011	11-03-2011	11-03-2011	Lauren Stewart
Activity	Continued deployment of MCRS 2 to local law enforcement agencies by remotely installing the Maine Crash Reporting System server and client components.		
	Completed development of the Alcohol and Drug Alert Notification module for MCRS.		
	The notification service automatically notifies MDPS personnel when:		
	1. BAC Test results coded as Pending and are 30 days past the date of the crash report		
	2. Drug Test Results coded as Pending and are 8 weeks past the date of the crash report.		
	Candidate crash reports must be formally submitted to the state. The notification service will query the State Crash Data Repository for crash data meeting the conditions above. Any crash reports meeting those conditions will be summarized in a report and emailed to MDPS personnel in a timely fashion.		
	The notification service will be developed to execute as a stand-alone scheduled task and be configurable. The notification service will have its own event log to store and report any generated exceptions. The notification service will be configurable to control the location of the State Crash Data Repository, event log name, and SMTP address.		
Problems			
Plans			
Comments			

<u>Report Start</u>	<u>Report End</u>	<u>Report Date</u>	<u>Provided By</u>
11-04-2012	01-19-2012	01-19-2012	Lauren Stewart
Activity	Continued deployment of MCRS 2 to local law enforcement agencies by remotely installing the Maine Crash Reporting System server and client components for four local police agencies.		
	Continued development and testing of data migration from MCRS 1 to MCRS 2.		
	Completed development of the VIN Decoding module for MCRS. The VIN Decoding module fills an auxiliary Units VIN table containing all data retrieved from a VIN decoding web service query. The following data can be retrieved for valid VINs:		
	VIN, VehicleMake, Model, ModelYear, Trim, BodyStyle, EngineType, CountryOfManufacture, DecodeStatus, DecodeMessage, DecodeStatusCode, VINWasCorrected, TankCapacity, MPGCity, MPGHighway, DriveLine, ABS, Seating, Length, Width, Height		
	Modified the MDOT Crash Synchronization service and Ad Hoc Reporting tools to include the UnitVINData database table.		
Problems			
Plans	Complete production data migration from MCRS 1 to MCRS 2.		
Comments			

<u>Report Start</u>	<u>Report End</u>	<u>Report Date</u>	<u>Provided By</u>
01-20-2012	03-15-2012	03-15-2012	Lt. Brian Scott
Activity	Lt. Brian Scott stated that the rollout of MCRS 2 has completed and is deployed statewide.		
Problems			
Plans			



Comments	Mr. Duane Brunell added that it was the goal to get all the police departments signed on to the new crash system by the end of 2011 and that goal was achieved. Also, MDOT and Deep River LLC are in the process of migrating historical data and should have that completed shortly.
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<u>Report Start</u> 03-16-2012	<u>Report End</u> 06-28-2012	<u>Report Date</u> 06-28-2012	<u>Provided By</u> Lt. Brian Scott
Activity	Duane Brunell stated that the MCRS project is essentially complete. Recent efforts included work on the MCRS legacy data migration and internal IT work on MDOT side to work with the in-house query system. Mr. Brunell said they were overall satisfied with the results of the migration.		
Problems	Lt. Scott said that there is a need for the addition of a delete feature so that MSP Traffic Division could delete duplicate and other types of problem reports from the system. The delete function would need to work across systems from MSP Traffic Division to MDOT MaineCRASH system as well as notification to BMV.		
Plans			
Comments			

<u>Report Start</u> 03-26-2013	<u>Report End</u> 06-17-2013	<u>Report Date</u> 06-17-2013	<u>Provided By</u> Duane Brunell
Activity	All departments adopted the Maine Crash Reporting System upgrade in 2011. There have been no system issues with the statewide provided system or any of the vendor products. The overall upgrade was a complete success as well as the data migration effort.  The upgrade has gone according to plan and is now reaching a mature state.		
Problems			
Plans			
Comments			

### Linked Items

Type	Label	Name
Deficiency / Objective	ME-D-00001	ME-D-00001 - Roadway - Accuracy
Deficiency / Objective	ME-D-00002	ME-D-00002 - Roadway - Accessibility
Deficiency / Objective	ME-D-00003	ME-D-00003 - Roadway - Integration
Deficiency / Objective	ME-D-00014	ME-D-00014 - Crash - Timeliness
Deficiency / Objective	ME-D-00015	ME-D-00015 - Crash - Uniformity
Deficiency / Objective	ME-D-00016	ME-D-00016 - Crash - Completeness
Deficiency / Objective	ME-D-00017	ME-D-00017 - Crash - Accuracy
Deficiency / Objective	ME-D-00018	ME-D-00018 - Crash - Accessibility
Deficiency / Objective	ME-D-00025	ME-D-00025 - Crash - Uniformity
Deficiency / Objective	ME-D-00026	ME-D-00026 - Crash - Completeness
Performance Measure	C-I-01	Crash Integration
Performance	C-T-01B	Crash Timeliness



## Linked Items

Type	Label	Name
Measure		
Performance Measure	C-U-01	Crash Uniformity
Project	ME-P-00007	BMV Crash XML Update
Project	ME-P-00008	INFORME Crash Form Web Service
Project	ME-P-00022	Registration Barcode
Project	ME-P-00023	Barcode Scanners/Training
Recommendation	METRA 051	Create a single merged file that retains the original, official crash data as submitted and the changed data elements as modified by various data enhancement and quality improvement steps including lo
Recommendation	METRA11004	Develop a meaningful set of quality improvement performance measures for each traffic records system component and report on the status of those measures at each Traffic Records Coordinating Committee
Recommendation	METRA11010	Develop a formal quality control program for each component of the traffic records system.
Recommendation	METRA11013	Ensure adequate coordination between the MCRS and to-be-developed electronic citation software programs so that law enforcement officers are provided with products that are well integrated and can sha
Recommendation	METRA11014	Create a single merged file that retains the original, official crash data as submitted and the changed data elements as modified by various data enhancement and quality improvement steps including lo
Recommendation	METRA11026	Increase the formal nature of the quality control program. In particular, the following features of the current quality control program could be enhanced:  a Keep a log of errors and their frequenc

## ME-P-00007 - BMV Crash XML Update

**Priority:** 7

**Last Updated:** 25-JUL-2011

**Revision Date:** 04-MAY-2009

**Status:** Completed

**Lead Agency:** Secretary of State / Bureau of Motor Vehicles

**Partners:** Department of Public Safety

**Website:**

### Project Director

Name: Ms. Linda Grant  
 Title: Senior Section Manager  
 Agency: Bureau of Motor Vehicles  
 Office:  
 Address: 101 Hospital Street  
 City, Zip: Augusta  
 Phone: 207-624-9095  
 Email: linda.grant@maine.gov

**Project Description:** The BMV Crash XML Update project updates the BMV XML Data Exchange Standard to reflect changes made to the State of Maine Crash Report Form.

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The State of Maine Crash Report Form has been updated to improve MMUCC compliance; therefore, the BMV XML Data Exchange Standard must be updated to comply with the latest form data elements.

The BMV Crash XML Update project will also update BMV's processing of crash data using the new standard to accommodate any changes in the BMV's business rules due to data changes.

