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State of Maine
Federal Fiscal Year 2016
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

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Executive Summary

Under the authority and approval of Governor Paul R. LePage and Governor's Representative and Public Safety Commissioner John E. Morris, the Maine Bureau of Highway Safety (MeBHS) produces this annual Highway Safety Plan (HSP) to satisfy federal application and reporting requirements and to provide documentation for the 2016 federal grant year. This Plan serves as Maine's guide for the implementation of evidence-based highway safety initiatives and as our application for federal grant funding from the National Highway Traffic Safety Administration (NHTSA).

Maine's HSP is directly aligned with the priorities and strategies in the Maine Strategic Highway Safety Plan (SHSP) and other state plans and includes a wide variety of proven strategies and countermeasures. The HSP is used to justify, develop, implement, monitor and evaluate traffic safety activities for traffic safety improvements throughout the federal fiscal year. National, state and county level crash and injury data along with other information, such as safety belt use rates, are used to ensure that the planned projects are data driven with focus on areas of greatest need. The projects in this 2016 HSP have been approved by the Maine Transportation Safety Coalition and the Strategic Highway Safety Plan Committee chairs; and clearly demonstrate the effectiveness of the broad collaboration that takes place in Maine's highway safety community. This Plan represents a one-year look at the 2016 Highway Safety program including the projects and activities that we intend to implement in federal fiscal year 2016. This one year Plan utilizes four years of funding, as allowed by NHTSA including carry-over funds from previous Plan years, and contains an estimate of what may be received in Federal Fiscal Year 2016. The dedicated staff of the Highway Safety Office work hard to implement approved projects. Considerable progress has been made toward stated goals and objectives in previous Plans. Together with our partners in safety we look forward to another successful year where many crashes, injuries and fatalities are dramatically reduced.

Lauren V. Stewart, Director

Introduction

Mission Statement

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

Highway Safety Program Overview

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, injuries and property damage 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 Grant Funds and other federal 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 ultimate goal is to 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 statewide program that tests drivers suspected of being impaired by alcohol or other drugs. Maine's Implied Consent and Operating Under the Influence (OUI) laws mandate that all drivers arrested for suspected OUI must take a test. Refusal or 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) through a cooperative agreement with NHTSA. 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.

State Planning Process Disclaimer:

MeBHS projects are funded using Federal NHTSA Highway Safety Grant Funds.. These funds are awarded based on the type of project MeBHS is funding. For example, if MeBHS is funding an Impaired Driving Enforcement project that project would be funded using federal grant funds for impaired driving and alcohol. A Seat Belt Enforcement Project would be funded using federal occupant project funds. These unique subsets of ear-marked funds are tracked in the Maine Grants Management Information System (GMIS). GMIS creates funding codes for each of the federal funding categories and these categories are used when MeBHS creates a voucher to request reimbursement from NHTSA for highway safety related projects. Additionally, subgrant numbers (or unique project identifiers) are not created until the time of award and contract finalization. The funding codes are listed below:

Project Funding Codes (Maine GMIS)
2010 = S. 2010 Motorcycle Safety SAFETEA-LU
2011 = S. 2011 CPS (Child Passenger Safety) SAFETEA-LU
300 = 402 Planning &Administration
301 = 402 Paid Media
304 = 402 OP (Occupant Protection)
308 = 402 AL (Impaired Driving)
310 = 402 TR (Traffic Records)
311 = 402 EM (Emergency Medical Services)
315 = 402 PT (Police Traffic Services)
319 = 402 CR (Child Restraint)
320 = 402 SA (Safe Communities)

405s = S. 405 OP SAFETEA-LU
408s = S. 408 TR SAFETEA-LU
410s = S. 410 AL SAFETEA-LU

405b = S. 405b MAP-21 Occupant Protection
405c = S. 405c MAP-21 Traffic Records
405d = S. 405d MAP-21 Impaired Driving
405e = S.405e MAP-21 First Year Texting Ban
405f = S. 405f MAP-21 Motorcycle
405g = S. 405g MAP-21 GDL

1.0 Maine's Highway Safety Planning Process

October

Federal Fiscal Year begins

Begin implementation of HSP projects under contract and approved by NHTSA

November-December

Annual Report prepared and submitted

Prior fiscal year financial close out conducted

January-April

Initiate and attend partnership meetings

Obtain input and project ideas for future HSP planning and problem identification processes

Evaluate and monitor project progress

Release RFPs for future HSP projects

May-July

Annual HSP/402 and 405 Applications due to NHTSA

Proposals due and future projects agreed upon

Continuation of evaluation and monitoring project progress

Data compilation and final review

June-August

HSP developed

Grantees notified of project acceptance by MeBHS

September

Prepare for October 1st contract implementation.

Federal Fiscal Year ends

All grants finalized

1.2 FFY 2016 Organizational Chart



1.3 Planning Process

The MeBHS coordinates highway safety programs focused on enforcement, integration of public health strategies, public outreach and education, and promotion of new safety technology through collaboration with safety and private sector organizations and in cooperation with state and local governments. The 2016 HSP is developed through discussion and meetings with interagency groups including Maine DOT, state and local government agencies, law enforcement, planners, engineers, health and social service agencies, the Bureau of Motor Vehicles and various task forces, community coalitions and other interested safety partners. We collaborate with these partners and safety stakeholders in order to focus on the size and severity of the traffic safety problems to determine where the greatest impact in terms of reducing crashes, injuries and fatalities can be made. Program selection criteria are established with the help of partners, program assessments and other resources listed above that provide evidence and support for selected projects. Sub-grantees are selected for funding based on a competitive grant application that is data-driven and evidence-based.

For example: the traffic safety enforcement grants are awarded based on problem identification. Starting in FFY 2014 only municipalities that experienced a higher occurrence of crashes in their respective county were invited to participate in the programs. Specifically, only communities with an above average crash rate who also met the previous year's grant requirements were eligible to apply for funding. These potential sub-grantees explain the dynamics of their problems and request funding for overtime details during the grant period. The MeBHS has procedures in place to ensure federal highway safety funds are being properly expended. Enforcement activity reports are required as part of the grant and include information about traffic stops, arrests, citations, and verbal and written warnings.

The MeBHS asks the following questions to help guide project and funding priorities:

- Who is involved in crashes more than would be expected given their proportion of the driving
- population?
- What types of crashes are taking place?
- Where are the crashes taking place in numbers greater than would be expected given the
- amount of travel in those locations?
- When are the crashes taking place? Time of day? Day of week? Month?
- What are the major contributing factors to the crashes?

The answers to these questions, together with the crash, fatal and injury data, and local data guide the selection of projects and the award eligible sub-grantees.

1.4 (About Maine) Maine's Problem Identification Process

State Abbreviation – ME

State Capital – Augusta

Largest City – Portland

Name for Residents - Mainers

Area - 35,387 square miles [Maine is the 39th biggest state in the USA] Geographically **Maine is bigger than the other five New England States combined.** Maine's Aroostook County at 6,453 square miles is larger than Connecticut and Rhode Island combined. Maine contains 542,629 acres of State and National Parks

Forest: 90% of state's land mass

Major Industries - agriculture (especially potatoes), ship building, fishing (especially lobsters), footwear, machinery, electronics, tourism

Major Rivers - Androscoggin River, Kennebec River, Penobscot River, St. John River

Major Lakes - Lake Moosehead, Richardson Lakes

Highest Point - Mt. Katahdin - 5,268 feet (1,606 m) above sea level

Bordering State - New Hampshire

Bordering Country - Canada

Bordering Bodies of Water - Gulf of Maine, Atlantic Ocean



Government - Maine's government is comprised of 16 counties, 22 cities, 435 towns, 33 plantations, 424 townships and 3 Indian reservations.

Population age (2012) :

14 or younger, 17%; 15-24 years of age, 13%; 25-64 years of age, 55%; 65 or older, 16%

Population - 1,328,302 (as of 2013) [Maine is the 41st most populous state in the USA]

Population race (2012):

White, 95.3%; Black/African American, 1.3%; American Indian/Alaska Native, 0.7%; Asian, 1.1%; Two or more, 1.5%

Number of law enforcement agencies:

123 local agencies, 16 County Sheriffs' offices, and 7 Maine State Police troops

Licensed drivers (2013):

1,011,385

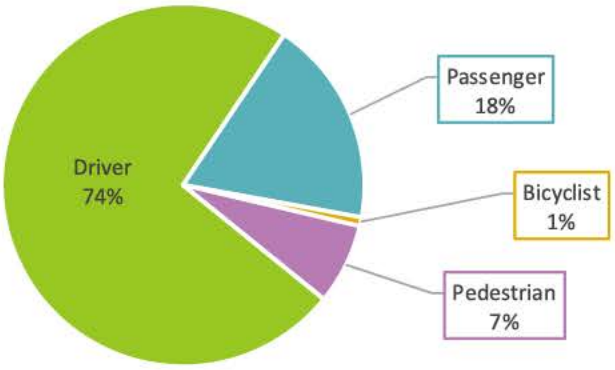
Licensed motorcyclists (2013):

110,699

Registered vehicles (2013):1,562,378

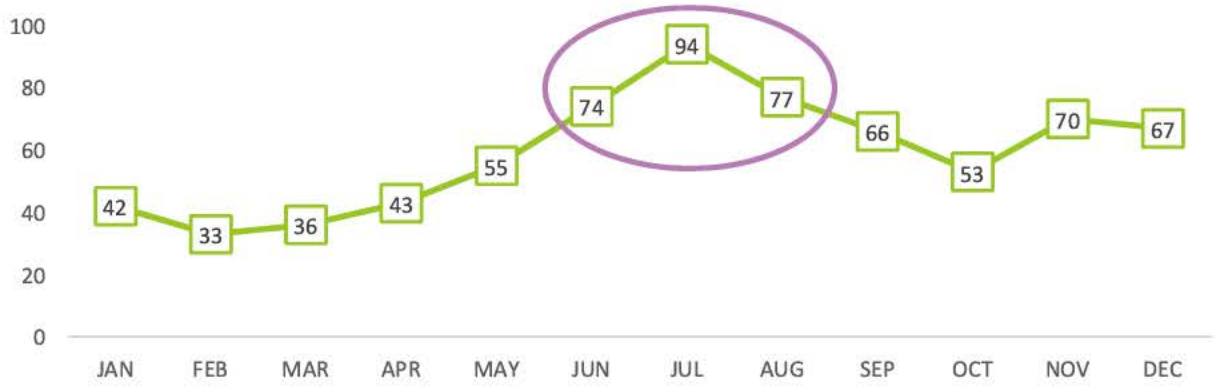
It is important to consider many factors, including those listed above when identifying the traffic safety problem(s) in Maine. During the five year period 2009-2013, there were 710 fatal crashes resulting in 765 fatalities. On average, that equates to 153 fatalities per year. While the actual number of reportable fatalities fluctuated slightly over the years (between 135 and 165), the changes were not statistically significant.

The 765 fatalities resulting from these crashes directly impacted drivers, passengers, bicyclists, and pedestrians. The majority of the fatalities (74%) involved drivers, 18% involved passengers, 7% involved pedestrians, and the remaining 1% involved bicyclists.



Fatal Crashes by Month

Over a third (35%) of all fatal crashes occurred during the summer months.



Fatal Crashes by County

The distribution of fatal crashes across counties generally followed the distribution of vehicle miles travelled (VMT) by county. That is, counties with the greatest number of miles travelled also saw the greatest number of crashes. The counties with the greatest number of crashes were York (98), Cumberland (88), Penobscot (72), Kennebec (65) and Aroostook (54). The most notable exception to the correlation between VMT and crashes occurred between Cumberland and York Counties. While 21% of the states' VMT fall to Cumberland, only 12% of the state's fatal crashes occur in that county. York, which has a smaller proportion of the state's VMT than Cumberland, saw a greater number of crashes (98 crashes in York, 88 in Cumberland).

County	Crashes		VMT (in 100 millions)	
	#	%	#	%
Androscoggin	46	6%	9.2	6%
Aroostook	54	8%	7.2	5%

Cumberland	88	12%	30.3	21%
Franklin	30	4%	3.4	2%
Hancock	44	6%	7.0	5%
Kennebec	65	9%	14.4	10%
Knox	21	3%	3.5	2%
Lincoln	28	4%	3.8	3%
Oxford	33	5%	5.6	4%
Penobscot	72	10%	17.0	12%
Piscataquis	13	2%	1.7	1%
Sagadahoc	23	3%	4.5	3%
Somerset	44	6%	6.5	5%
Waldo	28	4%	4.0	3%
Washington	23	3%	3.8	3%
York	98	14%	22.2	15%
Total	**710**	**100%**	**144.2**	**100%**

1.5 Performance Measures and Performance Target Setting Process

This step begins by outlining the data sources used to identify problems and the persons or organizations responsible for collecting, managing, and analyzing relevant data. These data sources are described in the table on page 13. MeBHS partners with the Maine DOT for crash records analysis, mapping, and reporting. Results of the data are coordinated with the SHSP, analyzed, and gaps are identified. This step also uses ongoing exchanges with key federal, state, and local partners (such as the MSP, local police departments, local transportation and planning agencies, the Maine DOT, University of Southern Maine Muskie School and the Traffic Records Coordinating Committee to identify major highway safety areas of concern and to gain consensus of priority areas. The programs outlined in this section allow for continuous follow-up and adjustment based on new data and the effectiveness of existing and on-going projects.

During this step and in conjunction with the SHSP, all of the above work is used to set reasonable and attainable performance measures, performance targets and to develop tasks for the program areas in order to allocate MeBHS resources where they will be most effective. This step requires

knowledge of the demographics, laws, policies, and partnering opportunities and limitations that exist in Maine. Selected programs and projects are explicitly related to the accomplishment of performance targets. In many categories, many performance targets are based on three year average trend data. All efforts are made to harmonize the performance measures and projects in the Maine HSP with the Maine SHSP

Data Type	Data Set	Source/Owner	Year(s) Examined
Fatality and Injury	FARS, Maine Crash Reporting System (MCRS)	NHTSA, State Traffic Safety Information (STSI), MeBHS, Me DOT, Maine State Police	2009 to 2013
Violation	Maine Citation Data	Maine Violations Bureau	2009 to 2013
Seat Belt Use	Maine Seat Belt Use Observation Data, MCRS	MeBHS, Me DOT	2009 to 2013
Licensed Drivers, Registrations and Vehicle Miles Traveled (VMT)	Highway Statistics	FHWA, U.S. Census Bureau, Maine BMV	2009 to 2013
Operating Under the Influence	MCRS, FARS	NHTSA, Me DOT, Maine State Police	2009 to 2013

Both the state of Maine's HSP and Highway Safety Improvement Plan (HSIP) use the Maine SHSP as the document that drives its focus areas. The HSP and HSIP are created in conjunction with 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 an automobile accident, and this methodology is used throughout each document and is understood amongst all agencies when working in collaboration.

1.6 Countermeasure and Strategy Selection Process

The process for selecting state and local safety projects occurs during Maine's quarterly Strategic Highway Safety Planning Committee meetings. Stakeholders include representatives from state and local government agencies, Regional and Municipal Planning Organizations, law enforcement, EMS, courts, licensing, planners/engineers, health services and social services.

The MeBHS has the full support of these stakeholders for the projects included in the 2016 HSP. These projects, as well as data included herein, align with and complement the current 2014 Maine Strategic Highway Safety Plan. Visit www.themtsc.org for copies of this publication. The MeBHS program goals help local communities develop traffic safety programs which will contribute toward the reduction in traffic crashes, injuries and deaths.

In Maine's latest version of the SHSP, completed in 2014, the overall safety goal is to drive safety performance *toward zero deaths*. This goal is achieved not only through the efforts of the Maine HSP, but through the efforts of all stakeholders in the Maine SHSP Committee. The MeBHS and members from the Strategic Highway Safety Plan Committee are working together (daily) to achieve 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 SHSP defines the crash focus areas and outlines the strategies that the various stakeholders can employ together in a coordinated, comprehensive program. The Maine HSP countermeasure projects are consistent with projects listed in the latest Maine SHSP and the latest version of the NHTSA publication *Countermeasures That Work, 7th Edition, 2013*.

The MeBHS solicits ideas and input for its HSP, during the quarterly Maine SHSP Committee meetings and requests for evidence-based HSP projects from all eligible state, public and private agencies during its Maine Transportation Safety Coalition meetings, Maine Chief of Police meetings, and district Chief meetings. Additionally, the MeBHS staff distributes an electronic survey to potential partners, to determine the greatest traffic safety needs. Maine's state process requires that MeBHS outlines opportunities to participate in MeBHS grant funded programs and that we release the requirements, by way of RFP, competitively. All grant applications are rated for potential traffic safety impact of the identified problem. Consideration is given for previous performance for applicants seeking additional funding for a project initiated in the previous grant year. Maine's Highway Safety Coordinators review each grant application to form a consensus using criteria developed by the MeBHS. Priority for funding is given to grant applications that demonstrate a highway safety problem identified in the Maine SHSP, HSP, Traffic Records Strategic Plan and/or by NHTSA, and outline a clear plan employing proven countermeasures linked to measurable objectives.

SHSP Stakeholders:

AAA of Northern New England
Alliance Sports Marketing
American Association of Retired People (AARP)
Atlantic Partners, EMS
Department of Health and Humans Services- Elder Service
Federal Highway Administration (FHWA)
Federal Motor Carrier Safety Administration (FMCSA)
Ford Driving Skills for Life GHSA
Governor's Highway Safety Association (GHSA)
Health Environmental Testing Lab (HETL)
Maine Bicycle Coalition
Maine Bureau of Labor Standard
Maine Bureau of Motor Vehicles (BMV)
Maine CDC's Injury and Violence Prevention
Maine Chiefs of Police Association
Maine Criminal Justice Academy (MCJA)
Maine Department of Education
Maine Department of Public Safety
Maine Department of Transportation (MeDOT)
Maine Driver Education Association
Maine Emergency Medical Services (EMS)
Maine Motor Transport Association

Maine Municipal Association
Maine Principals Association
Maine Secretary of State's Office
Maine Sheriff 's Association
Maine State Police
Maine Substance Abuse Mental Health Services
Maine Turnpike Authority
Maine Violations Bureau
Motorcycle Rider Education of Maine Inc.
National Highway Traffic Safety Administration (NHTSA)
NL Partners Marketing
Safety and Health Council of Northern New England (SHCNNE)
United Bikers of Maine (UBM)
University of Southern Maine

1.7 Coordination with the Strategic Highway Safety Plan

As stated previously, the MeBHS, MeDOT and the Strategic Highway Safety Plan Coordination Committee continue to update the Maine Strategic Highway Safety Plan to be sure that all highway safety and traffic safety efforts are coordinated and complement each other and that all potential partners and activities have been identified. The SHSP group meets every four months. This collaborative effort has brought about increased and continuous communication between partners. Coordinating the Maine SHSP with the Maine HSP has made a significant difference in bringing about reductions in crashes and fatalities.

MeBHS works closely with the Strategic Highway Safety Plan Coordination Committee and can ensure that the NHTSA three core performance measures (fatalities, fatality rate, and serious injuries) are identical in the Maine Highway Safety Plan, The Maine HSIP, and the 2014 Maine Strategic Highway Safety Plan. MeBHS works with the SHSP Coordinating Committee to ensure that projects in the HSP and SHSP help to achieve our overall state goal of toward zero traffic fatalities. While MeBHS coordinates performance targets and projects with the SHSP, the SHSP lists performance targets over a longer period of time. The 2014 Maine SHSP is data driven and utilizes the 4 E's of traffic safety – engineering, enforcement, education and emergency services – to address Maine's most significant highway safety challenges.

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2.0 FFY 2016 Highway Safety Performance Plan

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, and surveys with 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. Data are analyzed 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. The MeBHS assigns funding to countermeasures that is consistent with our data analysis

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

The majority of the performance targets in this report were calculated using NHTSA's 3-year alternative baseline calculation. This method utilizes the following steps:

- Calculate baseline data for 2008, 2009, and 2010. Calculate baseline data by averaging three years' worth of data for each baseline year. (Ex.: Baseline data for 2008 is the average of data for 2006, 2007, and 2008.)

- Comparison year follows baseline data by 3 years. (Ex.: Comparison year for the 2008 baseline year is 2011.)

- Calculate the percent change from all three baseline years to their comparison years.

- Calculate the average percent change.

- Adjust 2013 baseline (which is a three-year average of 2011 to 2013 data) by the average percent change to obtain 2016 target.

There were two exceptions to the above method. First, when the target obtained using the above method called for an increase in negative outcomes (e.g., an increase in fatalities) compared to either the 2013 baseline data (3 year average) or the 2013 annual data, a maintenance goal was used instead. MeBHS also assures, targets for C-1, C-2a, and C-2b were not obtained using the above method but were established in collaboration with Maine Strategic Highway Safety Plan Coordinating Committee and come directly from the 2014 Maine Strategic Highway Safety Plan.

The MeBHS recognizes that achievement of performance targets is not solely dependent upon the activities performed within its office but depends also on the collaborative and ongoing efforts of a

multitude of government and private entities and all of its partners interested in highway safety including those listed previously in this report.

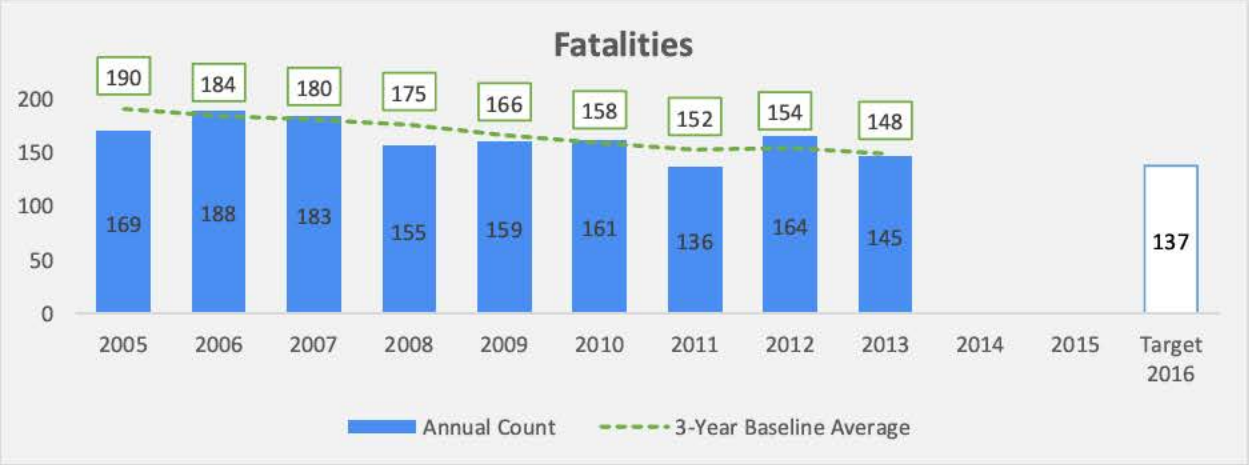
NHTSA Core Safety Performance Targets

C-1) Traffic Fatalities (FARS)

Performance Target Justification: Beginning in 2011 Maine, New Hampshire and Vermont initiated a Tri-State Safety Performance Measure document outlining the goal for the region by the 2030. The document* outlines the fatality reduction needed to achieve its 2030 goal of a 50% reduction in fatalities. If Maine is to achieve a 50% reduction in fatalities by 2030 then Maine must experience a 3.4% reduction in fatalities each year. It was determined by looking at the data from 2009 – 2013 that in order to keep Maine on that track we would need to decrease traffic fatalities to 136.94 by end of year 2016.

* The Tri-State Performance Measure Document can be found in this HSP in Appendix 7.

Performance Target: To decrease traffic fatalities by 10.5% from the 2009-2013 five year average of 153 to 136.94 by December 31, 2016



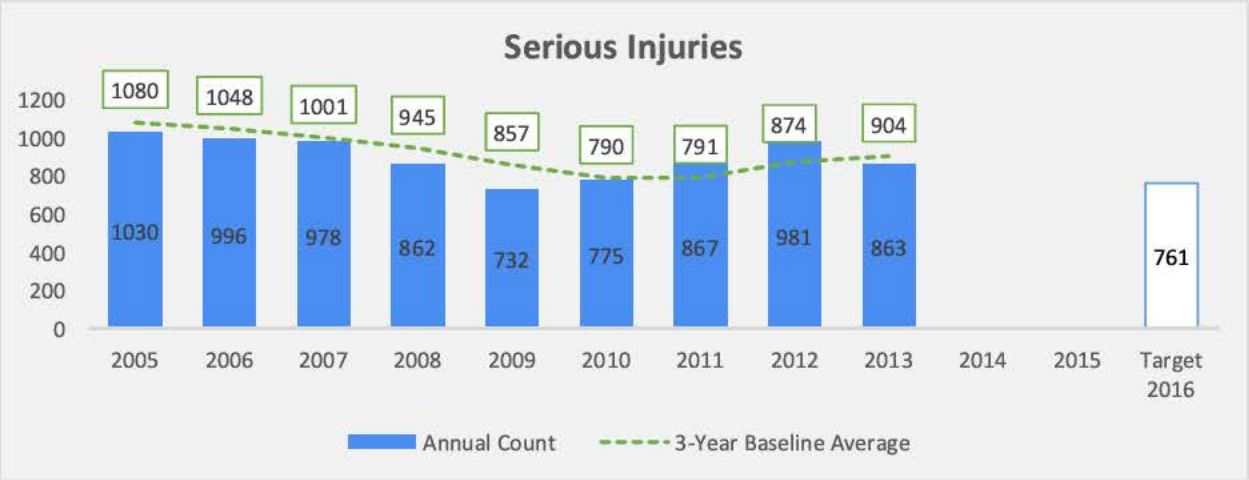
Source: FARS

C-2a) Serious Traffic Injuries (State Crash Data Files)

Performance Target Justification: Beginning in 2011 Maine, New Hampshire and Vermont initiated a Tri-State Safety Performance Measure document outlining the goal for the region by the 2030. The document* outlines the fatality reduction needed to achieve its 2030 goal of a 50% reduction in fatalities. Maine took this same strategy and applied it to serious injuries. It was determined by looking at the data from 2009 – 2013 that in order to keep Maine on that track we would need to decrease serious injuries to 761.47 by end of year 2016.

* The Tri-State Performance Measure Document can be found in this HSP in Appendix 7.

Performance Target: *To decrease serious injuries by 10.5% from the 2009-2013 five year average of 850.80 to 761.47 by December 31, 2016*



Source: State Crash Data Files

C-2b) Serious Traffic Injury Rate (State Crash Data Files)

Performance Target Justification: Beginning in 2011 Maine, New Hampshire and Vermont initiated a Tri-State Safety Performance Measure document outlining the goal for the region by the 2030. The document* outlines the fatality reduction needed to achieve its 2030 goal of a 50% reduction in fatalities. Maine took this same strategy and applied it to the serious injury rate. It was determined by looking at the data from 2009 – 2013 that in order to keep Maine on that track we would need to decrease the serious injury rate to 5.28 by end of year 2016.

* The Tri-State Performance Measure Document can be found in this HSP in Appendix 7.

Performance Target: To decrease serious injuries by 10.5% from the 2009-2013 five year average of 5.90 to 5.28 by December 31, 2016



Source: State Crash Data Files

C-3a) Mileage Death Rate (FARS)

Performance Target Justification: This target was obtained using NHTSA's three-year alternative baseline method. To come up with the Mileage Death Rate, MeBHS calculated the baseline data for 2008, 2009, and 2010 then MeBHS calculated the comparison year which follows the baseline data by 3 years. (Ex.: Comparison year for the 2008 baseline year is 2011.) Then MeBHS calculated the percent change from all three baseline years to their comparison years. MeBHS calculated the average percent change and then adjusted the 2013 baseline (which is a three-year average of 2011 to 2013 data) by the average percent change to obtain FFY2016 target.

Performance Target: *To decrease the mileage death rate by 8.6% from the 2013 baseline average of 1.03 to 0.94 by December 31, 2016*

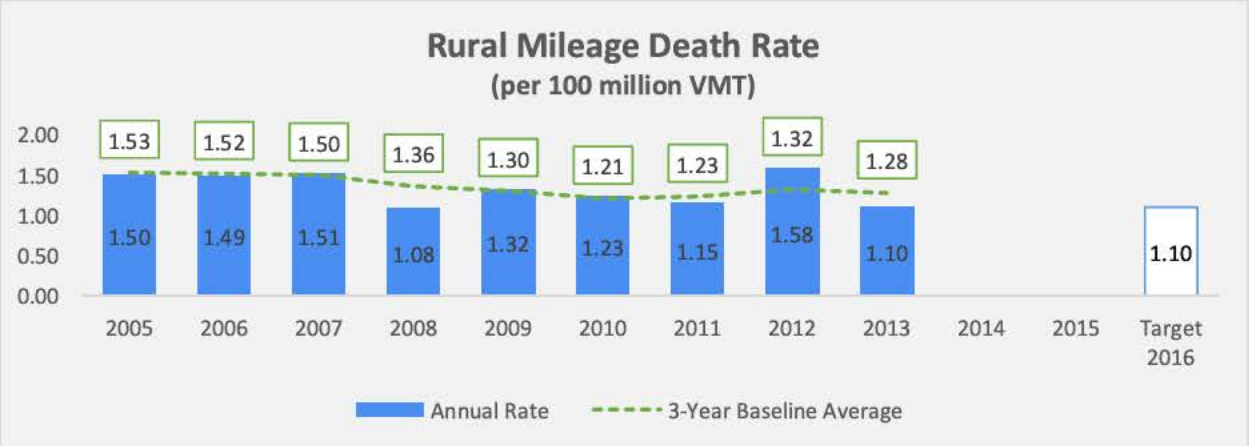


Source: FARS

C-3b) Rural Mileage Death Rate (FARS)

Performance Target Justification: The three-year alternative baseline method of target-setting called for a fatality rate higher than the 2013 rate. Since an increase in Rural Mileage Death Rate is not a desirable outcome, and the data suggests an increase, a conservative goal was established to hold the current levels.

Performance Target: *To* ***maintain*** ***or decrease*** *the rural mileage death rate by 1% from 1.10 to 1.08 by December 31, 2016*

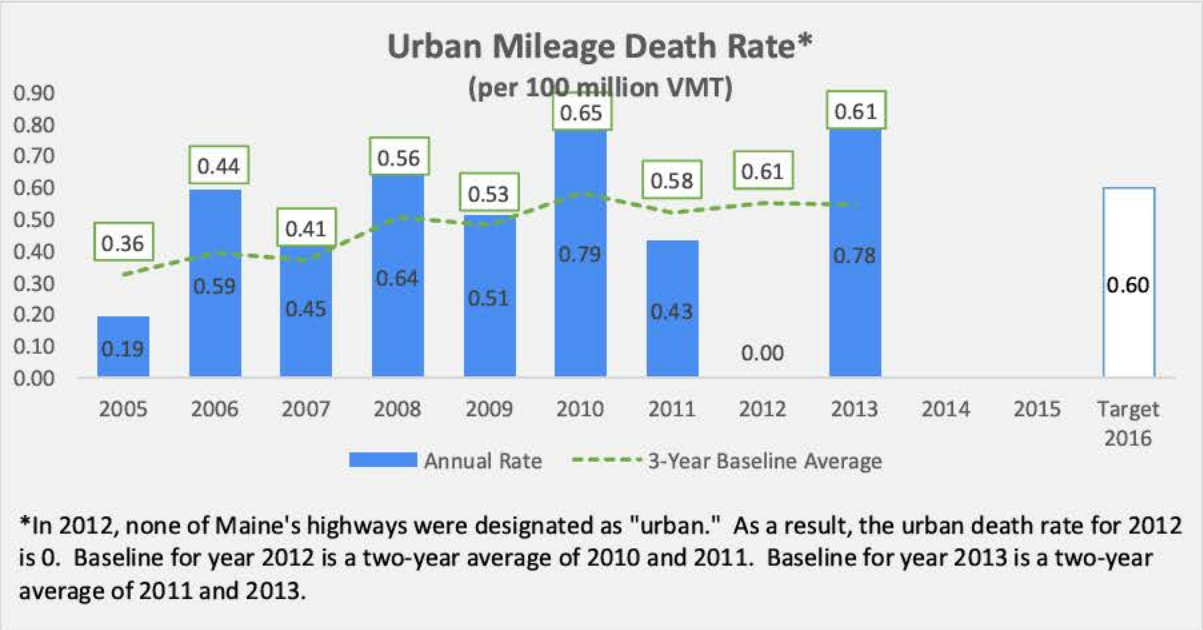


Source: FARS

C-3c) Urban Mileage Death Rate (FARS)

Performance Target Justification: This target was obtained using NHTSA's three-year alternative baseline method. To come up with the Mileage Death Rate, MeBHS calculated the baseline data for 2008, 2009, and 2010 then MeBHS calculated the comparison year which follows the baseline data by 3 years. (Ex.: Comparison year for the 2008 baseline year is 2011.) Then MeBHS calculated the percent change from all three baseline years to their comparison years. MeBHS calculated the average percent change and then adjusted the 2013 baseline (which is a three-year average of 2011 to 2013 data) by the average percent change to obtain FFY2016 target

Performance Target: *To decrease the urban mileage death rate by 1.3% from the 2013 baseline average of 0.61 to 0.60 by December 31, 2016*



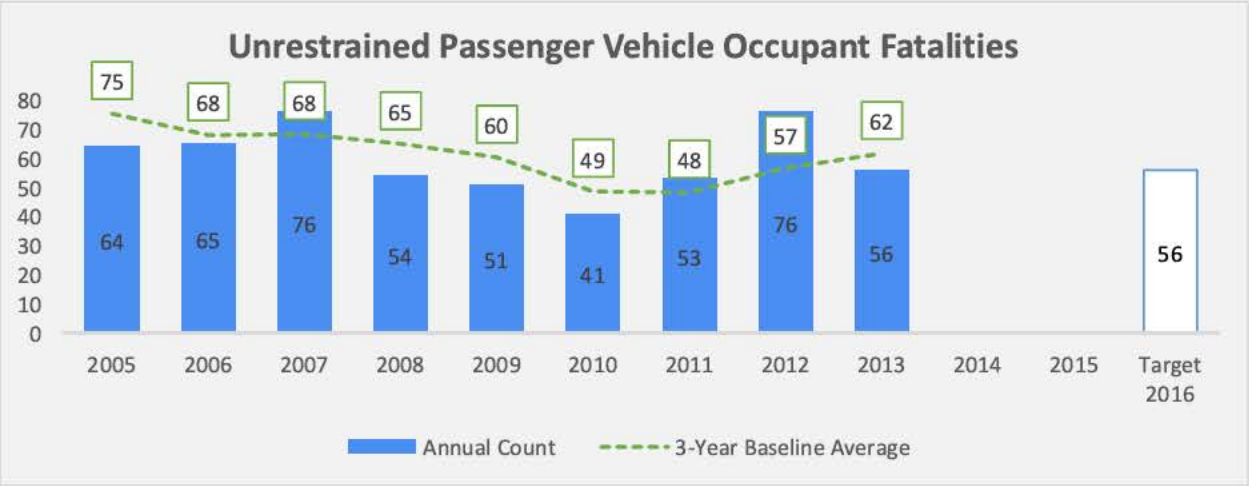
*In 2012, none of Maine's highways were designated as "urban." As a result, the urban death rate for 2012 is 0. Baseline for year 2012 is a two-year average of 2010 and 2011. Baseline for year 2013 is a two-year average of 2011 and 2013.