### **Milestones**

<b>Milestone Description</b>	<b>Target Date</b>	<b>Actual Date</b>	<b>Status</b>
Update BMV XML Crash Exchange Specification.	11-16-2009	11-16-2009	Completed
Update BMV processing of crash data to accommodate new MMUCC compliant fields.	03-01-2010	03-01-2010	Completed

### **Core System and Performance Area**

Core System	Performance Area					
	Accuracy	Completeness	Integration	Timeliness	Uniformity	Accessibility
Crash			X			X
Driver License / History						
Injury Surveillance / EMS						
Roadway						
Citation / Adjudication						
Vehicle Registration						

### **Budgets**

<b>Budget Source - 2013</b>	<b>Total Budget</b>
NHTSA Section 408 Funds	\$0.00
State Funds	\$0.00

<b>Budget Source - 2014</b>	<b>Total Budget</b>
NHTSA Section 408 Funds	\$0.00
State Funds	\$0.00

<b>Budget Source - 2015</b>	<b>Total Budget</b>
NHTSA Section 408 Funds	\$0.00
State Funds	\$0.00

<b>Budget Source - 2016</b>	<b>Total Budget</b>
NHTSA Section 408 Funds	\$0.00
State Funds	\$0.00

<b>Budget Source - 2017</b>	<b>Total Budget</b>
NHTSA Section 408 Funds	\$0.00

<b>Budget Source - 2017</b>	<b>Total Budget</b>
State Funds	\$0.00

<b>Budget Source - 2018</b>	<b>Total Budget</b>
NHTSA Section 408 Funds	\$0.00
State Funds	\$0.00

### Activity Report

<u>Report Start</u>	<u>Report End</u>	<u>Report Date</u>	<u>Provided By</u>
09-16-2009	12-15-2009	01-12-2010	Linda S. Grant
<b>Activity</b>	The BMV has been working with DPS in reviewing the 2010 Maine Crash Report elements and developing the DPS to BMV interface schema in anticipation of the upgrade to the new Maine Crash Reporting System.		
<b>Problems</b>	The project is on schedule and the BMV does not anticipate any problems.		
<b>Plans</b>	The BMV continues to work with DPS and the project plan remains unchanged. The export process online milestone is anticipated to be March 15th. The project is expected to be fully implemented by June 1, 2010.		
<b>Comments</b>	None.		

<u>Report Start</u>	<u>Report End</u>	<u>Report Date</u>	<u>Provided By</u>
12-16-2009	03-15-2010	03-24-2010	Richard Nickless
<b>Activity</b>	<p>The BMV Crash XML Update project will update BMV XML Data Exchange Standard to reflect changes made to the State of Maine Crash Report Form. The State of Maine Crash Report Form is in the process of being updated to improve MMUCC compliance; therefore, the BMV XML Data Exchange Standard must be updated to comply with the latest form data elements.</p> <p>The BMV Crash XML Update project will also update BMV's processing of crash data using new standards to accommodate any changes in the BMV's business rules due to data changes.</p> <p>The new data fields and values are being reviewed in order to assess the required updates at BMV. Database changes are required to accommodate the new data elements, and coding changes in the application.</p>		
<b>Problems</b>	The project is on schedule and the BMV does not anticipate any problems.		
<b>Plans</b>	<p>The BMV will continue to work with DPS in reviewing the 2010 Maine Crash Report elements and developing the DPS to BMV interface schema in anticipation of the upgrade to the new Maine Crash Reporting System.</p> <p>The agency will continue to work with the State Police and the Maine Crash Reporting System ( MCRS ) vendor Deep River to prepare the Bureau of Motor Vehicles ( BMV ) system for these changes.</p> <p>The project plan remains unchanged, and the project is expected to be fully implemented by June, 2010.</p>		
<b>Comments</b>	The Maine State Police are changing the forms that the police officers fill out at an automobile accident. Deep River is still making changes to MRCRS 2.0.		

<u>Report Start</u>	<u>Report End</u>	<u>Report Date</u>	<u>Provided By</u>
03-16-2010	06-15-2010	06-03-2010	Richard Nickless



<p>The BMW Crash XML Update project will update BMW XML Data Exchange Standard to reflect changes made to the State of Maine Crash Report Form. The State of Maine Crash Report Form is in the process of being updated to improve MMUCC compliance; therefore, the BMW XML Data Exchange Standard must be updated to comply with the latest form data elements.</p>			
Activity	<p>The BMW Crash XML Update project will also update BMW's processing of crash data using new standards to accommodate any changes in the BMW's business rules due to data changes.</p> <p>The new data fields and values are being reviewed in order to assess the required updates at BMW. Database changes are required to accommodate the new data elements, and coding changes in the application.</p>		
Problems	<p>The project is on schedule and the BMW does not anticipate any problems.</p> <p>The BMW will continue to work with DPS in reviewing the 2010 Maine Crash Report elements and developing the DPS to BMW interface schema in anticipation of the upgrade to the new Maine Crash Reporting System.</p> <p>The agency will continue to work with the State Police and the Maine Crash Reporting System ( MCGRS ) vendor Deep River to prepare the Bureau of Motor Vehicles ( BMW ) system for these changes.</p> <p>In looking at the current deployment cycles and the phases of this work, the project is expected to be fully implemented by June 30, 2010.</p> <p>This will allow time for BMW to break the remaining work into three phases:</p> <p>First, changes to the lookup tables prior to coding to accept the new format - planned for May 18th.</p> <p>Second, coding and screen changes for the online to be deployed June 8th.</p> <p>Lastly the new accident report format on June 29th. The new report will be completely different and include graphics and forms with separate pages for each vehicle in a reported accident.</p>		
Comments	<p>Test files from the vendor will be available later May, 2010.</p> <p>The Maine State Police are changing the forms that the police officers fill out at an automobile accident.</p> <p>Performance measure: To increase in the number of data elements on the State of Maine Crash Report Form in order to improve crash reporting and analysis as well as improve MMUCC compliance.</p> <p>Deep River is still making changes to MRCS 2.0.</p> <p>A \$14,000 grant will be used to cover a contractor's time on the project.</p>		
<u>Report Start</u>	<u>Report End</u>	<u>Report Date</u>	<u>Provided By</u>
10-01-2010	12-31-2010	12-29-2010	Linda Grant
Activity	<p>The BMW Crash XML Update project will update BMW XML Data Exchange Standard to reflect changes made to the State of Maine Crash Report Form. The State of Maine Crash Report Form is in the process of being updated to improve MMUCC compliance; therefore, the BMW XML Data Exchange Standard must be updated to comply with the latest form data elements.</p> <p>The BMW Crash XML Update project will also update BMW's processing of crash data using new standards to accommodate any changes in the BMW's business rules due to data changes.</p> <p>The new data fields and values are being reviewed in order to assess the required updates at BMW. Database changes are required to accommodate the new data elements, and coding changes in the application.</p> <p>The project is on schedule for a February 2011 deploy and the BMW does not anticipate any problems.</p>		
Problems			



Plans	<p>The BMV will continue to work with DPS in reviewing the 2010 Maine Crash Report elements and developing the DPS to BMV interface schema in anticipation of the upgrade to the new Maine Crash Reporting System. BMV has developed interface schema to accommodate the system upgrades and anticipate testing in early January using test data from training conducted by State Police.</p> <p>The agency will continue to work with the State Police and the Maine Crash Reporting System ( MCRS ) vendor Deep River to prepare the Bureau of Motor Vehicles ( BMV ) system for these changes.</p> <p>In looking at the current deployment cycles and the phases of this work, the project is expected to be fully implemented by June 30, 2010.</p> <p>This will allow time for BMV to break the remaining work into three phases:</p> <p>First, changes to the lookup tables prior to coding to accept the new format - planned for May 18th.</p> <p>Second, coding and screen changes for the online to be deployed June 8th.</p> <p>Lastly the new accident report format on June 29th. The new report will be completely different and include graphics and forms with separate pages for each vehicle in a reported accident.</p> <p>Test files from the vendor will be available later May, 2010.</p>
	<p>The Maine State Police are changing the forms that the police officers fill out at an automobile accident.</p> <p>Performance measure: To increase in the number of data elements on the State of Maine Crash Report Form in order to improve crash reporting and analysis as well as improve MMUCC compliance.</p> <p>Deep River is still making changes to MRCS 2.0.</p> <p>A \$14,000 grant will be used to cover a contractor's time on the project.</p>

Report Start	Report End	Report Date	Provided By
04-01-2011	06-30-2011	06-07-2011	Linda Grant
Activity	On May 3, the BMV Crash XML interface with MCRS 2 was put into production.		
Problems			
Plans			
Comments	The project is complete.		