Source: FARS

C-4) Unrestrained Passenger Vehicle Occupant Fatalities (FARS)

Performance Target Justification: This target was obtained using NHTSA's three-year alternative baseline method. To come up with the Unrestrained Passenger Vehicle Occupant fatality goal, MeBHS calculated the baseline data for 2008, 2009, and 2010 then MeBHS calculated the comparison year which follows the baseline data by 3 years. (Ex.: Comparison year for the 2008 baseline year is 2011.) Then MeBHS calculated the percent change from all three baseline years to their comparison years. MeBHS calculated the average percent change and then adjusted the 2013 baseline (which is a three-year average of 2011 to 2013 data) by the average percent change to obtain FFY2016 target

Performance Target: *To* ***maintain (or decrease)*** *unrestrained passenger vehicle occupant fatalities from 56 to 56 by December 31, 2016*

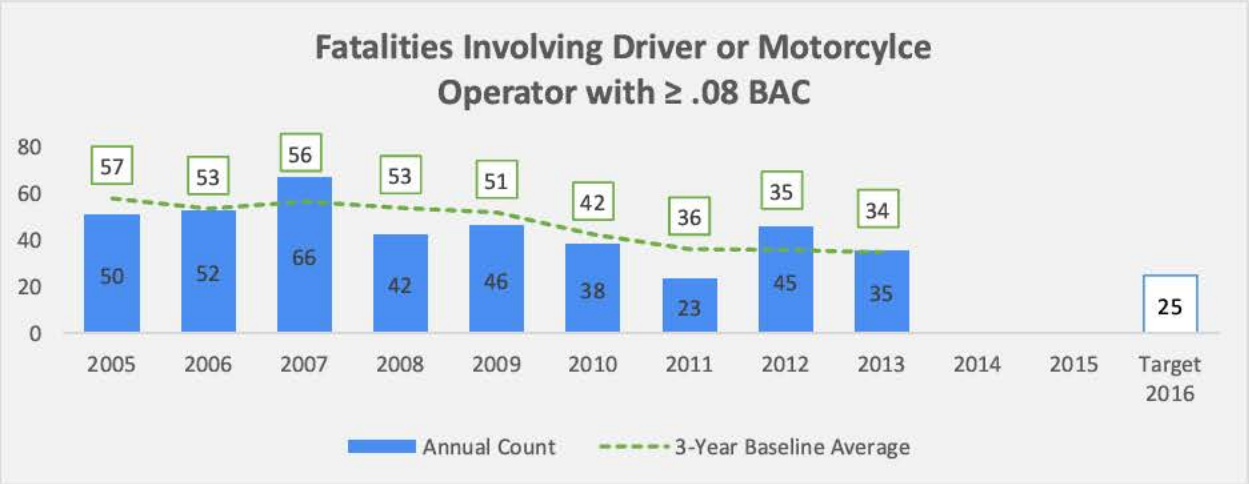


Source: FARS

C-5) Alcohol Impaired Driving Fatalities (FARS)

Performance Target Justification: This target was obtained using NHTSA's three-year alternative baseline method. To come up with the Alcohol Impaired Driving fatality goal, MeBHS calculated the baseline data for 2008, 2009, and 2010 then MeBHS calculated the comparison year which follows the baseline data by 3 years. (Ex.: Comparison year for the 2008 baseline year is 2011.) Then MeBHS calculated the percent change from all three baseline years to their comparison years. MeBHS calculated the average percent change and then adjusted the 2013 baseline (which is a three-year average of 2011 to 2013 data) by the average percent change to obtain FFY2016 target.

Performance Target: *To decrease alcohol impaired driving fatalities by 28.6% from the 2013 baseline average of 34 to 25 by December 31, 2016*



Source: FARS

C-6) Speeding Related Fatalities

Performance Target Justification: The three-year alternative baseline method of target-setting called for a fatality rate higher than the 2013 rate. Since an increase in Speeding Related Fatalities is not a desirable outcome, and the data suggests an increase, a conservative goal was established to hold the current levels.

Performance Target: *To* ***maintain*** *(****or decrease****) speeding related fatalities from 49 to 49 by December 31, 2016*

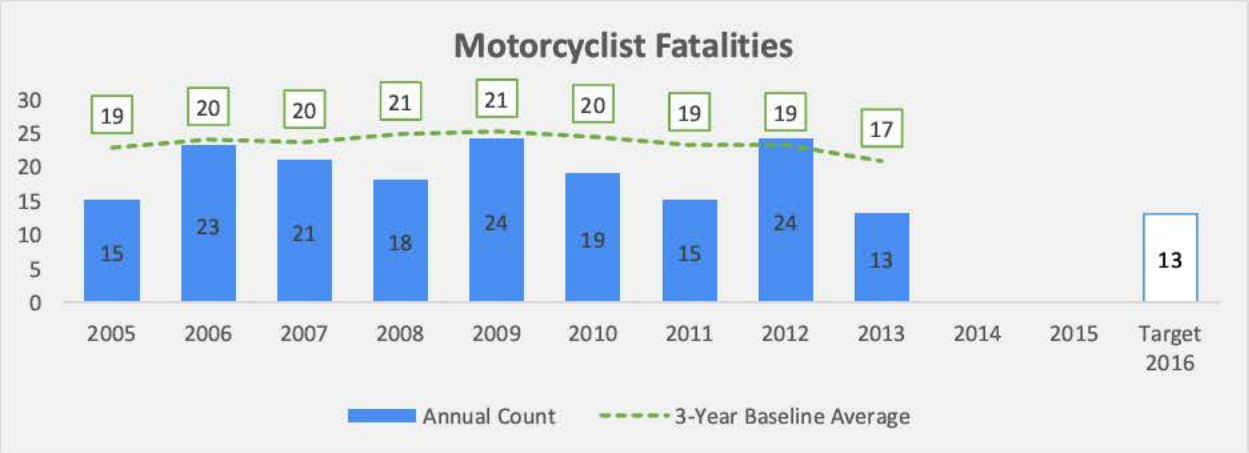


Source: FARS

C-7) Motorcyclist Fatalities (FARS)

Performance Target Justification: The three-year alternative baseline method of target-setting called for a fatality rate higher than the 2013 rate. Since an increase in Motorcyclist Fatalities is not a desirable outcome, and the data suggests an increase, a conservative goal was established to hold the current levels.

Performance Target: *To* ***maintain*** *(****or decrease****) motorcycle fatalities from 13 to 13 by December 31, 2016*

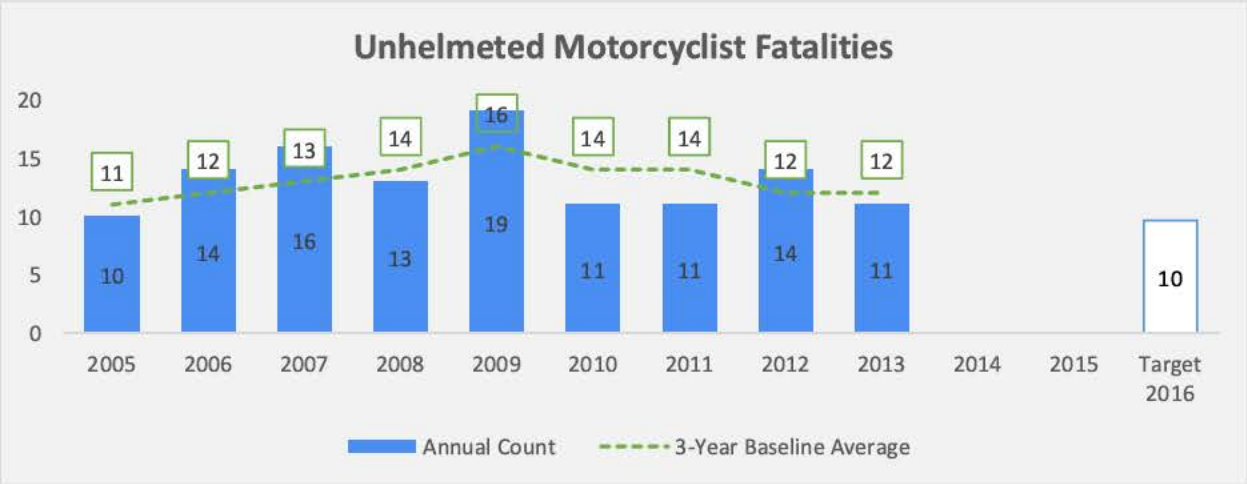


Source: FARS

C-8) Unhelmeted Motorcyclist Fatalities (FARS)

Performance Target Justification: This target was obtained using NHTSA's three-year alternative baseline method. To come up with the Unhelmeted Motorcyclist fatality goal, MeBHS calculated the baseline data for 2008, 2009, and 2010 then MeBHS calculated the comparison year which follows the baseline data by 3 years. (Ex.: Comparison year for the 2008 baseline year is 2011.) Then MeBHS calculated the percent change from all three baseline years to their comparison years. MeBHS calculated the average percent change and then adjusted the 2013 baseline (which is a three-year average of 2011 to 2013 data) by the average percent change to obtain FFY2016 target.

Performance Target: *To decrease unhelmeted motorcycle fatalities by 19.7% from the 2013 baseline average of 12 to 10 by December 31, 2016*



Source: FARS

C-9) Drivers Age 20 or Younger Involved in Fatal Crashes (FARS)

Performance Target Justification: The three-year alternative baseline method of target-setting called for a fatality rate higher than the 2013 rate. Since an increase in Drivers age 20 or Younger is not a desirable outcome, and the data suggests an increase, a conservative goal was established to hold the current levels.

Performance Target: *To* ***maintain (or decrease)*** *the number of drivers age 20 or younger involved in fatal crashes from17 to 17 by December 31, 2016*



Source: FARS

C-10) Pedestrian Fatalities (FARS)

Performance Target Justification: The three-year alternative baseline method of target-setting called for a fatality rate higher than the 2013 rate. Since an increase in Pedestrian Fatalities is not a desirable outcome, and the data suggests an increase, a conservative goal was established to hold the current levels.

Performance Target: *To **maintain** **(or decrease)** pedestrian fatalities average of 10 to 10 by December 31, 2016*



Source: FARS

C-11) Bicyclist Fatalities (FARS)

Performance Target Justification: The three-year alternative baseline method of target-setting called for a fatality rate higher than the 2013 rate. Since an increase in Bicyclist Fatalities is not a desirable outcome, and the data suggests an increase, a conservative goal was established to hold the current levels.

Performance Target: *To **maintain** **or decrease** bicyclist fatalities baseline average of 2 to 2 by December 31, 2016*



Source: FARS

NHTSA Core Safety Measures Summary Table

	CORE OUTCOME MEASURES		2009	2010	2011	2012	2013	2016 HSP Target
C-1	Traffic Fatalities (FARS)	Annual	159	161	136	164	145	136.94
C-2a	Serious Injuries in Traffic Crashes (State Crash File)	Annual	733	783	894	982	862	761.47
C-2b	Serious Injury in Traffic Crash Rate (State Crash File)	Annual	5.06	5.38	6.25	6.84	6.01	5.28
C-3a	Fatalities/VMT (FARS/FHWA)	Annual	1.10	1.11	0.95	1.14	1.01	0.94
C-3b	Rural Mileage Death Rate (FARS)	Annual	1.32	1.23	1.15	1.58	1.10	1.10
C-3c	Urban Mileage Death Rate (FARS)	Annual	0.51	0.79	0.43	--	0.78	0.60
C-4	Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions (FARS)	Annual	51	41	53	76	56	56
C-5	Alcohol-Impaired Driving Fatalities (FARS)	Annual	46	38	23	45	35	25
C-6	Speeding-Related Fatalities (FARS)	Annual	61	83	69	78	49	49
C-7	Motorcyclist Fatalities (FARS)	Annual	24	19	15	24	13	13
C-8	Unhelmeted Motorcyclist Fatalities (FARS)	Annual	19	11	11	14	11	10
C-9	Drivers Age 20 or Younger Involved in Fatal Crashes (FARS)	Annual	20	24	22	20	17	17
C-10	Pedestrians Fatalities (FARS)	Annual	11	12	11	9	11	10
C-11	Bicyclist Fatalities (FARS)	Annual	0	1	0	1	4	2

	CORE BEHAVIOR MEASURE		2009	2010	2011	2012	2013	2016 HSP Target
B-1	Observed Seat Belt Use for Passenger Vehicles, Front Seat Outboard Occupants (State Survey)	Annual	82.6%	82.0%	81.6%	84.4%	83.6%	85%

*In 2012, none of Maine's highways were designated as "urban." As a result, the urban death rate for 2012 is 0. Baseline for year 2012 is a two-year average of 2010 and 2011. Baseline for year 2013 is a two-year average of 2011 and 2013.

2.2 Evidence Based Traffic Safety Enforcement Program

MeBHS has developed policies and procedures to ensure that enforcement resources are used efficiently and effectively to support the goals of the state's highway safety program. Maine incorporates an evidence-based approach in its statewide enforcement program through the following components:

Data Driven Problem Identification

The statewide problem identification process used in the development of the Highway Safety Plan has been described earlier in this Plan; the data analyses are designed to identify the high risk population in crashes and who, what, when, where and why crashes are occurring. Key results summarizing the problems identified are presented in the statewide and individual program area sections of the HSP.

All enforcement agencies receiving MeBHS grant funding must also use a data driven approach to identify the enforcement issues in their jurisdictions. Data documenting the highway safety issue identified must be included in the application for funding submitted to MeBHS, along with proven strategies and countermeasures that will be implemented and evaluated to address the problem.

Data Type	Data Set	Source/Owner	Year(s) Examined
	FARS, Maine Crash Reporting System (MCRS)	NHTSA, State Traffic Safety Information (STSI), MeBHS, Me DOT, Maine State Police	2009 to 2013
	Maine Citation Data	Maine Violations Bureau	2009 to 2013
	Maine Seat Belt Use Observation Data, MCRS	MeBHS, Me DOT	2009 to 2013
	Highway Statistics	FHWA, U.S. Census Bureau, Maine BMV	2009 to 2013
	MCRS, FARS	NHTSA, Me DOT, Maine State Police	2009 to 2013

Implementation of Evidence Based Strategies

MeBHS' integrated evidence based safety enforcement methodology will use a combination of enforcement checkpoints and saturation patrols, both of which can be found in the NHTSA most recent publication *Countermeasures That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices.* The methodology will include enforcement of traffic laws pertaining to, but not limited to occupant protection, child occupant protection, speeding, distracted driving and impairment coupled with enforcement patrols that saturate an identified area or region and are advertised in the local media and describe the efforts. For example, this would include uniformed officers saturating a high crash area and engaging the driving public by pulling over as many traffic violators as possible, to serve as a deterrent to impaired driving. This approach will provide a public perception of risk that driving impaired will result in an arrest for driving under the influence.

Maine's data show York, Penobscot, Cumberland, Hancock, and Somerset Counties as the highest for impaired driving related fatal crashes. In FFY2015 MeBHS established a new Regional Impaired Driving Enforcement team in Penobscot County to increase saturation patrols in that county. This effort will continue in FFY2016 with the hope to add another Regional Team in Somerset County.

Continuous Monitoring

To ensure these law enforcement projects remain cutting edge with the ability to adjust to any situation, progress reports, desk monitoring and on site monitoring of grant funded activities will be utilized to enable program managers and law enforcement managers quick insights into the progress of each recipient of federal funds. Monthly or quarterly progress reports will be required from each agency receiving grant funding to ensure an understanding of the goals and outcomes of each project and to ensure that the Plan is being followed. These reports must include data on the activities conducted, such as the area and times worked and the number of tickets issued. MeBHS through the use the Maine Crash Reporting System also monitors crashes and fatalities for the purpose of adjusting the plan. Adjustments through the grant period can be based depending on increases or decreases of the crash data in law enforcement jurisdictions and are a significant factor in the monitoring process. This continuous follow up will allow for subtle or major adjustments within each jurisdiction in sufficient time to provide the greatest use of resources to address the stated priority traffic safety problems.

NOTE: Following state procedures, most unique project numbers are assigned at the time of grant and contract award. Project numbers will be provided to NHTSA with monthly voucher submissions; and as projects are awarded. Those projects that are administrative will be assigned a unique project number in advance.

3.0 Highway Safety Strategies and Projects for FFY 2016

istration

The Planning & Administration program area includes activities and costs necessary for the overall management and operations of the MeBHS, including (but 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
- Applicable salaries and state costs

Performance Targets

The goal of the Planning and Administration program is to provide management, supervision, and support services for the activities of the traffic safety program in Maine.

P&A Performance Target #1:

Developing a consolidated S. 402 and S. 405 coordinated Highway Safety Plan to submit to NHTSA by July 1

P&A Performance Target #2:

Submitting an annual performance report to NHTSA by December 31

Projects

- Project Number: PA16-001

  Project Title: Planning and Administration Costs

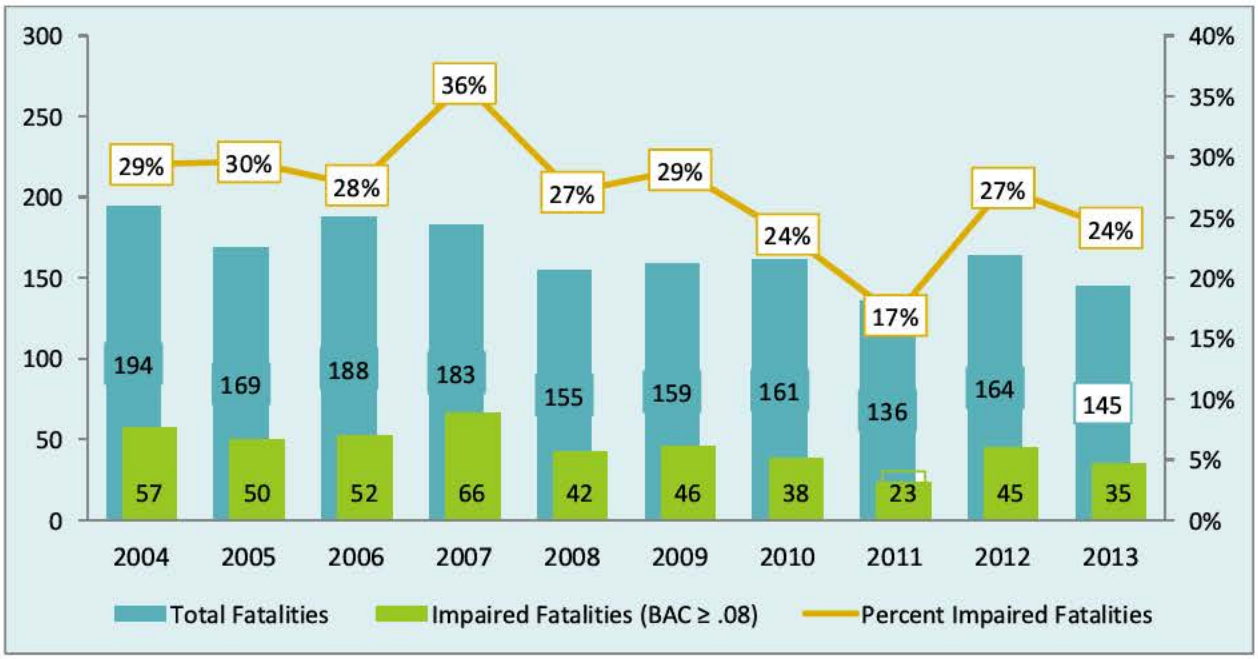
Project Description:	This project will fund applicable staff salaries and expenses that are directly related to the planning, development, coordination, monitoring, auditing, reporting and evaluation of the MeBHS programs, grants, and sub grants. Funds are used for allowable expenses related to the operation of the office, such as supplies, postage, printing, travel, dues and other appropriate costs. This project also funds staff attendance and participation in committees, trainings including NHTSA TSI Courses, meetings, in state monitoring of grantees, and conferences related to the MeBHS's mission. Time certification records are completed on a monthly basis by staff funded through this project.
Project Justification:	Administrative Costs are allowable under S. 402.
Project Cost:	$418,528.26 (S. 402)
Grantee:	Administrative

Project Number:	PA16-002
Project Title:	Grants Management System
Project Description:	One of the MeBHS primary functions is to provide federal grant funds to sub grantee recipients for projects that will have an immediate impact in the community for a specific priority program area. The MeBHS is responsible for the proper financial oversight and management of federal funds. Funds for this project will support the continued development and implementation of a web-based grants management system. A web-based system will streamline the submission process for sub-grant applications, reimbursement requests, NHTSA vouchers, and necessary supporting documentation. The MeBHS is moving from a Microsoft Access based tracking system to a web-based system. A vendor was awarded the project in FFY15 and development of this project has begun. This is a multi-year development and implementation project.
Project Justification:	23 CFR 1200.4(b)(1-6) and 49 CFR Part 18.20(a)(1-2)
Project Cost:	$185,000.00 (S. 402)
Grantee:	Administrative

Project Title	Project Number	Budget	Source
Planning and Administration Costs	PA16-001	$418,528.26	S. 402
Grants Management System	PA16-002	$185,000.00	S. 402
Total		**$603,528.26**	

3.2 Impaired Driving

In 2013, there were 46 alcohol-related fatalities in Maine, and 35 of these fatalities involved drivers with a blood alcohol content (BAC) of .08 or higher. The average number of alcohol-impaired fatalities from 2009 to 2013 was 37.4.



Source: FARS

The recent increase in alcohol related fatalities in 2012 prompted the MeBHS to offer a year-long Impaired Driving Enforcement Campaign. This allows law enforcement agencies increased grant funding to conduct impaired driving enforcement for a longer period of time. This campaign began in 2012 and is ongoing. Crash data obtained from MaineDOT indicated that impaired driving crashes were highest from Monday to Wednesday. The yearlong campaign allows law enforcement agencies to combat impaired driving on days with a high proportion of crashes.

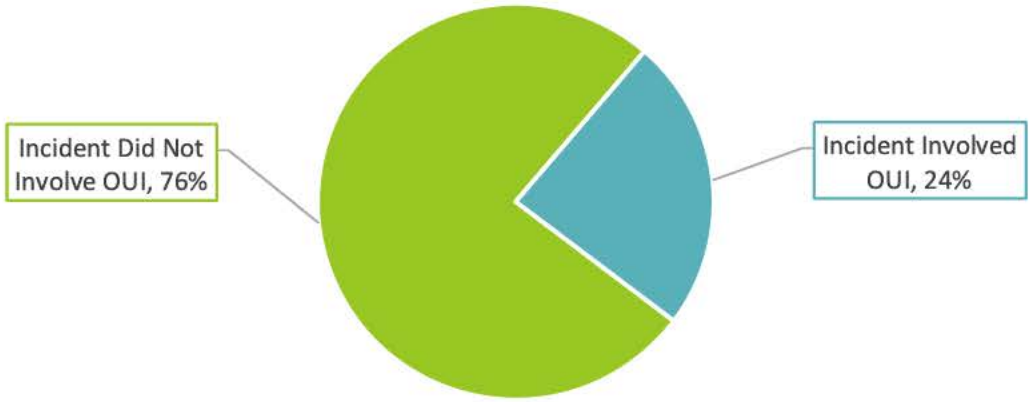
Data also indicate that Cumberland and York Counties should be Maine's primary geographical areas of concern. These two counties are the most populated counties in the state according to recent Maine Census data. The MeBHS, in conjunction with Regional Impaired Driving Enforcement (RIDE) Teams, consisting of law enforcement agencies in Cumberland and York County, conducted focused saturation patrols and sobriety checkpoints to create increased visibility in these counties. As you can see depicted in the data below there are other counties that pose impaired driving problems in addition to Cumberland and York Counties. Penobscot and Somerset County have seen increases in impaired driving related crashes. MeBHS has broadened our Regional Impaired Driving Enforcement Teams to encompass the counties of Penobscot and Somerset. This project has been underway in FFY2015 and will continue in FFY2016. RIDE Team activities consist of either saturation patrols or sobriety checkpoints which are a proven countermeasure detailed in NHTSA's Countermeasures That Work, 7th Edition, 2013 publication.

Facts

- There were 170 OUI-related fatal crashes involving 173 impaired drivers between 2009 and 2013.
- There were 182 OUI-related fatalities during this time period.
- 24% of all fatalities involved an impaired driver.
- 17% of all drivers involved in fatal crashes were impaired.

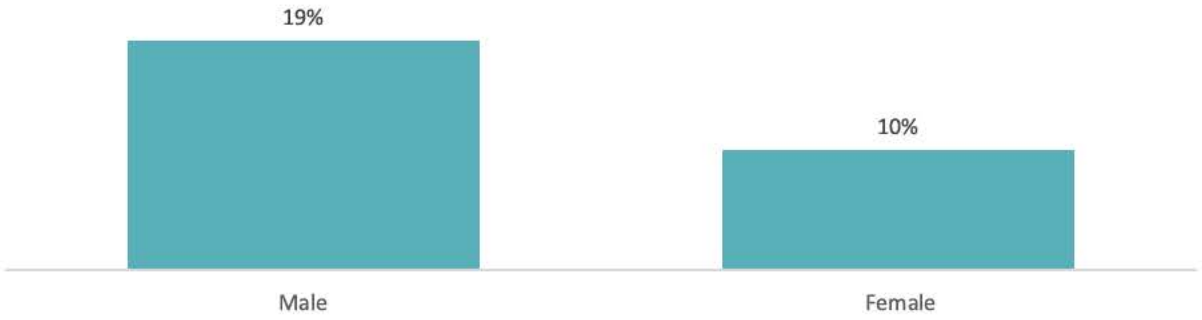
Impaired Driving Problem Identification & Analysis

Approximately 24% of all fatalities involved an impaired driver.



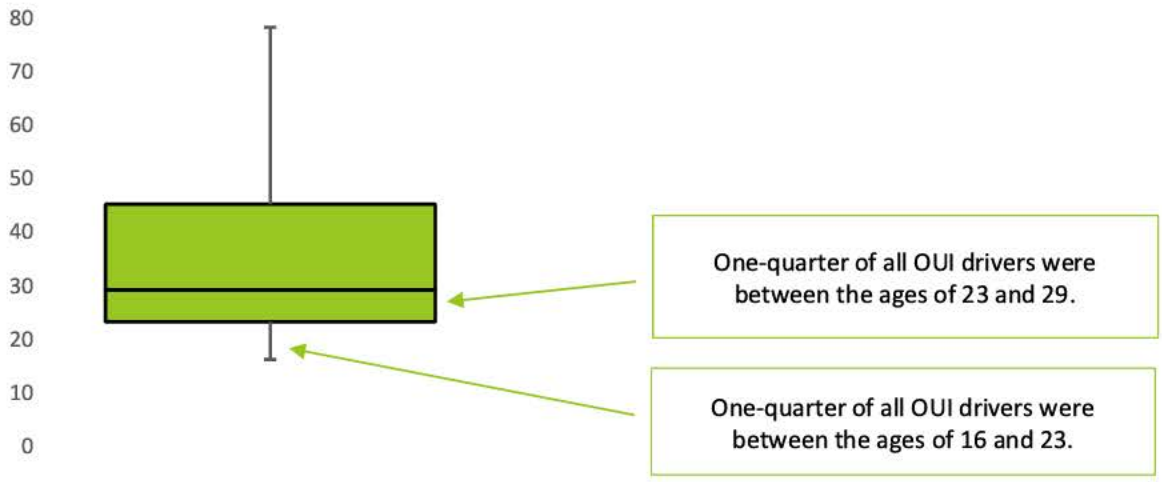
Impaired Driving and Gender

While 17% of all drivers involved in fatal crashes were operating under the influence, a higher proportion of male drivers involved in fatal crashes were operating under the influence (19%) compared to female drivers (10%).



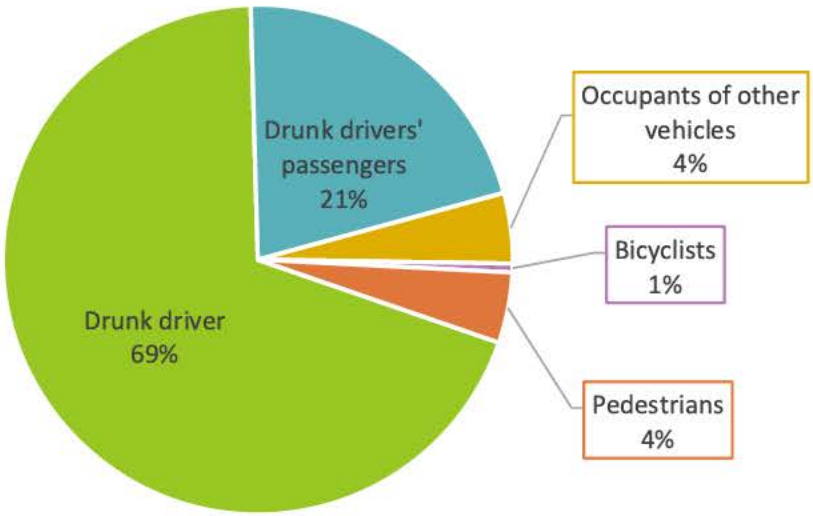
Impaired Driving and Age

The median age of drivers operating under the influence in fatal crashes was 29, meaning half of the impaired drivers were younger than 29 and half were older. One-quarter of all drivers operating under the influence were between the ages of 16 and 23, and one-quarter were between the ages of 23 and 29. These are dense distributions compared to the remaining two quartiles, which together span the ages of 29 to 78; as such, the bottom two age quartiles might make good targets for public safety messages.



Fatality Trends

Crashes involving impaired driving resulted in 182 fatalities between 2009 and 2013. The majority of these fatalities (69%) involved the loss of life for the impaired driver. An additional 21% of fatalities were the impaired drivers' passengers. This suggests that 90% of the risk associated with impaired driving is borne by impaired drivers and their passengers. An additional 10% of fatalities were occupants of other vehicles, pedestrians, and bicyclists.