### Linked Items

Type	Label	Name
Project	ME-P-00006	Maine Crash Reporting System Upgrade

## ME-P-00008 - INFORME Crash Form Web Service

**Priority:** 8

**Last Updated:** 15-MAR-2013

**Revision Date:** 11-MAY-2009

**Status:** Completed

**Lead Agency:** Maine Department of Public Safety

**Partners:** INFORME

**Website:**

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**Project Director**

Name: Lt Brian Scott  
 Title: Lieutenant, Traffic Safety Unit  
 Agency: Maine State Police  
 Office:  
 Address:  
 City, Zip:  
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**Project Description:** INFORME will develop an interface to the DPS Crash Print Form web service to retrieve crash reports in Adobe Acrobat PDF format. The web service accepts the crash report identifiers as an input and will return a PDF of the requested crash report. INFORME will update the current functionality for printing forms to use the web service.

**Milestones**

<b>Milestone Description</b>	<b>Target Date</b>	<b>Actual Date</b>	<b>Status</b>
Implement interface to MCRS 2 data.	06-30-2011	06-30-2011	Completed

**Core System and Performance Area**

Core System	Performance Area					
	Accuracy	Completeness	Integration	Timeliness	Uniformity	Accessibility
Crash			X			X
Driver License / History						
Injury Surveillance / EMS						
Roadway						
Citation / Adjudication						
Vehicle Registration						

**Budgets**

<b>Budget Source - 2013</b>	<b>Total Budget</b>
NHTSA Section 408 Funds	\$0.00

<b>Budget Source - 2014</b>	<b>Total Budget</b>
NHTSA Section 408 Funds	\$0.00

<b>Budget Source - 2015</b>	<b>Total Budget</b>
NHTSA Section 408 Funds	\$0.00

<b>Budget Source - 2016</b>	<b>Total Budget</b>
NHTSA Section 408 Funds	\$0.00



<b>Budget Source - 2017</b>	<b>Total Budget</b>
NHTSA Section 408 Funds	\$0.00

<b>Budget Source - 2018</b>	<b>Total Budget</b>
NHTSA Section 408 Funds	\$0.00

### Activity Report

<u>Report Start</u>	<u>Report End</u>	<u>Report Date</u>	<u>Provided By</u>
06-07-2011	06-07-2011	06-07-2011	Lauren Stewart
<b>Activity</b>	INFORME has begun development of the interface to MCRS 2.		
<b>Problems</b>			
<b>Plans</b>	Development is scheduled for completion by end of June.		
<b>Comments</b>			

<u>Report Start</u>	<u>Report End</u>	<u>Report Date</u>	<u>Provided By</u>
06-08-2011	11-03-2011	11-03-2011	Lauren Stewart
<b>Activity</b>	Informe has completed development and has put into production the updated website that handles the new crash reporting format for online sales of crash reports.		
<b>Problems</b>			
<b>Plans</b>			
<b>Comments</b>			

### Linked Items

<u>Type</u>	<u>Label</u>	<u>Name</u>
Project	ME-P-00006	Maine Crash Reporting System Upgrade

## ME-P-00009 - Traffic Records Data Warehouse

**Priority:** 9

**Last Updated:** 16-AUG-2011

**Revision Date:** 06-JUN-2011

**Status:** Proposed

**Lead Agency:** Bureau of Highway Safety

**Partners:** EMS, DOT, BMV, DPS

**Website:**

#### Project Director

Name: Ms. Lauren Stewart

Title: Director

Agency: Bureau of Highway Safety

Office:

Address: 164 State House Station

City, Zip: Augusta 04333

Phone: (207) 626-3840

Email: lauren.v.stewart@maine.gov



**Project Description:** Develop a data warehouse into which all traffic records systems submit data; develop linkages between the various data sets and provide data warehouse drill down and reporting capabilities that support highway safety decision making.

### Milestones

<i>Milestone Description</i>	<i>Target Date</i>	<i>Actual Date</i>	<i>Status</i>
Establish Working Group	11-15-2012	11-15-2012	Completed
Deliver requirements and conclude working group.	09-30-2013		On Schedule

### Core System and Performance Area

Core System	Performance Area					
	Accuracy	Completeness	Integration	Timeliness	Uniformity	Accessibility
Crash						X
Driver License / History						X
Injury Surveillance / EMS						X
Roadway						X
Citation / Adjudication						X
Vehicle Registration						X

### Budgets

<i>Budget Source - 2013</i>	<i>Total Budget</i>
NHTSA Section 408 Funds	\$0.00

<i>Budget Source - 2014</i>	<i>Total Budget</i>
NHTSA Section 408 Funds	\$0.00

<i>Budget Source - 2015</i>	<i>Total Budget</i>
NHTSA Section 408 Funds	\$0.00

<i>Budget Source - 2016</i>	<i>Total Budget</i>
NHTSA Section 408 Funds	\$0.00

<i>Budget Source - 2017</i>	<i>Total Budget</i>
NHTSA Section 408 Funds	\$0.00

<i>Budget Source - 2018</i>	<i>Total Budget</i>
NHTSA Section 408 Funds	\$0.00

### Activity Report

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### Linked Items

Type	Label	Name
Performance Measure	G-X-01	Crash Accessibility
Performance Measure	I-I-01	I-I-01 - Injury Surveillance / EMS - Integration
Recommendation	METRA11018	Charge the TRCC with coordinating the development of merged traffic safety datasets and establishing a coherent policy for broad user access to the data.
Recommendation	METRA11020	Revise the health-related websites to include queryable databases that allow the user to look at injuries by mechanism of injury, outcomes, and demographic factors.

## ME-P-00010 - EMS Public Access and Data Mining

**Priority:** 10

**Last Updated:** 15-MAR-2013

**Revision Date:** 06-JUN-2011

**Status:** Proposed

**Lead Agency:** Bureau of Highway Safety

**Partners:** EMS, DOT, BMV, DPS

**Website:**

#### Project Director

Name: Mr. Jay Bradshaw

Title: Director

Agency: Department of Public Safety

Office: Emergency Medical Services

Address: 152 State House Station

City, Zip: Augusta 04333-0152

Phone: (207) 626-3860

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**Project Description:** The EMS Public Access & Data Mining project will migrate many years of legacy EMS data to the current EMS dataset format creating a combined dataset that will allow for extensive query and comparison opportunities.

The project also includes a data analysis and reporting tool that provides controlled access to the data based on the user's authorization level. Full access users would be able to query all data without restriction, whereas limited access users would be able to query select data for aggregate reports.

The authorization capabilities will consist of a set of roles that allows access to specific reports within the system. New roles include Public Access, EMS Service Provider, Hospital, Local Government, and Maine EMS. The Reporting tool will use these roles to

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limit access to sensitive data using a set of rules designed to maintain data confidentiality.

The public access reporting portion of this project will provide 10 predefined reports to the public via the web. The public access reports will contain basic filtering capabilities (e.g., the Number of Calls report could be filtered to a particular service.) The public access capability will be limited to aggregate reports and would require the report result to contain sufficient numbers to protect patient health information.