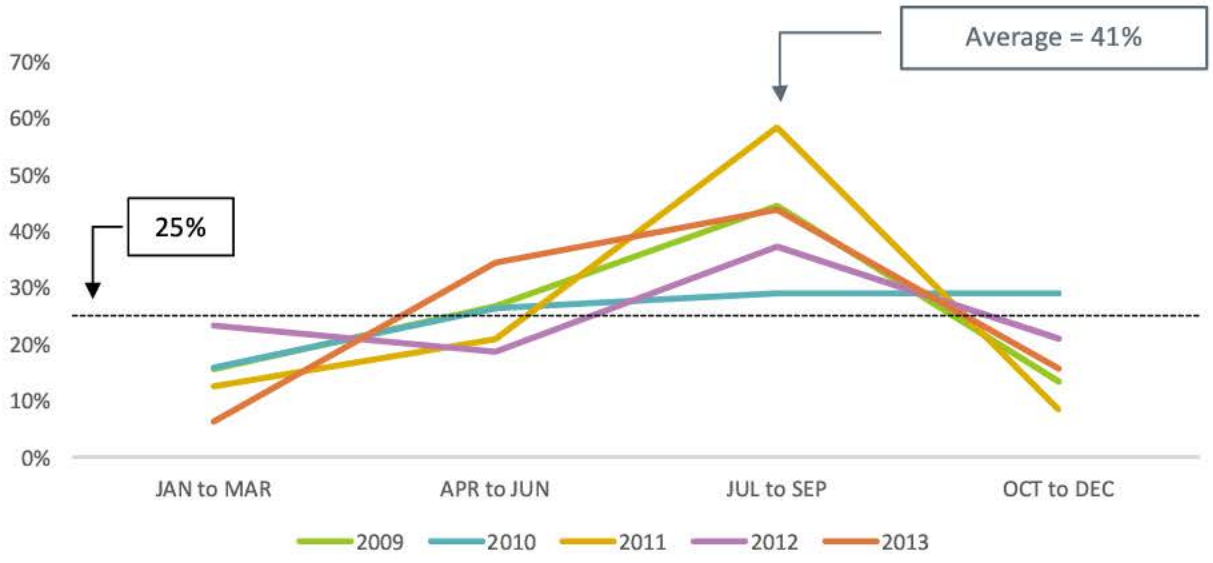
OUI by County

While 24% of all fatal crashes involved an impaired driver, this proportion varied by county. Together, five counties (Sagadahoc, Piscataquis, Knox, Washington, and Hancock) contained a proportion of impaired drivers that was statistically higher than the remainder of the counties. In terms of absolute numbers, however, some of these counties contained few impaired driver crashes resulting in a small proportion of OUI-related fatalities. Sagadahoc, for instance, had the highest rate of OUI-related incidents (39%), but a relatively small number of them (9) compared to York, which had a lower rate (27%), but a larger number (26). The majority of OUI-related crashes (52%) occurred in York, Penobscot, Cumberland, Hancock, and Somerset Counties. Notably, Hancock County was high in terms of both proportion of all crashes related to OUI and absolute number.

County	%	County	#
Sagadahoc	39%	**Overall #**	**170**
Piscataquis	38%	York	26
Knox	33%	Penobscot	19
Washington	30%	Cumberland	18
Hancock	30%	Hancock	13
Somerset	28%	Somerset	12
Oxford	27%	Kennebec	11
York	27%	Aroostook	10
Penobscot	26%	Sagadahoc	9
Overall rate	**24%**	Oxford	9
Lincoln	21%	Androscoggin	8
Cumberland	20%	Washington	7
Aroostook	19%	Knox	7
Waldo	18%	Lincoln	6
Androscoggin	17%	Waldo	5
Kennebec	17%	Piscataquis	5
Franklin	17%	Franklin	5

OUI Fatalities by Quarter

On average, there were 36 OUI-related fatalities per year between 2009 and 2013, and these fatalities were more likely to occur between July and September. The following chart shows the distribution of each year's OUI-related fatalities. On average, 41% of all years' OUI-related incidents occurred between July and September. (If OUI-related fatalities occurred "randomly" throughout the year, data points would hover close to the 25% level.)



Performance Targets

Impaired Driving Performance Target #1:

To decrease alcohol impaired driving fatalities by 28.6% from the 2013 baseline average of 34 to 25 by December 31, 2016

Projects

Project Number:	AL16-001
Project Title:	Program Management and Operations
Project Description:	Costs under this program area include allowable 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 area,.
Project Justification:	Administrative Costs are allowable under S. 402
Project Cost:	$ 125,000.00 (S.402)

- Project Number: PAL16-001

  Project Title: S.410 Planning & Administration

  Project Description: Allowable 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.

  Project Justification: Administrative costs are allowable under S.410

  Project Cost: $113,741.37 (S.410)

- Project Number: 2016-16AL

  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, York, and DIRIGO 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 evidence based traffic safety methods) throughout identified jurisdictions. Regional Impaired Driving Enforcement Teams consist of law enforcement agencies located in Cumberland, York, and Penobscot County and the Maine State Police: The dedicated enforcement activities will be conducted during the times and places identified using previously stated state and local data analysis methods (i.e. crash, injury, citation. . Exact location of details (TBD) will be determined and agreed upon by the program coordinator and Law Enforcement Liaison in conjunction with the individual RIDE administrators. 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 Justification: CTW, Seventh Edition 2013:

  2.1: “Publicized Sobriety Checkpoint Programs”

  2.2 “Publicized Saturation Patrol Programs”

  2.5 “Integrated Enforcement”

  Project Cost: $120,000.00 (S. 405d)

  Grantee: Maine State Police **(DIRIGO Ride Team**) $40,000.00

  Law Enforcement Agency TBD in **Cumberland County** $40,000.00

  Law Enforcement Agency TBD in **York County** $40,000.00

- Project Number: 2016-16AL

  Project Title: Impaired Driving Roadside 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 and other LEA's throughout the year. Following standard requirements, no purchases of equipment in excess of $5,000.00 will be made without written approval from NHTSA. Research has been completed by a Law Enforcement Liaison and the MeBHS to ensure that we procure the best unit for our state and that we are following guidelines established by other states that have received approval from NHTSA for a similar unit. Maine's Law Enforcement Liaison had been working throughout FFY2015 with several vendors. Work was initiated with vendors in order to determine design and specs that met our needs. MeBHS should be able to put this out to bid in June 2015 but vendors informed MeBHS that they are too busy to build and deliver the vehicle by September 30th, 2015. They each believe a late October delivery would be the earliest possible. Thus MeBHS is including this project again in the FFY2016 HSP. The vehicle will be owned and maintained by the Maine Bureau of Highway Safety. It will be utilized for the benefit of all Maine law enforcement agencies. Periodic activity reports will be submitted to NHTSA per regional office request.

  Project Justification: CTW, Seventh Edition 2013:

  2.1: "Publicized Sobriety Checkpoint Programs"

  2.2 "Publicized Saturation Patrol Programs

  2.5 "Integrated Enforcement"

  Project Cost: $253,127.35 S. 410

  $226,872.65 S. 405d

  $500,000.00 Total Project

  Grantee: MeBHS for benefit of all Maine law enforcement agencies

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- Project Number: 2016-16AL

  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 with a strong focus on impaired driving. Funds will continue supporting the full-time TSRP position, which will assist Maine law enforcement, prosecutors, motor vehicle hearings examiners, DHHS lab technicians, and other state agencies in training, investigation and prosecution of traffic safety and impaired driving-related crimes. The TRSP will also assist with the creation, implementation and coordination of the TSSPs

	within selected prosecutorial districts in Maine. The TSRP is encouraged by NHTSA and proven effective in the fight against impaired driving.A
Project Justification:	CTW, Seventh Edition 2013: 3.1 “DWI Courts”
Project Cost:	$160,000.00 (S. 405d)
Grantee:	Administrative contract with Maine Staffing Agency

Project Number:	2016-16AL
Project Title:	Evidence Based Impaired Driving High Visibility Enforcement
Project Description:	This project will support dedicated overtime costs for law enforcement agencies to participate in impaired driving enforcement details and checkpoints including those that support the NHTSA August and December national campaigns. The Drive Sober, Maine campaign was designed to further combat the impaired driving problem in the state of Maine outside of the two-week national campaign(s). Driver Sober, Maine! will be also supported by earned and paid media as is the national campaigns. Agencies will be awarded grant funds using project selection and data analysis methods previously discussed in this Plan and additionally based on alcohol-related crash data. Identified LEA are required to explain where they will focus their enforcement efforts based on data provided to the MeBHS during the grant application process and by data we have obtained using MeDOT and FARS crash and fatal data. . Funds are awarded based on severity of problem. Agencies in the counties with the highest alcohol related crashes will receive larger grant awards. County performance is determined on 4-year averages from 2010-2013. Data below outlines Cumberland, York, Penobscot, Kennebec, and Androscoggin County as the five highest problem counties. The table of data beginning on page 44 shows all impaired related crashes from 2010 – 2013. This enforcement project requires continuous follow up. It is the intention of the MeBHS to closely 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 LEAs are producing results. Applications for this project can be submitted following approval of the State RFP and contracting process. Project numbers will be assigned after contracts with LEA's are awarded. Final award amounts may differ from what is listed in this Plan, based on actual and feasible expenditures of agencies. NHTSA will be notified accordingly of any changes.
Funding Schema:	Next to each county is the percentage of the impaired crashes that occurred inside those county limits from 2010 – 2013. Each county receives that same percentage of the total grant budget of $750,000.00 so for example Androscoggin represents 7.5% of the Maine impaired driving related crash problem and will receive $56,250.00. Maine allocates the county wide funding based on the percentage of the problem in each town located in that county. Thus out of the 277 crashes

that occurred in Androscoggin County 72 of those crashes occurred in the city of Lewiston. That represents 26% (72/277) of the OUI crash problem in Androscoggin County, so Lewiston will receive 26% of the total county funding which equals $14,620.94. Our data also indicates that crashes involving alcohol have increased on Monday and Tuesday throughout the state. LEA's will be instructed to focus some of their overtime enforcement efforts on those days of the week.

Project Justification: CTW, Seventh Edition 2013:

2.1: "Publicized Sobriety Checkpoint Programs"

2.2 "Publicized Saturation Patrol Programs

2.5 "Integrated Enforcement"

Project Cost: $750,000.00 (S.405d)

Participating LEA's: Please Refer to the list below.

OUI Crashes 2010 - 2013					
If a LEA is not listed - Jurisdiction for that town belongs to the County Sheriff Office					
Row Labels	**Sum of Crashes**	**Responding LEA**	**LEA Budget**	**Total County Budget**	**Subgrant Number/Identifier**
Androscoggin (7.5%)	**277**	Androscoggin SO	$19,698	56,250.00	AL16-
Auburn	72	Auburn	$14,621		AL16-
Durham	12				
Greene	11				
Leeds	7				
Lewiston	72	Lewiston	$14,621		AL16-
Lisbon	14	Lisbon	$2,843		AL16-
Livermore	6				AL16-
Livermore Falls	5	Livermore Falls	$1,015		AL16-
Mechanic Falls	2				
Minot	16				
Poland	19				
Sabattus	17	Sabattus	$3,452		AL16-
Turner	13				
Wales	11				
Aroostook (4%)	**145**	Aroostook SO	$18,000	30,000.00	AL16-
Allagash	1				
Amity	1				
Benedicta Twp	1				
Blaine	1				

Bridgewater	1				
Caribou	12	Caribou	$2,483		AL16-
	5				
Caswell	1				
	4				
Connor Twp	2				
	3				
Crystal	1				
	1				
Easton	2				
	5	Fort Fairfield	$1,034		AL16-
Fort Kent	6	Fort Kent	$1,241		AL16-
	6				
Hamlin	1				
	7				
Houlton	11	Houlton	$2,276		AL16-
	1				
Limestone	1				
	4				
Ludlow	4				
	9	Madawaska	$1,862		AL16-
Mapleton	3				
	4				
Masardis	2				
	1				
Monticello	2				
	1				
New Limerick	2				
	1				
Portage Lake	1				

Presque Isle	15	Presque Isle	$3,103		AL16-
Saint Agatha	2				
Saint Francis	2				
Saint John Plt	1				
Sherman	3				
Smyrna	2				
Stockholm	1				
T11 R4 WELS	1				
Van Buren	2				
Wallagrass	2				
Washburn	3				
Westfield	2				
Weston	1				
Cumberland (19.5%)	**721**	Cumberland SO	$30,832	146,250.00	AL16-
Baldwin	8				
Bridgton	15	Bridgton	$3,043		AL16-
Brunswick	49	Brunswick	$9,939		AL16-
Cape Elizabeth	7	Cape Elizabeth	$1,420		AL16-
Casco	13				
Cumberland	11	Cumberland	$2,231		AL16-
Falmouth	17	Falmouth	$3,448		AL16-
Freeport	32	Freeport	$6,491		AL16-
Gorham	43	Gorham	$8,722		AL16-
Gray	29				
Harpswell	6				
Harrison	7				

Long Island	1				
Naples	22				
New Gloucester	19				
North Yarmouth	9				
Portland	194	Portland	$39,352		AL16-
Pownal	1				
Raymond	9				
Scarborough	53	Scarborough	$10,751		AL16-
Sebago	3				
South Portland	59	South Portland	$11,968		AL16-
Standish	25				
Westbrook	33	Westbrook	$6,694		AL16-
Windham	40	Windham	$8,114		AL16-
Yarmouth	16	Yarmouth	$3,245		AL16-
Franklin (2.8%)	**105**	Franklin SO	$11,000	21,000.00	AL16-
Avon	4				
Carrabassett Valley	4				
Carthage	4				
Chesterville	2				
Dallas Plt	2				
Farmington	25	Farmington	$5,000		AL16-
Freeman Twp	2				
Jay	14	Jay	$2,800		AL16-
Kingfield	3				
Madrid Twp	4				
New Sharon	10				

New Vineyard	6				
Perkins Twp	2				
Phillips	1				
Rangeley	2				
Sandy River Plt	1				
Strong	2				
Temple	1				
Township E	2				
Weld	3				
Wilton	11	Wilton	$2,200		AL16-
Hancock (6.0%)	**221**	Hancock SO	$30,136	45,000.00	AL16-
Amherst	2				
Bar Harbor	28	Bar Harbor	$5,701		AL16-
Blue Hill	6				
Brooklin	2				
Brooksville	4				
Bucksport	17	Bucksport	$3,462		AL16-
Castine	10				
Cranberry Isles	1				
Dedham	10				
Deer Isle	12				
Eastbrook	3				
Ellsworth	22	Ellsworth	$4,480		AL16-
Franklin	5				
Gouldsboro	3				
Hancock	13				
Lamoine	10				
Mount Desert	6	Mount Desert	$1,222		AL16-

Orland	12				
Otis	2				
Penobscot	6				
Sedgwick	7				
Southwest Harbor	2				
Stonington	7				
Sullivan	5				
Surry	7				
T10 SD	1				
T22 MD	1				
T9 SD	1				
Tremont	2				
Trenton	12				
Verona Island	1				
Waltham	1				
Kennebec (8.5%)	**313**	Kennebec SO	$29,533	63,750.00	AL16-
Albion	8				
Augusta	64	Augusta	$13,035		AL16-
Belgrade	6				
Benton	7				
Chelsea	5				
China	12				
Clinton	5	Clinton	$1,018		AL16-
Farmingdale	4				
Fayette	1				
Gardiner	10	Gardiner	$2,037		AL16-
Hallowell	7	Hallowell	$1,426		AL16-
Litchfield	9				
Manchester	6				

Monmouth	8	Monmouth	$1,629		AL16-
Mount Vernon	10				
Oakland	11	Oakland	$2,240		AL16-
Pittston	11				
Randolph	2				
Readfield	14				
Rome	6				
Sidney	16				
Vassalboro	12				
Vienna	1				
Waterville	26	Waterville	$5,296		AL16-
Wayne	2				
West Gardiner	10				
Windsor	3				
Winslow	13	Winslow	$2,648		AL16-
Winthrop	24	Winthrop	$4,888		AL16-
Knox (3.2%)	**119**	Knox SO	$15,933	24,000.00	AL16-
Appleton	3				
Camden	9	Camden	$1,815		AL16-
Cushing	6				
Friendship	4				
Hope	6				
North Haven	3				
Owls Head	5				
Rockland	15	Rockland	$3,025		AL16-
Rockport	10	Rockport	$2,017		AL16-

Saint George	12				
South Thomaston	8				
Thomaston	6	Thomaston	$1,210		AL16-
Union	10				
Vinalhaven	7				
Warren	9				
Washington	6				
Lincoln (3.3%)	**121**	Lincoln SO	$15,545	24,750.00	AL16-
Alna	2				
Boothbay	17	Boothbay	$3,477		AL16-
Boothbay Harbor	11				
Bremen	4				
Bristol	11				
Damariscotta	4				
Dresden	9				
Edgecomb	4				
Jefferson	5				
Newcastle	10				
Nobleboro	6				
Somerville	1				
South Bristol	2				
Waldoboro	19	Waldoboro	$3,886		AL16-
Westport Island	1				
Whitefield	6				
Wiscasset	9	Wiscasset	$1,841		AL16-
Oxford (4.6%)	**172**	Oxford SO	$20,459	34,500.00	AL16-
Albany Twp	3				
Andover	2				

Bethel	8				
Brownfield	6				
Buckfield	6				
Canton	4				
Denmark	2				
Dixfield	6	Dixfield	$1,203		AL16-
Fryeburg	5	Fryeburg	$1,003		AL16-
Gilead	4				
Grafton Twp	1				
Greenwood	3				
Hanover	2				
Hartford	3				
Hebron	1				
Hiram	8				
Lovell	3				
Mexico	12	Mexico	$2,407		AL16-
Newry	1				
Norway	13	Norway	$2,608		AL16-
Otisfield	3				
Oxford	13	Oxford	$2,608		AL16-
Paris	12	Paris	$2,407		AL16-
Peru	10				
Porter	7				
Rumford	9	Rumford	$1,805		AL16-
Stoneham	1				
Stow	1				
Sumner	8				