### Milestones

<i>Milestone Description</i>	<i>Target Date</i>	<i>Actual Date</i>	<i>Status</i>
Data Mining Tool for current electronic records. Access by State office.	09-15-2014		On Schedule
Review legacy data for mapping potential and methodology; complete mapping to current data.	12-15-2014		On Schedule
Web site access for public to query standardized templates.	05-15-2015		On Schedule
Development of permission levels and access policies.	05-15-2015		On Schedule

### Core System and Performance Area

Core System	Performance Area					
	Accuracy	Completeness	Integration	Timeliness	Uniformity	Accessibility
Crash						
Driver License / History						
Injury Surveillance / EMS						X
Roadway						
Citation / Adjudication						
Vehicle Registration						

### Budgets

<i>Budget Source - 2013</i>	<i>Total Budget</i>
NHTSA Section 408 Funds	\$0.00

<i>Budget Source - 2014</i>	<i>Total Budget</i>
NHTSA Section 408 Funds	\$0.00

<i>Budget Source - 2015</i>	<i>Total Budget</i>
NHTSA Section 408 Funds	\$0.00

<i>Budget Source - 2016</i>	<i>Total Budget</i>
NHTSA Section 408 Funds	\$0.00

<i>Budget Source - 2017</i>	<i>Total Budget</i>
NHTSA Section 408 Funds	\$0.00



Budget Source - 2018	Total Budget
NHTSA Section 408 Funds	\$0.00

### Activity Report

Report Start	Report End	Report Date	Provided By
12-15-2009	03-15-2010	02-01-2010	Jay Bradshaw
Activity	EMS is continuing to explore various software options for the EMS public access & data mining project. Although it appears funding is available for the initial purchase price, we do not have the funds available within our budget for the ongoing software license fees. This continues to be a goal of ours.		
Problems			
Plans			
Comments			

### Linked Items

Type	Label	Name
Performance Measure	I-I-01	I-I-01 - Injury Surveillance / EMS - Integration
Project	ME-P-00001	Electronic Collection of EMS Run Report Data

### ME-P-00011 - E-Citation

**Priority:** 11

**Last Updated:** 15-MAR-2013

**Revision Date:** 11-MAY-2009

**Status:** Active

**Lead Agency:** Maine Department of Public Safety

**Partners:** Maine State Police, Maine Judicial Branch, Maine Bureau of Highway Safety, Maine Bureau of Motor Vehicles, Local Law Enforcement, Maine Department of Transportation

**Website:**

#### Project Director

Name: Ms. Lauren Stewart

Title: Director

Agency: Bureau of Highway Safety

Office:

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**Project Description:** The E-Citation project is comprised of several phases including:

E-Citation legislative efforts,

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E-Citation TRCC Working Group,  
E-Citation Data Collection,  
E-Citation Reporting

The E-Citation Legislation effort will survey E-Citation legislation used in other states to facilitate and authorize collection of citation data electronically. The goal is to develop any needed legislative language recommendations to support E-Citation in the State of Maine.

The E-Citation TRCC Working Group will develop a State of Maine E-Citation Data Standard that defines the E-Citation data elements, relationships, edit criteria, and business rules to allow for the exchange of E-Citation data within the State. The E-Citation data standard will be platform independent and will take advantage of the latest XML Schema Definition (XSD) and Extensible Stylesheet Language (XSL) standards. The XSD technology will be used to define the format and organization of the XML E-Citation data document. The XSL technology will be used to programmatically validate the XML E-Citation data document and identify any errors in the citation at the point of entry. The E-Citation Data Standard will take advantage of any existing national E-Citation standards based on the National Information Exchange Model or Global JXDM.

The E-Citation TRCC Working Group will examine the existing citation paper-based data flow from the writing of the citation to submission and handling at the courts and ultimately the disposition and sharing of data with other state agencies. The study will make recommendations concerning handling of data security, electronic signature requirements, data exchange methods, law enforcement business rules and workflow.

The E-Citation Data Collection component will develop a law enforcement E-Citation data collection information system. The E-Citation system will support mobile ticketing and issuing of citations via laptop computers. The E-Citation system will be capable of creation, printing, and electronic wireless transmission of ticket data to the centralized E-Citation database.

The E-Citation system will comply with the State of Maine E-Citation Data Standard which details the data format and business rules. Data validation will occur at the point of data entry. The Data Standard will be the basis for data exchange with external systems such as any future Violations Bureau citation management system. The E-Citation system will include an interface to the Violations Bureau system for the transfer of electronic citation data.



The E-Citation Reporting component will augment the E-Citation Data Collection system by providing a set of standard web-based reports with filtering capabilities. The E-Citation Reporting component will add 15 Standard Reports with the capability to filter on items such as town, law enforcement agency, type of infraction, officer Id, etc. The E-Citation Reporting component will also provide for a web-based Ad Hoc Reporting capability that will allow users to perform "on the fly" report creation capabilities. The system will allow saving of Ad Hoc reports for future use.

### **Milestones**

<b>Milestone Description</b>	<b>Target Date</b>	<b>Actual Date</b>	<b>Status</b>
Establish Working Group	10-01-2011	10-01-2011	Completed
Data Exchange Standard and Study Complete	09-30-2012	09-30-2012	Completed
Complete Working Group Objectives	09-30-2013		On Schedule

### **Core System and Performance Area**

Core System	Performance Area					
	Accuracy	Completeness	Integration	Timeliness	Uniformity	Accessibility
Crash						
Driver License / History						
Injury Surveillance / EMS						
Roadway						
Citation / Adjudication	X	X			X	
Vehicle Registration						

### **Budgets**

<b>Budget Source - 2013</b>	<b>Total Budget</b>
NHTSA Section 405c Funds	\$0.00
NHTSA Section 408 Funds	\$0.00

<b>Budget Source - 2014</b>	<b>Total Budget</b>
NHTSA Section 405c Funds	\$0.00
NHTSA Section 408 Funds	\$600,000.00

<b>Budget Source - 2015</b>	<b>Total Budget</b>
NHTSA Section 405c Funds	\$0.00
NHTSA Section 408 Funds	\$0.00

<b>Budget Source - 2016</b>	<b>Total Budget</b>
NHTSA Section 405c Funds	\$0.00
NHTSA Section 408 Funds	\$0.00

<b>Budget Source - 2017</b>	<b>Total Budget</b>
NHTSA Section 405c Funds	\$0.00



<i>Budget Source - 2017</i>	<i>Total Budget</i>
<i>NHTSA Section 408 Funds</i>	<i>\$0.00</i>

<i>Budget Source - 2018</i>	<i>Total Budget</i>
<i>NHTSA Section 405c Funds</i>	<i>\$0.00</i>
<i>NHTSA Section 408 Funds</i>	<i>\$0.00</i>

## Activity Report

<u>Report Start</u>	<u>Report End</u>	<u>Report Date</u>	<u>Provided By</u>
01-01-2011	03-31-2011	04-14-2011	Lauren Stewart
Activity	The E-Citation TRCC Working Group was officially formed at the April 14, 2011 TRCC Meeting.		
Problems			
Plans	Meet regularly to define E-Citation requirements for the State of Maine.		
Comments			

<u>Report Start</u>	<u>Report End</u>	<u>Report Date</u>	<u>Provided By</u>
04-15-2011	11-03-2011	11-03-2011	Lauren Stewart
Activity	The TRCC E-Citation Working Group met on November 3, 2011 and December 1, 2011. The working group discussed general e-citation high level requirements and began a review of the existing Citation form.		
Problems			
Plans			
Comments			

<u>Report Start</u>	<u>Report End</u>	<u>Report Date</u>	<u>Provided By</u>
11-04-2012	01-19-2012	01-19-2012	Lauren Stewart
Activity	<p>The E-Citation TRCC working group has met two times; the first meeting covered the high level objectives of the group while the second meeting began a review of the citation form.</p> <p>The second meetings goal was to determine whether any revisions to the form were necessary prior to deploying an electronic system. The meeting made a lot of progress and made it most of the way through the forms data elements.</p> <p>The goals of the working group are to come up with a set of requirements and a data standard for E-Citation within the State of Maine. The intent of the data standard is to define the data elements to be collected and to define a common format for data transfer and exchange within the state.</p>		
Problems			
Plans			
Comments			

<u>Report Start</u>	<u>Report End</u>	<u>Report Date</u>	<u>Provided By</u>
01-20-2012	03-15-2012	03-15-2012	Lauren Stewart
Activity	On February 16th, the E-Citation TRCC working group met. The working group and is in the process of developing a set of base requirements; including form data element review, print requirements, RMS E-Citation requirements, and electronic signatures.		
Problems			
Plans			
Comments			

<u>Report Start</u>	<u>Report End</u>	<u>Report Date</u>	<u>Provided By</u>
03-15-2012	06-28-2012	06-28-2012	Lauren Stewart
Activity	The working group reviewed a draft of the NIEM-based data standard, e-citation system requirements, and e-citation vendor certification requirements.		



<i>Problems</i>
<i>Plans</i>
<i>Comments</i>

<u>Report Start</u> 06-29-2012	<u>Report End</u> 03-05-2013	<u>Report Date</u> 03-05-2013	<u>Provided By</u> Lauren Stewart
<b>Activity</b>	The working group has met several times and continues to develop and refine E-Citation requirements, including; electronic signature, printing, software and hardware, and business requirements.		
<i>Problems</i>			
<i>Plans</i>			
<i>Comments</i>			

<u>Report Start</u> 03-06-2013	<u>Report End</u> 06-12-2013	<u>Report Date</u> 06-12-2013	<u>Provided By</u> Lauren Stewart
<b>Activity</b>	The working group is nearing completion. The group is refining their specifications for such items as the printed form. The draft for the general requirements will be reviewed by the group. Comments will be provided by each member at the next meeting. John Smith indicated that the legislation required for e-citation will be approved by September.		
<i>Problems</i>			
<i>Plans</i>			
<i>Comments</i>			

### Linked Items

Type	Label	Name
Deficiency / Objective	ME-D-00019	ME-D-00019 - Citation / Adjudication - Timeliness
Deficiency / Objective	ME-D-00020	ME-D-00020 - Citation / Adjudication - Uniformity
Deficiency / Objective	ME-D-00021	ME-D-00021 - Citation / Adjudication - Completeness
Deficiency / Objective	ME-D-00022	ME-D-00022 - Citation / Adjudication - Accuracy
Deficiency / Objective	ME-D-00023	ME-D-00023 - Citation / Adjudication - Accessibility
Deficiency / Objective	ME-D-00024	ME-D-00024 - Citation / Adjudication - Integration
Performance Measure	CA-T-01A	Citation Timeliness
Project	ME-P-00022	Registration Barcode
Project	ME-P-00023	Barcode Scanners/Training
Recommendation	METRA11013	Ensure adequate coordination between the MCRS and to-be-developed electronic citation software programs so that law enforcement officers are provided with products that are well integrated and can share
Recommendation	METRA11036	Provide support, through the TRCC, for the combined efforts of the BMV, Law Enforcement, and the AOC to plan for adoption of an e-citation project.

### ME-P-00014 - Maine CODES



**Priority:** 14  
**Last Updated:** 16-AUG-2011  
**Revision Date:** 06-JUN-2011  
**Status:** Active  
**Lead Agency:** Maine CDC  
**Partners:** -  
**Website:**

**Project Director**

**Name:** Ms. Lauren Stewart  
**Title:** Director  
**Agency:** Bureau of Highway Safety  
**Office:**  
**Address:** 164 State House Station  
**City, Zip:** Augusta 04333  
**Phone:** (207) 626-3840  
**Email:** lauren.v.stewart@maine.gov

**Project Description:** The Crash Outcome Data Evaluation System (CODES) system gives States and local Safe Community projects information about resources needed to develop capabilities for linking crash, injury outcome, and other traffic records data.

**Milestones**

Milestone Description	Target Date	Actual Date	Status
Restart CODES efforts using new resources.	08-30-2013		On Schedule

**Core System and Performance Area**

Core System	Performance Area					
	Accuracy	Completeness	Integration	Timeliness	Uniformity	Accessibility
Crash						X
Driver License / History						
Injury Surveillance / EMS						X
Roadway						
Citation / Adjudication						
Vehicle Registration						

**Budgets**

Budget Source - 2013	Total Budget
NHTSA Section 402 Funds	\$0.00
NHTSA Section 405c Funds	\$0.00
NHTSA Section 408 Funds	\$0.00

<i>Budget Source - 2014</i>	<i>Total Budget</i>
<i>NHTSA Section 402 Funds</i>	<i>\$0.00</i>
<i>NHTSA Section 405c Funds</i>	<i>\$0.00</i>
<i>NHTSA Section 408 Funds</i>	<i>\$50,000.00</i>

<i>Budget Source - 2015</i>	<i>Total Budget</i>
<i>NHTSA Section 402 Funds</i>	<i>\$0.00</i>
<i>NHTSA Section 405c Funds</i>	<i>\$0.00</i>
<i>NHTSA Section 408 Funds</i>	<i>\$0.00</i>

<i>Budget Source - 2016</i>	<i>Total Budget</i>
<i>NHTSA Section 402 Funds</i>	<i>\$0.00</i>
<i>NHTSA Section 405c Funds</i>	<i>\$0.00</i>
<i>NHTSA Section 408 Funds</i>	<i>\$0.00</i>

<i>Budget Source - 2017</i>	<i>Total Budget</i>
<i>NHTSA Section 402 Funds</i>	<i>\$0.00</i>
<i>NHTSA Section 405c Funds</i>	<i>\$0.00</i>
<i>NHTSA Section 408 Funds</i>	<i>\$0.00</i>

<i>Budget Source - 2018</i>	<i>Total Budget</i>
<i>NHTSA Section 402 Funds</i>	<i>\$0.00</i>
<i>NHTSA Section 405c Funds</i>	<i>\$0.00</i>
<i>NHTSA Section 408 Funds</i>	<i>\$0.00</i>



## Activity Report

<u>Report Start</u>	<u>Report End</u>	<u>Report Date</u>	<u>Provided By</u>
		04-14-2011	Mr. Joseph Riddick
<b>Activity</b>	The Maine CDC CODES project has received 2009 hospital data and ED data from the Maine Health Data Organization.		
<b>Problems</b>	Initial plan was to have all of the computational issues worked out by the end of December 2010, but due to software upgrade and vendor issues that are also affecting other states was are now in April and can't move forward until these issues are resolved. The current projection is for mid-summer before analysis can begin on the Maine CODES project.		
<b>Plans</b>	Maine CDC is in final negotiations with MHDO on hospital discharge data.		
<b>Comments</b>	In August, CODES will be finishing up a three-year cooperative agreement with NHTSA.		

<u>Report Start</u>	<u>Report End</u>	<u>Report Date</u>	<u>Provided By</u>
04-15-2012	01-19-2012	01-19-2012	Mr. Joseph Riddick
<b>Activity</b>	Maine CDC reported that their annual review with NHTSA in December focused on their presentation at the annual grantee meeting in September. The presentation was a formative analysis on a startup of a CODES state.		
	Maine CDC had difficulties in getting the system to work for them; it may be related to the newer CODES 2000 software. The amount of available technical support from CODES may not be adequate for getting a new state online with the system. Maine CDC had started off with one month of data; did all of the analysis and could not get the numbers to work.		
<b>Problems</b>			
<b>Plans</b>			
<b>Comments</b>			

<u>Report Start</u>	<u>Report End</u>	<u>Report Date</u>	<u>Provided By</u>
01-20-2012	03-15-2012	03-15-2012	Mr. Joseph Riddick
<b>Activity</b>	Maine CODES has recently completed one year of data linkage and are waiting on feedback on that linkage.		
<b>Problems</b>	Mr. Riddick was informed the CODES program will have to cut back one-third of their project states and since Maine is one of the newest project states that they are in that one-third. Mr. Riddick explained that although Maine was one of the first states to participate in CODES approximately 20 years ago that since Maine CDC took over the Maine CODES project and since no data records have been carried over from the previous Maine CODES project, NHTSA considers Maine a new CODES state.		
<b>Plans</b>	Mr. Riddick stated that between now and July 31st they will be focusing on elder driver issues and will be using the multiple data sets on hand for that purpose.		
<b>Comments</b>	There has been some discussion of performing linking using other means besides CODES software.		
<u>Report Start</u>	<u>Report End</u>	<u>Report Date</u>	<u>Provided By</u>
03-15-2012	06-28-2012	06-28-2012	Joseph Riddick