Waterford	4				
West Paris	5				
Woodstock	6				
Penobscot (10.4%)	**384**	Penobscot SO	$35,750	78,000.00	AL16-
Alton	4				
Bangor	93	Bangor	$18,891		AL16-
Bradford	5				
Bradley	2				
Brewer	15	Brewer	$3,047		AL16-
Carmel	10				
Carroll Plt	1				
Charleston	1				
Clifton	4				
Corinna	6				
Corinth	10				
Dexter	3				
Dixmont	3				
Eddington	3				
Enfield	2				
Etna	11				
Exeter	1				
Garland	2				
Glenburn	9				
Greenbush	2				
Greenfield Twp	1				
Hampden	16	Hampden	$3,250		AL16-
Hermon	22				
Herseytown Twp	1				
Holden	10	Holden	$2,031		AL16-

Howland	4				
Hudson	6				
Kenduskeag	4				
Lagrange	2				
Lee	2				
Levant	5				
Lincoln	15	Lincoln	$3,047		AL16-
Maxfield	1				
Medway	2				
Milford	6				
Millinocket	9	Millinocket	$1,828		AL16-
Mount Chase	2				
Newburgh	5				
Newport	10	Newport	$2,031		AL16-
Old Town	28	Old Town	$5,688		AL16-
Orono	12	Orono	$2,438		AL16-
Orrington	8				
Passadumkeag	2				
Patten	4				
Plymouth	3				
Prentiss Twp T7 R3 NBPP	2				
Springfield	2				
Stacyville	3				
Stetson	2				
T3 Indian Purchase Twp	4				
Webster Plt	1				
Winn	3				
Piscataquis (1%)	**36**	Piscataquis SO	$5,625	7,500.00	AL16-

Abbot	1				
Brownville	1				
Dover-Foxcroft	9	Dover-Foxcroft	$1,875		AL16-
Ebeemee Twp	1				
Greenville	1				
Guilford	7				
Medford	1				
Milo	4				
Monson	1				
Orneville Twp	2				
Parkman	2				
Sangerville	4				
Sebec	1				
T1 R9 WELS	1				
Sagadahoc (2.4%)	**89**	Sagadahoc SO	$9,303	18,000.00	AL16-
Arrowsic	1				
Bath	20	Bath	$4,045		AL16-
Bowdoin	11				
Bowdoinham	4				
Georgetown	4				
Phippsburg	6				
Richmond	8	Richmond	$1,618		AL16-
Topsham	15	Topsham	$3,034		AL16-
West Bath	8				
Woolwich	12				
Somerset (3.9%)	**143**	Somerset SO	$19,432	29,250.00	AL16-
Anson	6				
Athens	5				
Bingham	2				

Cambridge	2				
Canaan	12				
Concord Twp	3				
Cornville	1				
Embden	6				
Fairfield	23	Fairfield	$4,705		AL16-
Harmony	3				
Hartland	1				
Jackman	2				
Johnson Mountain Twp	1				
Lexington Twp	3				
Madison	11				
Moscow	2				
New Portland	2				
Norridgewock	4				
Palmyra	13				
Pittsfield	10	Pittsfield	$2,045		AL16-
Ripley	1				
Saint Albans	4				
Sandwich Academy Grant Twp	1				
Sandy Bay Twp	1				
Skowhegan	15	Skowhegan	$3,068		AL16-
Smithfield	3				
Solon	2				
Starks	2				
Tomhegan Twp	1				
West Forks Plt	1				
Waldo (3.5%)	**130**	Waldo SO	$26,250	26,250.00	AL16-
Belfast	24				
Belmont	2				
Brooks	5				

Burnham	3				
Frankfort	7				
Freedom	4				
Islesboro	1				
Jackson	1				
Knox	1				
Liberty	2				
Lincolnville	8				
Monroe	2				
Montville	7				
Morrill	1				
Northport	8				
Palermo	1				
Prospect	3				
Searsmont	4				
Searsport	9				
Stockton Springs	3				
Swanville	8				
Thorndike	2				
Troy	4				
Unity	4				
Waldo	4				
Winterport	12				
Washington (2.9%)	**106**	Washington SO	$20,314	21,750.00	AL16-
Addison	3				
Alexander	1				
Baileyville	4				
Baring Plt	3				
Beals	3				
Brookton Twp	1				
Calais	4				
Charlotte	2				
Cherryfield	4				

Codyville Plt	1				
Columbia	2				
Cooper	1				
Danforth	2				
Day Block Twp	1				
East Machias	2				
Eastport	1				
Edmunds Twp	2				
Greenlaw Chopping Twp	1				
Harrington	7				
Jonesboro	1				
Jonesport	8				
Lubec	7				
Machias	7	Machias PD	$1,436		AL16-
Machiasport	1				
Marion Twp	1				
Marshfield	1				
Milbridge	4				
Pembroke	3				
Perry	4				
Princeton	3				
Roque Bluffs	1				
Steuben	7				
Topsfield	2				
Trescott Twp	2				
Vanceboro	2				
Waite	1				
Wesley	2				
Whiting	2				
Whitneyville	2				
York (16.4%)	**606**	York SO	$36,757	123,750.00	AL16-
Acton	15				

Alfred	11				
Arundel	16				
Berwick	18	Berwick	$3,676		AL16-
Biddeford	49	Biddeford	$10,006		AL16-
Buxton	25	Buxton	$5,105		AL16-
Cornish	6				
Dayton	5				
Eliot	13	Eliot	$2,655		AL16-
Hollis	12				
Kennebunk	23	Kennebunk	$4,697		AL16-
Kennebunkport	13	Kennebunkport	$2,655		AL16-
Kittery	19				
Lebanon	21				
Limerick	8				
Limington	14				
Lyman	10				
Newfield	6				
North Berwick	12	North Berwick	$2,450		AL16-
Ogunquit	9	Ogunquit	$1,838		AL16-
Old Orchard Beach (OOB)	24	Old Orchard Beach	$4,901		AL16-
Parsonsfield	4				
Saco	70	Saco	$14,295		AL16-

Sanford	52	Sanford	$10,619		AL16-
Shapleigh	7				
South Berwick	18	South Berwick	$3,676		AL16-
Waterboro	26				
Wells	28	Wells	$5,718		AL16-
York	72	York	$14,703		AL16-
Grand Total	**3688**		**$750,000.00**	**$750,000.00**	

- Project Number: 2016-16AL

  Project Title: Specialized Law Enforcement Training

  Project Description:

This project funds the specialized training necessary for law enforcement officers in the detection, apprehension, and prosecution of motorists suspected of operating under the influence of alcohol and drugs. The Maine Impaired Driving Task Force has identified that a best practice methodology for OUI investigation in our State dictates a three-pronged approach: (1) the NHTSA approved curriculum in Standardized Field Sobriety Testing (SFST) which is mandatory to all new police officers trained at the Maine Criminal Justice Academy's Basic Law Enforcement Training Program; (2) the Advanced Roadside Impairment Driving Enforcement (ARIDE) offered to experienced patrol officers who desire better awareness of OUI drug cases; and (3) The Drug Recognition Expert (DRE) program for those police officers who excel in OUI Enforcement. We anticipate training over 200 officers in the various classes.

In addition to providing the basic funding for instructors, materials and supplies for these trainings, this project also provides travel expenses for DRE candidates to complete their field certifications in more densely populated States in order to meet their proficiency requirements without undue delay. The efficiently in rapidly getting DRE candidates appropriate drug impaired subject tests results in a better quality DRE graduate. DRE candidates who participate in the out of state field certifications can often get their proficiency requirements completed within a week (as opposed to six months or more in Maine). This training efficiency results in less time away from the officer's home agency (which reduces local costs), a better trained DRE who does not have to wait so long to utilize their skills, and likely better retention of DREs due to a lower burn out rate from such a long field certification process.

Lastly, this project also funds DREs who are appropriate candidates to attend the annual DRE conference and therefore keep current and proficient with the best and latest training information. The MeBHS recognizes the need to increase DREs and is actively working toward that goal. These projects are administered jointly with the impaired training coordinator and State DEC at the Maine Criminal Justice Academy (MCJA).

Project Justification:	CTW, Seventh Edition 2013: 2.0 "Deterrence" 7.1 "Enforcement in Drugged Driving"
Project Cost:	$50,725.36 (S. 402) $50,000.00 (S.405d)
Grantee:	MeBHS and the Maine Criminal Justice Academy jointly administer this project.

- Project Number: 2016-16AL

  Project Title: Impaired Driving Traffic Enforcement Equipment

Project Description:	This project will fund in whole or in part in-cruiser video cameras for law enforcement agencies needing new units. It is unknown the number of agencies that will request units, but we anticipate 50 agencies will participate in this funding opportunity. These cameras serve to assist law enforcement officers engaged in impaired driving enforcement efforts in the detection and prosecution of impaired drivers. WatchGuard 4RE In-Cruiser Video Cameras will be provided through an existing contract established in FY2015. Participating LEAs will provide a cash match for units. Because the agencies provide a cash match, we cannot determine beyond estimate, the actual number of agencies that will participate. The MeBHS reserves the ability to purchase units for departments as incentive for participation in national Impaired HVE campaigns. This project number will be assigned after the project is approved and the contract terms are updated. NHTSA may require in-cruiser video cameras to be proportionally funded in FFY2016.
Project Justification:	CTW, Seventh Edition 2013: 2.1: "Publicized Sobriety Checkpoint Programs" 2.2 "Publicized Saturation Patrol Programs 2.5 "Integrated Enforcement"
Project Cost:	$1,644,324.22 (S.405d)
Grantee:	Participating Agencies: TBD when grant opportunity is released

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Project Number:	2016-16AL
Project Title:	Maine Impaired Driving Summit
Project Description:	Impaired driving is an evolving problem on our highways. Since the 1980s, significant improvements have been made in the area of alcohol-impaired driving. Drugged driving, however, is a growing problem in the nation. According to the Centers for Disease Control and Prevention, approximately 18% of motor vehicle fatalities are associated with drugs other than alcohol. With no nationally-accepted standard for measuring the level of drug impairment, detecting drug-impaired drivers is challenging. GHSA supports elevating drugged driving to a national priority and calls upon states to implement strategies in drugged driving detection, enforcement, and prosecution. Substance-impaired driving should be approached as a single issue with comprehensive policies that address alcohol, illicit/illegal drugs, prescriptions, and over-the-counter medications. With our partners from AAA and the Office of the Maine Secretary of State, we intend to increase awareness of this growing issue by hosting a second annual summit in the Capitol, similar to the successful 2015 summit. The date and location for this summit will be determined upon contract negotiation with AAA. The project opportunity will be released upon approval of this Plan.

Project Justification:	The 2015 Impaired Driving Summit consisted of about 150 attendees. Five out of state national speakers presented at the conference. CEU's were granted to eligible participants in the legal field. A survey was conducted to measure the attendance and effectiveness of the Summit. Responses indicated a need for a yearly summit. Our goal is to increase the attendance of the 2016 Impaired Driving Summit and to encourage greater judicial and legislative attendance. The after event survey provided useful recommendations for ongoing annual summits in Maine.
Project Cost:	$20,000.00 (S.402)
Grantee:	AAA Northern New England

Project Number:	2016-16AL
Project Title:	Maine State Police Impaired Driving Reduction Position
Project Description:	This project supports the continuation of one Maine State Police Trooper FTE position within the Maine State Police (MSP) Traffic Safety Unit. This position assists the MeBHS and the MSP with the creation of and the administration and/improvement of various traffic safety programs aimed at reducing impaired driving. This position works closely with various partners and committees such as the MeBHS, MCJA, BMV, Impaired Driving Task Force , LEL and TSRP, etc., in order to deliver the best possible impaired driving reduction products and information in order to save lives. This will include, but will not be limited to, the DRE program, blood technician program, OUI/SFST instruction, ARIDE, impaired driving enforcement, educational speaking engagements, PSAs, awareness and prevention programs and legislative matters. This position will also assist with the development and administration of grant-funded OUI enforcement details and programs by the Maine State Police. This position will comply with all MeBHS federal and state mandates regarding the documentation of any necessary work product, program development, hours spent, etc. to ensure that the MeBHS has the necessary ongoing evidence of effectiveness to fund this position. This person will also be responsible for other duties as assigned by the Sergeant or the Commanding Officer of the Traffic Safety Unit. It is the intention of the MeBHS to monitor the successes of the grant as it is being conducted to conclude if any modifications need to be implemented. Work performed will be evaluated in order to conclude that the position is producing results.
Project Justification:	CTW, Seventh Edition 2013: 2.0 Deterrence
Project Cost:	$150,000.00 (S.402)
Grantee:	Maine State Police

Project Number:	2016-16AL
Project Title:	Law Enforcement Call-Out Reimbursement

Project Description:	This project is a direct result of the efforts of the Maine Impaired Driving Task Force. Multiple law enforcement members on the task force have expressed frustration with a lack of available on-duty DREs and Phlebotomy trained personnel which often results in the inability for law enforcement to properly investigate OUI and OUI Drugs crimes. Additionally, many of these agencies expressed a reluctance to allow over-time expenses that result from their officers responding to requests while off-duty because they lack the ability to pay the overtime for the activity. The MeBHS is attempting to increase participation in call-outs by reimbursing overtime expenses from any agency which provides allowable services on request. This maximizes the expertise of the limited number of officers in Maine. With the limited number of DRE's and Phlebotomy trained personnel, the Impaired Driving Task Force determined by polling law enforcement agencies in Maine that if the MeBHS reimbursed for an overtime callout then most agencies would be willing to make these resources more available therefore making impaired driving countermeasures more effective in rural areas of the state. It is not feasible to state the number of agencies that will participate in this reimbursement program. Participation was low in FFY2015, because it was the first year of implementation but we hope to increase participation in FFY2016 and will be educating departments on the program. Funds reserved for this project are an estimate of what we anticipate funding in call-out requests. The specially trained officers included in this proposal are DREs and Law Enforcement Phlebotomists Technicians (LEPTs) both of whom are trained by MeBHS sponsored OUI countermeasure programs. Also included is funding for expert witnesses which may be needed to assist the prosecution in establishing a proper foundation for the prosecution of OUI Drugs which utilize an LEPT. OUI Drugs cases, especially ones where blood drawn evidence is critical is a case of first impression to the higher courts in Maine. By having funding to assist prosecutors in obtaining the proper expert witness, Maine prosecutors are more likely to aggressively prosecute these crimes.
Project Justification:	NA. See Project Description for justification for this project.
Project Cost:	$295,875.59 (S.402)
Grantee:	MeBHS/MCJA

Project Number:	2016-16AL
Project Title:	Judicial Outreach Liaison
Project Description:	Funding will be reserved for the anticipated creation of a Judicial Outreach Liaison (JOL) position at the Maine Bureau of Highway Safety. The JOL will be responsible to develop a network of contacts with judges and judicial educators to promote judicial education related to sentencing and supervision of DWI offenders, court trial issues, and

	alcohol/drug testing and monitoring technology. Make presentations at meetings, conferences, workshops, media events and other gatherings, focusing on impaired driving and other traffic safety issues. The key to having a JOL is to be able to identify barriers that hamper effective training, education or outreach to the courts and recommend alternative means to address these issues and concerns. With the help of Traffic Safety Resource Prosecutor the JOL would be able to achieve uniformity is regards to impaired driving prosecution throughout the entire state of Maine. Understanding that having a JOL is a priority positon for NHTSA, Maine has reserved funds for this project in prior year highway safety plans. We made advancements in FFY15 and will continue to utilize the resources of the TSRP and the LEL and others to promote this project.
Project Justification:	CTW, Seventh Edition 2013: 3.1 "DWI Courts" 3.2 "Limits on Diversion and Plea Agreements" 3.3 "Court Monitoring" 3.4 "Sanctions"
Project Cost:	$200,000.00 (S. 405d)
Grantee:	MeBHS

Project Number:	2016-16AL
Project Title:	Local Prosecutor Training: "Impaired Driving Enforcement Investigation in Maine: An Overview for Prosecutors"
Project Description:	Maine's TSRP and Maine State Police Impaired Driving Reduction Trooper have collaborated to create an original 2-day class aimed at local Maine Prosecutors. The class presents the concepts and principles employed by law enforcement officers in OUI investigation; including alcohol and drug impairment, chemical testing, fatal motor vehicle investigation and relevant Maine case law. The class is accredited by the Maine Board of Bar Overseers for continuing legal education credits. A pilot class was conducted this year for the York County District Attorney's Office with positive reviews. The goal is to take this class to all of the prosecutorial districts in Maine during the year, with the possibility of annual updates. The funding covers lodging and travel, materials, and supplies for instructors.
Project Justification:	CTW, Seventh Edition 2013: 7.1 "Enforcement of Drugged Driving" 7.2 "Drugged Driving Laws"
Project Cost:	$50,000.00 (S.405d)
Grantee:	MeBHS

- Project Number: 2016-16AL

  Project Title: Prosecuting the Drugged Driver Training. NTLC

  Project Description: In conjunction with other efforts to increase the detection and apprehension of drugged drivers (such as Specialized Law Enforcement Training in DRE Evaluation, LEPTs, Local Prosecutor Training, our TSRP and proposed TSSPs, and the R.I.D.E. Teams), as well as the State HEET Lab's increased ability to test for drugs in blood with the addition of new equipment obtained through the highway safety plan, this project will increase our State's ability to prosecute these cases. The two and a half day training will consist of the National District Attorneys Association "Prosecuting the Drugged Driver" training and local speakers. The funds will cover training print/materials, travel, and fees associated with the training. MeBHS estimates that all DA's will be in attendance. Training place, date, and time are TBD.