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	<i>Mr. Joseph Riddick stated the Maine CODES project has linked hospital ED deaths to crash data and they have also provided data to the University of Maryland to obtain scores on drug/alcohol use from all of the hospital and ED data. The University of Utah will perform imputation on missing variables in the data set. It will calculate and give us what the best score should be.</i>
<b>Activity</b>	<i>Mr. Riddick said that by the end of July, Maine CODES will have a report on elder drivers focusing on three research questions including injury severity scores, ED, and hospital records to see if there is a variance between injury severity and medical outcomes. CODES will also be looking at trauma to different body regions in that population.</i>
<b>Problems</b>	<i>Mr. Riddick stated that the national CODES program's future is in question. Although, the CODES efforts at the state level does not have to end if a state continues funding.</i>
<b>Plans</b>	
<b>Comments</b>	

<b>Report Start</b>	<b>Report End</b>	<b>Report Date</b>	<b>Provided By</b>
03-26-2013	06-12-2013	06-12-2013	Al Leighton
<b>Activity</b>	<i>The University of Maine, Muskie Center is currently in discussions with personnel involved with the prior implementation of CODES and are setting up a discussion with a CODES user from Utah who worked with the Maine CODES personnel. They are interesting in finding out the positives and negatives regarding the previous CODES project. The group is looking to see if there are alternatives to CODES as opposed to trying to recreate or re-establish CODES. Re-creating CODES would be a large effort due to its level of complexity.</i>		
<b>Problems</b>			
<b>Plans</b>			
<b>Comments</b>			

### Linked Items

<b>Type</b>	<b>Label</b>	<b>Name</b>
Performance Measure	C-I-01	Crash Integration
Performance Measure	I-I-01	I-I-01 - Injury Surveillance / EMS - Integration
Recommendation	METRA11046	Provide the EMS data to the CODES project to be included in the crash and hospital discharge data integration.

### ME-P-00015 - Public Access Reports – Traffic

**Priority:** 15

**Last Updated:** 15-MAR-2013

**Revision Date:** 04-JUN-2012

**Status:** Active

**Lead Agency:** Maine Department of Transportation

**Partners:** Maine Department of Transportation, Maine Department of Public Safety

**Website:**

**Project Director****Name: Mr. Duane Brunell****Title: Safety Performance Analysis Manager****Agency: Maine Department of Transportation****Office: Maine DOT Safety Office****Address: 16 State House Station****City, Zip: Augusta 04333-0016****Phone: (207) 624-3278****Email: duane.brunell@maine.gov**

**Project Description:** Maine Crash information is only currently available on a queriable basis to select State of Maine employees. Some broad crash data reports are published on statewide basis, however specific crash data needs ( location specific, trends, maps) are created for outside requestors via individual inquiries and are custom created by state staff. Many such requests are handled by state agency representatives.

Full data queries are too complex for the casual user and if not developed properly, can easily lead to erroneous data findings. This project would create standard web-based data queries and mapping capabilities that would be structured to provide the user easy to access and accurate information. This project not only improves public access to highway safety information but can lessen the customized data requests now handled by various contacts in the state.

**Milestones**

<b>Milestone Description</b>	<b>Target Date</b>	<b>Actual Date</b>	<b>Status</b>
Establish PAR-T Working Group	11-30-2012	11-30-2012	Completed
Complete Working Group Objectives	09-30-2013		On Schedule

**Core System and Performance Area**

Core System	Performance Area					
	Accuracy	Completeness	Integration	Timeliness	Uniformity	Accessibility
Crash						X
Driver License / History						
Injury Surveillance / EMS						
Roadway						
Citation / Adjudication						
Vehicle Registration						

**Budgets**

<b>Budget Source - 2013</b>	<b>Total Budget</b>
NHTSA Section 405c Funds	\$0.00
NHTSA Section 408 Funds	\$0.00

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<b>Budget Source - 2014</b>	<b>Total Budget</b>
NHTSA Section 405c Funds	\$0.00
NHTSA Section 408 Funds	\$0.00

<b>Budget Source - 2015</b>	<b>Total Budget</b>
NHTSA Section 405c Funds	\$0.00
NHTSA Section 408 Funds	\$0.00

<b>Budget Source - 2016</b>	<b>Total Budget</b>
NHTSA Section 405c Funds	\$0.00
NHTSA Section 408 Funds	\$0.00

<b>Budget Source - 2017</b>	<b>Total Budget</b>
NHTSA Section 405c Funds	\$0.00
NHTSA Section 408 Funds	\$0.00

<b>Budget Source - 2018</b>	<b>Total Budget</b>
NHTSA Section 405c Funds	\$0.00
NHTSA Section 408 Funds	\$0.00

### Activity Report

<u>Report Start</u>	<u>Report End</u>	<u>Report Date</u>	<u>Provided By</u>
03-15-2012	06-28-2012	06-28-2012	Duane Brunell
<b>Activity</b>	<p>Mr. Duane Brunell provided background on the need for public access to basic traffic records analysis. Mr. Brunell said that there is a need for a working group to further define the requirements for increasing the accessibility of the data. Ms. Stewart stated that there is a need for having end-users (e.g. NPOs, DHS, and county and municipal law enforcement) involved in the working group.</p> <p>Mr. Brunell said that they have a starting point for this effort with the existing MCRS Standard Reports and also the mapping tools.</p> <p>Ms. Stewart said she and Duane would work on forming the working group.</p>		
<b>Problems</b>			
<b>Plans</b>			
<b>Comments</b>	Ms. Stewart said she and Duane would work on forming the working group.		

<u>Report Start</u>	<u>Report End</u>	<u>Report Date</u>	<u>Provided By</u>
06-29-2012	03-05-2013	03-05-2013	Duane Brunell
<b>Activity</b>	<p>There have been two meetings with the working group looking into what types of public access reports would be available. Duane Brunell has drafted a set of data elements for public access.</p>		
<b>Problems</b>			
<b>Plans</b>			
<b>Comments</b>			

<u>Report Start</u>	<u>Report End</u>	<u>Report Date</u>	<u>Provided By</u>
03-06-2013	06-12-2013	06-12-2013	Duane Brunell



<b>Activity</b>	<i>The working group described the current process for getting crash statistics. Personnel at BHS or DOT manually query the data systems and provide the results back to the asking party.</i>
	<i>The existing query tools were not intended for the general public.</i>
	<i>Interviews have been conducted with police, local and metropolitan planning organizations to identify various crash needs. The group has now defined the scope of the project and is close to developing an RFP.</i>
	<i>A number of solutions are being reviewed including ones from both Michigan and Connecticut.</i>
<b>Problems</b>	
<b>Plans</b>	
<b>Comments</b>	

### Linked Items

Type	Label	Name
Deficiency / Objective	ME-D-00018	ME-D-00018 - Crash - Accessibility
Performance Measure	C-X-01	Crash Accessibility
Recommendation	METRA11016	Evaluate the suitability of the MCRS data analysis tools for meeting general users' needs.
Recommendation	METRA11019	Update data files and reports that are made available to the public via websites with timely and relevant information; ensure updates are made on a regular basis.
Recommendation	METRA11020	Revise the health-related websites to include queriable databases that allow the user to look at injuries by mechanism of injury, outcomes, and demographic factors.
Recommendation	METRA11023	Promote expanded use of the crash data by making it accessible to the research community, safety stakeholders, and others.

## ME-P-00020 - CODES EMS Linkage

**Priority:** 20

**Last Updated:** 28-MAR-2011

**Revision Date:** 11-MAY-2009

**Status:** Proposed

**Lead Agency:** Maine Department of Public Safety

**Partners:** -

**Website:**

#### Project Director

Name: Ms. Lauren Stewart

Title: Director

Agency: Bureau of Highway Safety

Office:

Address: 164 State House Station

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City, Zip: Augusta 04333  
 Phone: (207) 626-3840  
 Email: lauren.v.stewart@maine.gov

**Project Description:** The CODES EMS Linkage project will provide for the inclusion of EMS data into the CODES data set.

### Milestones

Milestone Description	Target Date	Actual Date	Status
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### Core System and Performance Area

Core System	Performance Area					
	Accuracy	Completeness	Integration	Timeliness	Uniformity	Accessibility
Crash						
Driver License / History						
Injury Surveillance / EMS			X			
Roadway						
Citation / Adjudication						
Vehicle Registration						

### Budgets

Budget Source - 2013	Total Budget
Budget Source - 2014	Total Budget
Budget Source - 2015	Total Budget
Budget Source - 2016	Total Budget
Budget Source - 2017	Total Budget
Budget Source - 2018	Total Budget

### Activity Report

### Linked Items

Type	Label	Name
Performance Measure	C-I-01	Crash Integration
Performance Measure	I-I-01	I-I-01 - Injury Surveillance / EMS - Integration



## ME-P-00022 - Registration Barcode

**Priority:** 22

**Last Updated:** 25-JUL-2011

**Revision Date:** 11-MAY-2009

**Status:** Proposed

**Lead Agency:** Bureau of Motor Vehicles

**Partners:** Bureau of Motor Vehicles, Department of Public Safety

**Website:**

### Project Director

Name: Ms. Linda Grant

Title: Senior Section Manager

Agency: Bureau of Motor Vehicles

Office:

Address: 101 Hospital Street

City, Zip: Augusta

Phone: 207-624-9095

Email: linda.grant@maine.gov

**Project Description:** The Registration Barcode project adds a 2-D Barcode image to motor vehicle registration documents. The 2-D Barcode will adhere to the AAMVA (American Association of Motor Vehicle Administrators) 2-D Barcode standard and will encode the text data found on the registration document into the barcode image. The image will be used by various software programs to reduce data entry errors and to reduce data entry time for various state reporting requirements including motor vehicle crash and citation data collection.

### Milestones

Milestone Description	Target Date	Actual Date	Status
-----------------------	-------------	-------------	--------

### Core System and Performance Area

Core System	Performance Area					
	Accuracy	Completeness	Integration	Timeliness	Uniformity	Accessibility
Crash	X					
Driver License / History						
Injury Surveillance / EMS						
Roadway						
Citation / Adjudication						
Vehicle Registration	X					

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## Budgets

Budget Source - 2013	Total Budget
Budget Source - 2014	Total Budget
Budget Source - 2015	Total Budget
Budget Source - 2016	Total Budget
Budget Source - 2017	Total Budget
Budget Source - 2018	Total Budget

## Activity Report

### Linked Items

Type	Label	Name
Project	ME-P-00006	Maine Crash Reporting System Upgrade
Project	ME-P-00011	E-Citation
Recommendation	METRA11032	Introduce the type of bar code for all registration documents to be consistent with those produced through the Rapid Renewal process.

## ME-P-00023 - Barcode Scanners/Training

**Priority:** 23

**Last Updated:** 28-MAR-2011

**Revision Date:** 11-MAY-2009

**Status:** Proposed

**Lead Agency:** Department of Public Safety

**Partners:** -

**Website:**

### Project Director

Name: Ms. Lauren Stewart

Title: Director

Agency: Bureau of Highway Safety

Office:

Address: 164 State House Station

City, Zip: Augusta 04333

Phone: (207) 626-3840

Email: lauren.v.stewart@maine.gov

**Project Description:** The Barcode Scanners/Training project provides barcode scanners to law enforcement agencies to improve the timeliness and accuracy of crash

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reporting. The barcode scanners will be used for scanning the 2-D barcode images found on driver's licenses into Maine Crash Reporting System (MCRS) mobile software. The scanned data automatically fills data fields related to drivers and license-holding passengers. The scanned data reduces time required to enter crash report data while improving the quality of data by reducing data entry errors.

### **Milestones**

<i>Milestone Description</i>	<i>Target Date</i>	<i>Actual Date</i>	<i>Status</i>
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### **Core System and Performance Area**

Core System	Performance Area					
	Accuracy	Completeness	Integration	Timeliness	Uniformity	Accessibility
Crash	X					
Driver License / History	X					
Injury Surveillance / EMS						
Roadway						
Citation / Adjudication						
Vehicle Registration	X					

### **Budgets**

<i>Budget Source - 2013</i>	<i>Total Budget</i>
<i>Budget Source - 2014</i>	<i>Total Budget</i>
<i>Budget Source - 2015</i>	<i>Total Budget</i>
<i>Budget Source - 2016</i>	<i>Total Budget</i>
<i>Budget Source - 2017</i>	<i>Total Budget</i>
<i>Budget Source - 2018</i>	<i>Total Budget</i>

### **Activity Report**

### **Linked Items**

Type	Label	Name
Project	ME-P-00006	Maine Crash Reporting System Upgrade
Project	ME-P-00011	E-Citation

APPENDIX A TO PART 1200  
 CERTIFICATION AND ASSURANCES FOR HIGHWAY SAFETY GRANTS  
 (23 U.S.C. CHAPTER 4)

State: Maine                      Fiscal Year: 2014

Each fiscal year the State must sign these Certifications and Assurances that it complies with all requirements including applicable Federal statutes and regulations that are in effect during the grant period. (Requirements that also apply to subrecipients are noted under the applicable caption.)

In my capacity as the Governor's Representative for Highway Safety, I hereby provide the following certifications and assurances:

#### GENERAL REQUIREMENTS

To the best of my personal knowledge, the information submitted in the Highway Safety Plan in support of the State's application for Section 402 and Section 405 grants is accurate and complete. (Incomplete or incorrect information may result in the disapproval of the Highway Safety Plan.) The Governor is the responsible official for the administration of the State highway safety program through a State highway safety agency that 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 U.S.C. 402(b)(1)(A))

The State will comply with applicable statutes and regulations, including but not limited to:

- 23 U.S.C. Chapter 4 - Highway Safety Act of 1966, as amended
- 49 CFR Part 18 - Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments
- 23 CFR Part 1200 – Uniform Procedures for State Highway Safety Grant Programs

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).

#### FEDERAL FUNDING ACCOUNTABILITY AND TRANSPARENCY ACT (FFATA)

The State will comply with FFATA guidance, OMB Guidance on FFATA Subaward and Executive Compensation Reporting, August 27, 2010, ([https://www.fsrs.gov/documents/OMB\\_Guidance\\_on\\_FFATA\\_Subaward\\_and\\_Executive\\_Compensation\\_Reporting\\_08272010.pdf](https://www.fsrs.gov/documents/OMB_Guidance_on_FFATA_Subaward_and_Executive_Compensation_Reporting_08272010.pdf)) by reporting to FSRS.gov for each sub-grant awarded:

- Name of the entity receiving the award;
- Amount of the award;
- Information on the award including transaction type, funding agency, the North American Industry Classification System code or Catalog of Federal Domestic Assistance number (where applicable), program source;
- Location of the entity receiving the award and the primary location of performance under the award, including the city, State, congressional district, and country; and an award title descriptive of the purpose of each funding action;
- A unique identifier (DUNS);
- The names and total compensation of the five most highly compensated officers of the entity if:
  - (i) the entity in the preceding fiscal year received—
    - (I) 80 percent or more of its annual gross revenues in Federal awards;
    - (II) \$25,000,000 or more in annual gross revenues from Federal awards; and
  - (ii) the public does not have access to information about the compensation of the



senior executives of the entity through periodic reports filed under section 13(a) or 15(d) of the Securities Exchange Act of 1934 (15 U.S.C. 78m(a), 78o(d)) or section 6104 of the Internal Revenue Code of 1986;

- Other relevant information specified by OMB guidance.