  Project Justification: CTW, Seventh Edition 2013:

  7.1 "Enforcement of Drugged Driving"

  7.2 "Drugged Driving Laws"

  Project Cost: $50,000.00 (S.405d)

  Grantee: MeBHS

- Project Number: 2016-16AL

  Project Title: Law Enforcement Phlebotomy Technicians (LEPT)

  Project Description: Due partly to the rural nature of our State, Maine law enforcement experiences difficulty in some areas obtaining qualified people to draw blood within a time frame usable to OUI prosecution. Additionally in the more populated areas, many health care providers are reluctant to assist in drawing blood because of perceived patient-care conflicts, liability concerns, and the unwillingness to be subject to subpoenas from court. Training law enforcement officers for this function alleviates these concerns, reduces the time frame necessary from stop to test, and shortens the chain of custody issues – all of which produces better cases for prosecution in court. Maine has succeeded in having a LEPT Program. The program allows for law enforcement personnel to attend the Blood Tech Class, Refresher Class, and conduct over-time blood draws from any requesting agency. The LEPT program will be instructed by Southern Maine EMS. MeBHS has determined through contact from our LEL and Southern Maine EMS that the class is projected to have over 200 attendees during the FFY2016 fiscal year. The grant will fund the above, the consultant fees, and supplies. This type of training is available to all law enforcement officers that express an interest in becoming a Phlebotomy Technician. The intent of this program is to increase the amount of available Phlebotomy Technicians in the State of Maine in order to better combat the current drugged driving issue. Three classes

will be held throughout the state. Exact location of the trainings will be determine but are planned for Southern, Central and Northern Maine.

Project Justification: CTW, Seventh Edition 2013:

7.1 "Enforcement of Drugged Driving"

Project Cost: $100,000.00 (S.405d)

Grantee: Southern Maine EMS

Project Number: 2016-16AL

Project Title: Traffic Safety Special Prosecutors

Project Description: This project creates two Traffic Safety Special Prosecutors (TSSP) to provide full-time traffic safety related prosecution to selected Maine district attorney offices.

Maine's TSRP has been very successful working from the Highway Safety office in providing resources to law enforcement, prosecutors, motor vehicle hearings examiners, and State lab personnel. These resources include coordination of efforts in various areas where investigation and prosecution of traffic safety laws needs assistance through specialized training, communication, legal research and writing, and the advocacy of traffic safety improvement efforts within State government. This workload, combined with the rural nature of the State requiring long travel distances, makes courtroom prosecution challenging for the TSRP.

The proposed TSSP personnel would alleviate this problem by placing a Traffic Safety Special Prosecutor into two of Maine's prosecutorial districts (allocated by need). These TSSPs would work directly for the local District Attorney in the courtroom exclusively prosecuting traffic safety cases. Additionally, the TSSPs will communicate and coordinate weekly with the TSRP regarding traffic safety prosecution trends, while the TSRP will provide additional resources as needed for the TSSP and other state prosecutors. The system is designed to increase the efficiency and effectiveness of traffic safety prosecution in Maine with the TSRP focused on providing resources to the numerous agencies affected while the TSSPs provides direct prosecution on a full-time basis. A one-year Site placement agreement for the TSSP will be based upon evidence driven data with participating Maine prosecutors.

Project Justification: CTW, Seventh Edition 2013:

7.2 "Drugged Driving Laws"

Project Cost: $250,000.00 (S.405d)

Grantee: MeBHS

Project Title	Project Number	Budget $	Source
Program Management and Operations	2016-16AL	$125,000.00	S. 402
Planning and Administration S. 410	2016-16PA	$113,741.37	S. 410
Regional Impaired Driving Task Force Teams	2016-16AL	$120,000.00	S. 405d
Impaired Driving Roadside Testing Vehicle	2016-16AL	$500,000.00	S. 410 & 405d
Traffic Safety Resource Prosecutor	2016-16AL	$160,000.00	S.405d
Evidence Based Impaired Driving High Visibility Enforcement	2016-16AL	$750,000.00	S.405d
Specialized Law Enforcement Training	2016-16AL	$100,725.36	S.402 & 405d
Impaired Driving Traffic Enforcement Equipment	2016-16AL	$1,644,324.22	S. 405d
Impaired Driving Summit	2016-16AL	$20,000.00	S. 402
Maine State Police Impaired Driving Reduction Coordinator	2016-16AL	$150,000.00	S. 402
Law Enforcement Agency Specialized Callout Reimbursement	2016-16AL	$295,875.59	S. 402
Judicial Outreach Liaison	2016-16AL	$200,000.00	S. 405d
Local Prosecutor Training	2016-16AL	$50,000.00	S. 405d
Prosecuting the Drugged Driver Training. NTLC	2016-16AL	$50,000.00	S. 405d
Law Enforcement Phlebotomy Technicians (LEPT)	2016-16AL	$100,000.00	S. 405d
Traffic Safety Special Prosecutors	2016-16AL	$250,000.00	S. 405d
Subtotal		*$641,600.95*	*S. 402*
		$366,868.72	*S. 410*
		$3,621,196.87	*S. 405d*
Total		**$4,629,666.54**	

3.3 Occupant Protection & Child Passenger Safety

The 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 2012, 76 occupants were unrestrained, representing nearly 61% of fatalities involving motor vehicles for whom seatbelt status was known. In 2013 unrestrained occupant fatalities decreased to 56, representing 51% of fatalities.

In order to reach our goals of increasing seat belt use and decreasing injuries resulting from unrestrained driver and occupants, the MeBHS employs many aspects of the 4 E's (Enforcement, Education, Engineering, and Emergency Response).

The Maine Bureau of Highway Safety has consistently used enforcement as a tool to identify unrestrained occupants and plans to participate in the 2016 Click It or Ticket High Visibility Enforcement Campaign in FFY2016. Over 70 police agencies including Maine State Police participated in the 2013 Click or Ticket Campaign. Even though the MeBHS has seen an increase in the number of law enforcement departments participating in the Click It or Ticket Enforcement Campaign, unbelted fatalities continue to be a problem. Maine averaged 55 unbelted fatalities a year from 2009 to 2013.

From 2004 to 2008, Maine's seat belt usage rate increased, peaking at 83.0% in 2008. In the years following, the rate remained relatively stable, increasing only slightly in 2012 to a new high of 84.4%. In 2013, the rate declined to 83.0%. In FFY 2015 and the end of 2014 the seat belt usage rate increased to its highest percentage on record, 85%. The MeBHS is determined to reach out to the remaining 15% of the population that is not using seat belts in order to decrease that percentage. The annual seat belt use surveys provide the MeBHS with a tool to identify who and where to focus its efforts.

Surveys indicate that there is a significant difference between the observed seat belt use rates in women and men. In the 2013 survey, 79.5% of male drivers were observed wearing their seatbelts, compared with 87.2% of female drivers.

Gender and Status	Seatbelt Use Rate
Male Driver	79.5%
Male Passenger	71.9%
All Males	78.4%

Female Driver	87.2%
Female Passenger	91.6%
All Females	88.2%

The observational study shows that drivers of pickup trucks are well below the average for observed seat belt rate, which suggests that this demographic group should be a focus in the upcoming year.

Vehicle Type	Seatbelt Use Rate
Car	85.6%
SUV	86.6%
Truck	71.6%
Van	86.7%

Through research and data provided by MaineDOT, the MeBHS has identified counties with high concentrations of unbelted severe injury crashes and fatalities. As illustrated in the graph below, Aroostook, Cumberland, Hancock, Kennebec, Oxford, Penobscot, Somerset, and York Counties have been identified as problem areas.

In an effort to increase seat belt compliance and decrease unrestrained fatalities, multiple TOPAZ (Targeted Occupant Protection Awareness Zones) are planned for implementation over the next couple years. These TOPAZ teams will be made up of law enforcement officers in problem counties. It will take a number of years to establish a team in every problem area. These teams will be designed similarly to RIDE teams. Our TOPAZ teams will include the best law enforcement officers in the area of occupant protection to conduct focused seat belt enforcement in the above mentioned problem counties. This additional effort will help to increase compliance and decrease fatalities in those areas. The annual observational study conducted in the state of Maine has helped the MeBHS determine not only where the unbelted driving is primarily occurring; it has also identified the times at which unbelted driving tends to occur. TOPAZ teams will be informed about the specific problems in their areas and they will conduct strategic enforcement throughout their counties, focusing on male drivers and drivers operating passenger trucks.

In addition to developing TOPAZ Teams, MeBHS plans on increasing its seat belt enforcement grant opportunity in FFY2016. In the past MeBHS has offered a grant that encompassed the two week national Click It or Ticket Campaign, but we realize that unbelted fatalities occur year round. MeBHS will increase our two week campaign to encompass multiple months. These months will be determined through data research.

The MeBHS has consistently promoted the national Click It or Ticket message in order to educate the motoring public of Maine's enforcement efforts. This message promotes the benefits of wearing a seat belt. The Bureau works with its media vendor to promote the Click It or Ticket message throughout the state in order to reach the majority of Maine's population. The education goes beyond television and radio media to include a Sports Marketing Campaign. The MeBHS, with help from our sports marketing vendor, promotes the Click It or Ticket message during "You've Been

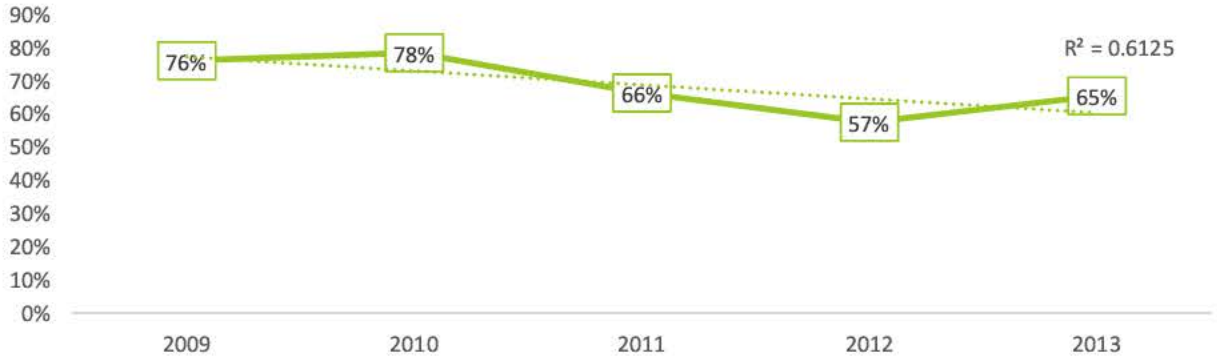
Ticketed" events, which occur throughout the state at various professional sporting venues, including the Portland Sea Dogs, Maine Red Claws, and the University of Maine Black Bears.

Facts

- 68% of those involved in fatal crashes between 2009 and 2013 were wearing seatbelts while 32% were not.
- The rate of occupants involved in fatal crashes who were wearing seatbelts decreased between 2009 and 2013, from 76% to 65%.

Seatbelt Use Over Time

While 68% of occupants involved in fatal crashes between 2009 and 2013 were wearing seatbelts, that rate varied from one year to another. At 57%, the lowest rate occurred in 2012. In 2013, that rate increased to 65%.



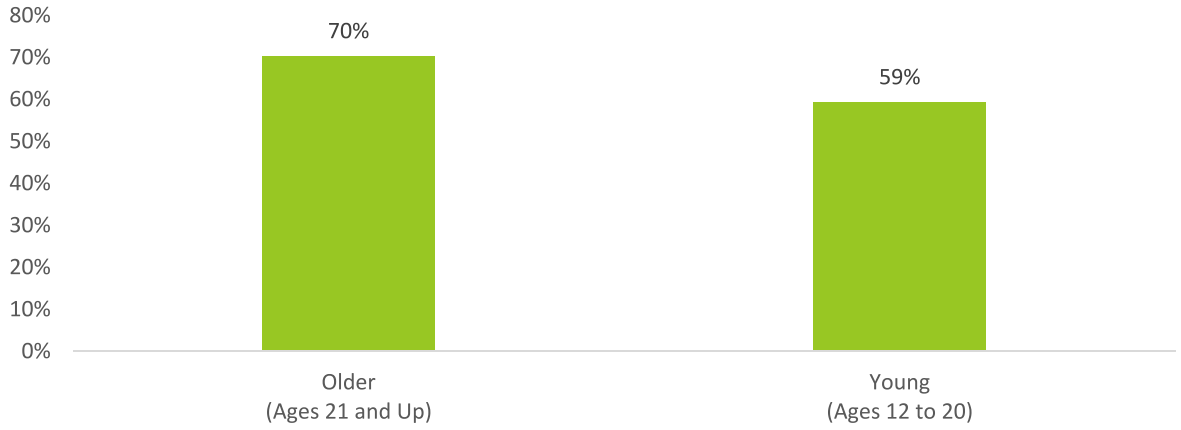
Seatbelt Use and Gender

Seatbelt use rate also varied depending upon occupant gender. Approximately 77% of females involved in fatal crashes were wearing seatbelts compared to 64% of males.



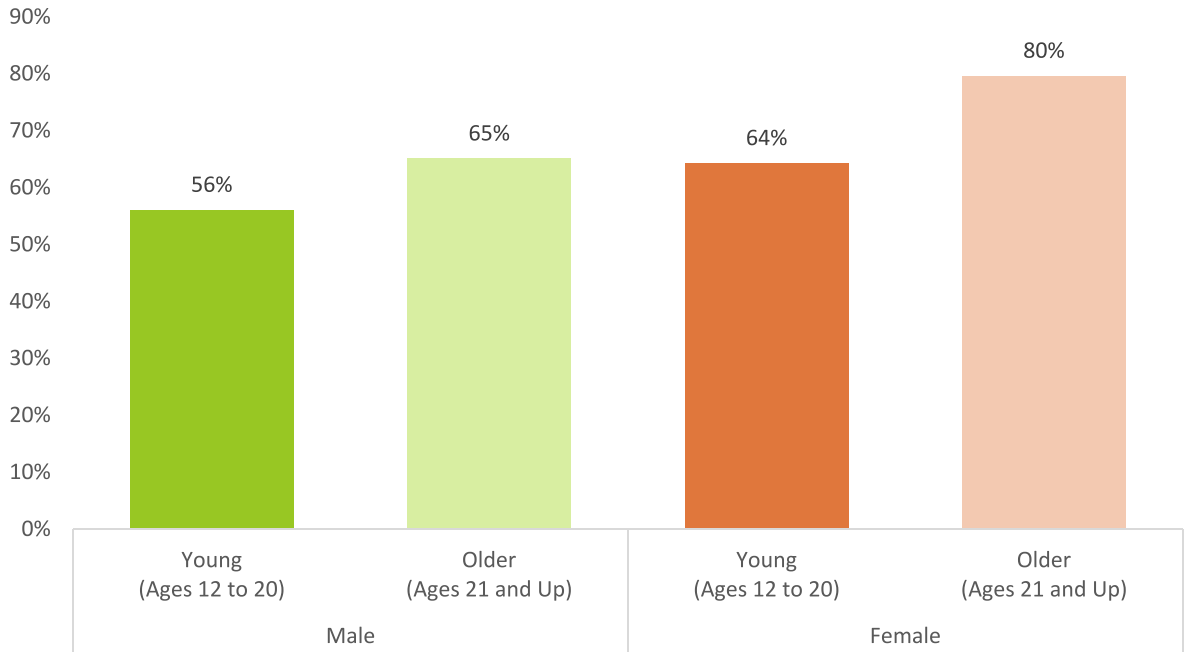
Seatbelt Use and Young Occupants

There was likewise a difference in distribution between young vehicle occupants (those 20 years of age and younger) and their older counterparts. Approximately 70% of older occupants involved in fatal crashes were wearing seatbelts compared to 59% of younger occupants.