#### NONDISCRIMINATION

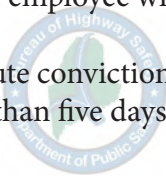
(applies to subrecipients as well as States)

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 (Pub. 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), and the Americans with Disabilities Act of 1990 (Pub. L. 101-336), as amended (42 U.S.C. 12101, et seq.), which prohibits discrimination on the basis of disabilities (and 49 CFR Part 27); (d) the Age Discrimination Act of 1975, as amended (42 U.S.C. 6101-6107), which prohibits discrimination on the basis of age; (e) the Civil Rights Restoration Act of 1987 (Pub. L. 100-259), which requires Federal-aid recipients and all subrecipients to prevent discrimination and ensure nondiscrimination in all of their programs and activities; (f) the Drug Abuse Office and Treatment Act of 1972 (Pub. L. 92-255), as amended, relating to nondiscrimination on the basis of drug abuse; (g) the comprehensive Alcohol Abuse and Alcoholism Prevention, Treatment and Rehabilitation Act of 1970 (Pub. L. 91-616), as amended, relating to nondiscrimination on the basis of alcohol abuse or alcoholism; (h) Sections 523 and 527 of the Public Health Service Act of 1912, as amended (42 U.S.C. 173 290dd-3 and 290ee-3), relating to confidentiality of alcohol and drug abuse patient records; (i) Title VIII of the Civil Rights Act of 1968, as amended (42 U.S.C. 3601, et seq.), relating to nondiscrimination in the sale, rental or financing of housing; (j) any other nondiscrimination provisions in the specific statute(s) under which application for Federal assistance is being made; and (k) the requirements of any other nondiscrimination statute(s) which may apply to the application.

#### THE DRUG-FREE WORKPLACE ACT OF 1988(41 USC 8103)

The State 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 grantee's workplace and specifying the actions that will be taken against employees for violation of such prohibition;
- Establishing a drug-free awareness program to inform employees about:
  - The dangers of drug abuse in the workplace.
  - The grantee's policy of maintaining a drug-free workplace.
- Any available drug counseling, rehabilitation, and employee assistance programs.
- The penalties that may be imposed upon employees for drug violations occurring in the workplace.
- Making it a requirement that each employee engaged in the performance of the grant 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, the employee will –
- Abide by the terms of the statement.
- Notify the employer of any criminal drug statute conviction for a violation occurring in the workplace no later than five days after such conviction.



- Notifying the agency within ten days after receiving notice under subparagraph (d)(2) from an employee or otherwise receiving actual notice of such conviction.
- Taking one of the following actions, within 30 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.
- 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 all of the paragraphs above.

#### BUY AMERICA ACT

(applies to subrecipients as well as States)

The State will comply with the provisions of the Buy America Act (49 U.S.C. 5323(j)), 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)

(applies to subrecipients as well as States)

The State will comply with provisions of the Hatch Act (5 U.S.C. 1501-1508) which limits the political activities of employees whose principal employment activities are funded in whole or in part with Federal funds.

#### CERTIFICATION REGARDING FEDERAL LOBBYING

(applies to subrecipients as well as States)

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 subrecipients 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

(applies to subrecipients as well as States)

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

(applies to subrecipients as well as States)

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.

#### POLICY ON SEAT BELT USE

In accordance with Executive Order 13043, Increasing Seat Belt Use in the United States, dated April 16, 1997, the Grantee is encouraged to adopt and enforce on-the-job seat belt use policies and programs for its employees when operating company-owned, rented, or personally-owned vehicles. The National Highway Traffic Safety Administration (NHTSA) is responsible for providing leadership and guidance in support of this Presidential initiative. For information on how to implement such a program, or statistics on the potential benefits and cost-savings to your company or organization, please visit the Buckle Up America section on NHTSA's website at [www.nhtsa.dot.gov](http://www.nhtsa.dot.gov). Additional resources are available from the Network of Employers for Traffic Safety (NETS), a

public-private partnership headquartered in the Washington, D.C. metropolitan area, and dedicated to improving the traffic safety practices of employers and employees. NETS is prepared to provide technical assistance, a simple, user-friendly program kit, and an award for achieving the President's goal of 90 percent seat belt use. NETS can be contacted at 1 (888) 221-0045 or visit its website at [www.trafficsafety.org](http://www.trafficsafety.org).

#### POLICY ON BANNING TEXT MESSAGING WHILE DRIVING

In accordance with Executive Order 13513, Federal Leadership On Reducing Text Messaging While Driving, and DOT Order 3902.10, Text Messaging While Driving, States are encouraged to adopt and enforce workplace safety policies to decrease crashes caused by distracted driving, including policies to ban text messaging while

driving company-owned or -rented vehicles, Government-owned, leased or rented vehicles, or privately-owned when on official Government business or when performing any work on or behalf of the Government. States are also encouraged to conduct workplace safety initiatives in a manner commensurate with the size of the business, such as establishment of new rules and programs or re-evaluation of existing programs to prohibit text messaging while driving, and education, awareness, and other outreach to employees about the safety risks associated with texting while driving.

#### ENVIRONMENTAL IMPACT

The Governor's Representative for Highway Safety has reviewed the State's Fiscal Year 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 is modified in a manner that could result in a significant environmental impact and trigger the need for an environmental review, this office is prepared to take the action necessary to comply with the National Environmental Policy Act of 1969 (42 U.S.C. 4321, et seq.) and the implementing regulations of the Council on Environmental Quality (40 CFR Parts 1500-1517).

#### SECTION 402 REQUIREMENTS

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 U.S.C. 402(b)(1)(B))

At least 40 percent (or 95 percent, as applicable) of all Federal funds apportioned to this State under 23 U.S.C. 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 U.S.C. 402(b)(1)(C), 402(h)(2)), unless this requirement is waived in writing. The 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 U.S.C. 402(b)(1)(D))

The State will provide for an evidenced-based traffic safety enforcement program to prevent traffic violations, crashes, and crash fatalities and injuries in areas most at risk for such incidents. (23 U.S.C. 402(b)(1)(E))

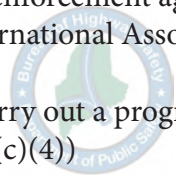
The State will implement activities in support of national highway safety goals to reduce motor vehicle related fatalities that also reflect the primary data-related crash factors within the State as identified by the State highway safety planning process, including:

- Participation in the National high-visibility law enforcement mobilizations;
- Sustained enforcement of statutes addressing impaired driving, occupant protection, and driving in excess of posted speed limits;
- An annual statewide seat belt use survey in accordance with 23 CFR Part 1340 for the measurement of State seat belt use rates;
- Development of statewide data systems to provide timely and effective data analysis to support allocation of highway safety resources;
- Coordination of Highway Safety Plan, data collection, and information systems with the State strategic highway safety plan, as defined in 23 U.S.C. 148(a).

(23 U.S.C. 402(b)(1)(F))

The State will 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. (23 U.S.C. 402(j))

The State will not expend Section 402 funds to carry out a program to purchase, operate, or maintain an automated traffic enforcement system. (23 U.S.C. 402(c)(4))





I understand that failure to comply with applicable Federal statutes and regulations 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.

I sign these Certifications and Assurances based on personal knowledge, after appropriate inquiry, and I understand that the Government will rely on these representations in awarding grant funds.

  
\_\_\_\_\_  
Signature Governor's Representative for Highway Safety Date

John Morris, Commissioner

Printed name of Governor's Representative for Highway Safety