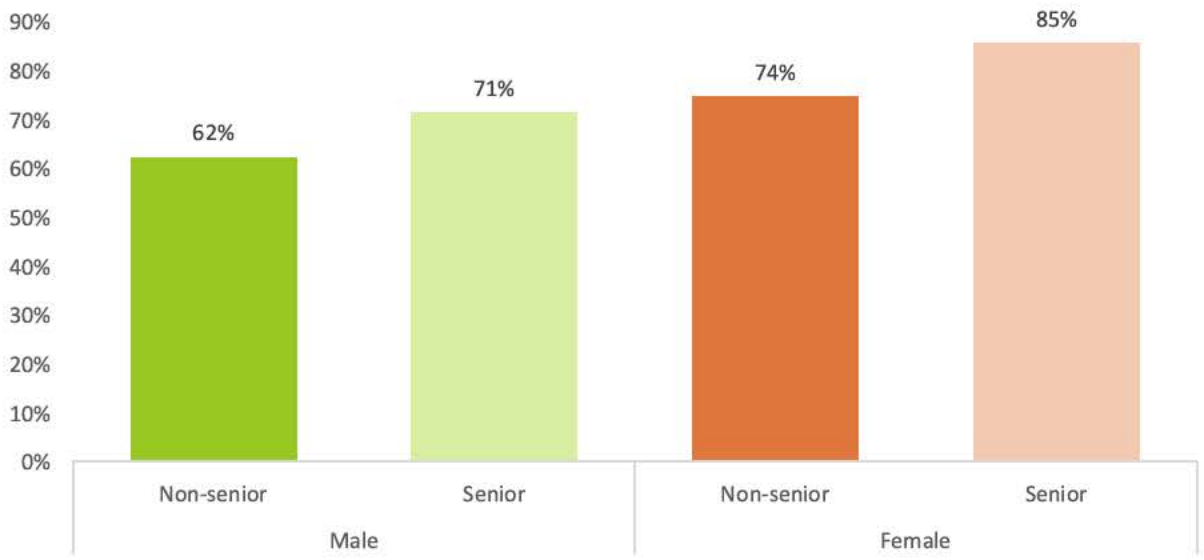


Seatbelt Use by Gender and Age

When seatbelt use is analyzed in terms of both gender and age, results show that young males were the least likely to buckle up. Approximately 56% of young males involved in fatal crashes were wearing seatbelts, followed by older males and young females, at 65% and 64% respectively. Older females were the most likely to buckle up, at 80%.

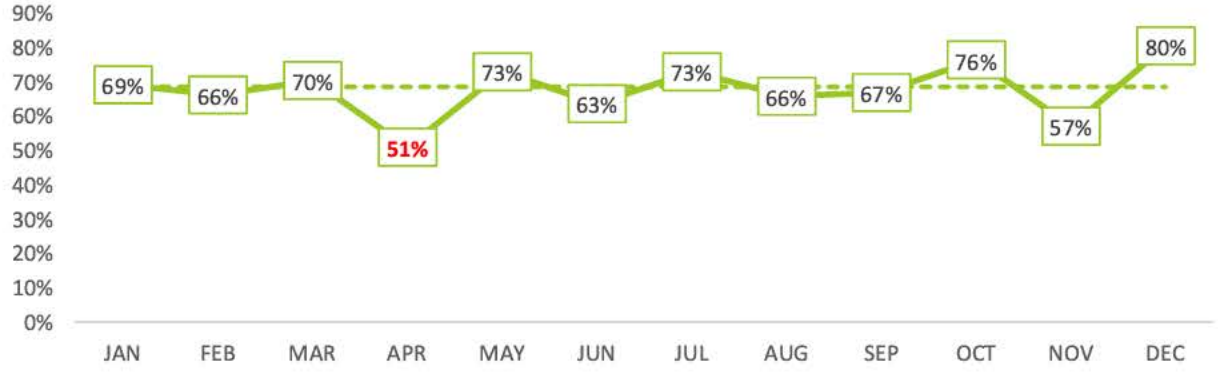


While the gender difference might be expected to disappear when occupants reach senior age (ages 65 and older), it does not. Approximately 71% of senior males involved in fatal crashes were buckled up compared to 85% of senior females.



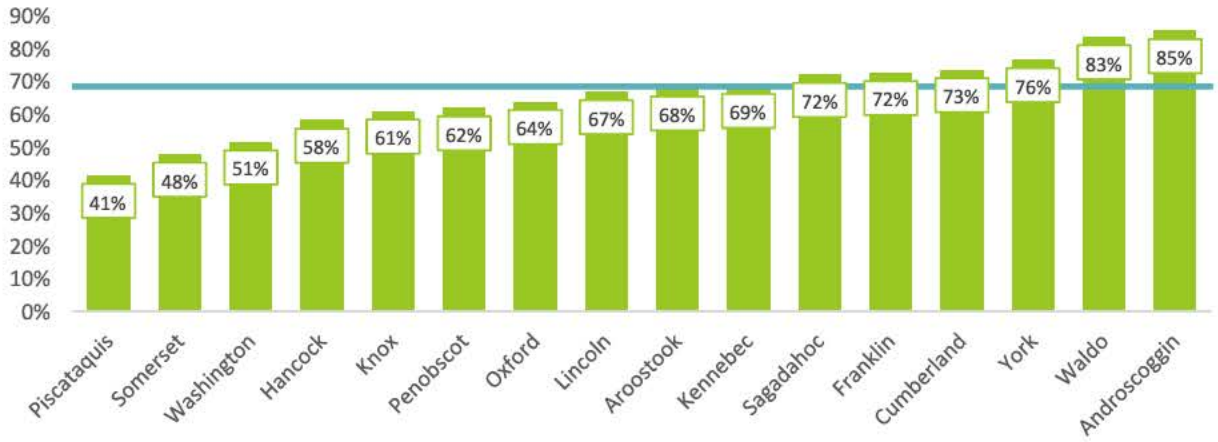
Seatbelts Use by Month

Seatbelt use varied slightly depending on time of year. A smaller proportion of people involved in fatal accidents were wearing seatbelts during crashes that occurred during April. This remained true even when controlling for the age and gender of individuals involved in fatal crashes. On average, 68% of occupants involved in fatal crashes were buckled up; during the month of April, only 51% of occupants were.



Seatbelt Use and County

Seatbelt use varies by county. The lowest rate was observed in Piscataquis, where approximately 41% of those involved in fatal crashes were belted, while the highest rate was observed in Androscoggin, where approximately 85% of occupants were belted.

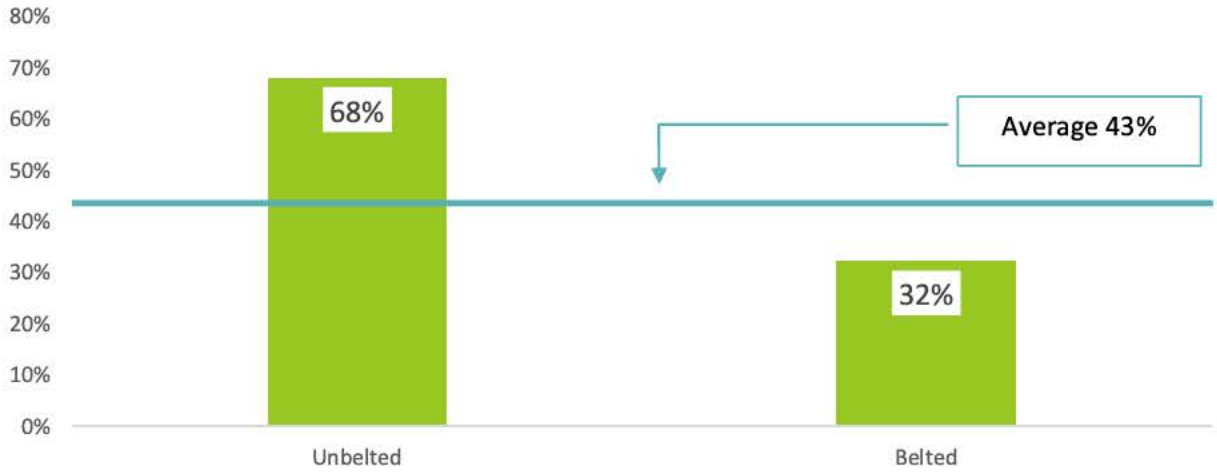


While four of the sixteen counties had seatbelt usage rates that were statistically below average (Piscataquis, Somerset, Washington, and Hancock), the actual number represented by two of these counties (Piscataquis and Washington) was relatively small, at 10 and 18 respectively. In terms of actual numbers, Penobscot, Cumberland, and York had the highest number of unbelted occupants at 49, 40, and 38 respectively. Notable, Hancock County was high in terms of both proportion of unbelted occupants (42%) and absolute number (37).

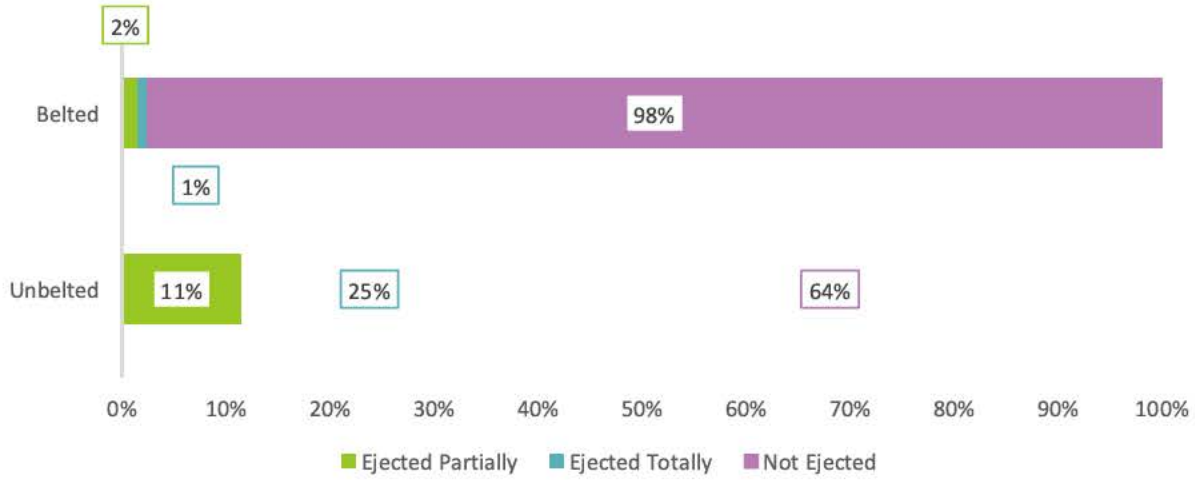
County	%	County	#
Piscataquis	59%	**Overall #**	**385**
Somerset	52%	Penobscot	49
Washington	49%	Cumberland	40
Hancock	42%	York	38
Knox	39%	Hancock	37
Penobscot	38%	Kennebec	34
Oxford	36%	Somerset	33
Lincoln	33%	Aroostook	29
Aroostook	32%	Oxford	20
Overall rate	**32%**	Franklin	19
Kennebec	31%	Washington	18
Sagadahoc	28%	Lincoln	16
Franklin	28%	Androscoggin	13
Cumberland	27%	Knox	11
York	24%	Piscataquis	10
Waldo	17%	Sagadahoc	9
Androscoggin	15%	Waldo	9

Seatbelt Usage and Fatalities

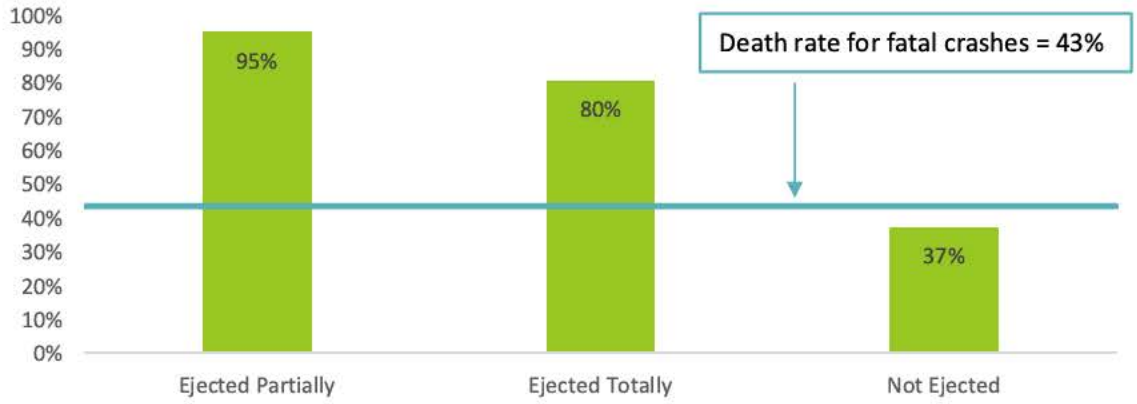
Approximately 43% of all people involved in fatal crashes between 2009 and 2013 died, but unbelted occupants died at more than double the rate (68%) of belted occupants (32%). Seatbelt use may partially determine who survives and who does not survive in a fatal crash.



Seatbelt use saves lives in part by preventing occupants from being ejected during fatal crashes. Approximately 36% of those who were not belted were ejected from their vehicles during fatal crashes, while only 2% of those who were belted were ejected.



Ejection, in turn, results in a much higher probability of death. While 37% of those who were not ejected nevertheless died, the rates were much higher for those who were totally or partially ejected. These rates were 80% and 95% respectively.



Occupant Protection Plan

The MeBHS staff is committed to continuing the programmatic progress and successes achieved in FFY 2015. In response to the requirements of the provisions defined in Moving Ahead for Progress in the 21 Century (MAP-21), section 1200.21, the MeBHS staff has designed and will implement strategies compliant with the provisions and requirements delineated in MAP-21. By the MAP-21 definition, Maine is categorized as a "*Lower Belt Rate Use State",* reporting a belt use rate of 85%. (It should be noted, "*High Belt Rate Use States"* are those reporting a 90% or higher use rate). Currently Maine is a primary seat belt use law state. A copy of the applicable statute(s) is included with this application in Appendix 4. Entering into FFY 2016, Maine continues to provide consistent, efficient, and sustained programmatic oversight of the state's Occupant Protection (OP) program. The staff will utilize the 2014 Occupant Protection assessment to evaluate critical information, recommendations, and advisories for the continued development and management of an effective and productive Occupant Protection program. In FFY2016 MeBHS will provide funding to the Maine State Police and other law enforcement agencies identified on page 82 of this HSP for enforcement of the occupant protection laws in each of Maine's sixteen counties. Combined, Maine law enforcement agencies provide enforcement coverage for all defined specific areas of the state. Working in harmony with the revised 2014 Maine Strategic Highways Safety Plan (SHSP), MeBHS staff will continue strong relationships with our traditional federal, state, and local partners, as well as those other partners entering into the Maine traffic safety community.

The MeBHS staff participates in all aspects of the various behavioral programs associated with the Maine SHSP. (Highway Safety) Education, Engineering, and Emergency Response issues are all components of Maine SHSP. MeBHS with the help of its safety partners intend to develop an Occupant Protection Task Force in FFY 2016. MeBHS staff works closely with the state's media contractor to create, design, and disseminate effective and focus media messaging to promote increasing levels of occupant protection. The targeted audience will remind those who have not been persuaded to utilize appropriate occupant protection devices. In particular, those males, in the 18-34 year age group who live in rural areas in the state. Supported by this messaging, earned media provides local outreach, through regional outlets, press, radio, television, social media, and in-place interaction with the community members at sponsored events and gatherings. FFY 2016 OP media strategy will take an updated approach to our traditional message in order to focus on the 15% that is not using their seat belt. The standard *Click It or Ticket* messaging will be immediately

reinforced by extended enforcement and media activity. This more comprehensive approach will be supported by a comparative increase in law enforcement attention to those who still remain without proper restraints.

Child Passenger Safety Technician Plan

Education continues through the Child Passenger Safety program. For the past 5 years Maine has experienced zero child passenger fatalities. The MeBHS attributes this to its child passenger safety efforts throughout the state. In 2016 the MeBHS will continue to expand its active network of child passenger safety distribution and inspection sites, which are currently located in a number of areas (listed below), providing service to the majority of the state's population. In the table below population data from the latest 2010 census is listed for each county. Maine's total population is 1.3 million and you can see that MeBHS' child passenger safety locations provide services to over 90% of its population. Child passenger safety technicians are located at each distribution site in order to make sure child safety seat recipients are educated on how to properly install the seats. These technicians are also available for instruction to new families transporting their children home from the hospital for the first time.

Inspection & Distribution Sites

Androscoggin County: 107, 702 (2010 census population)		
Central Maine Medical Center 300 Main Street Lewiston, ME 04240 207.795.2695		Distribution
Lisbon Emergency 42 Village Street Lisbon, ME 04250 207. 353-4079	Inspections	
St. Mary's Sisters of Charity Health Systems Women's Health Associates 330 Sabattus Street Lewiston, ME 04240 207. 777.4300		Distribution
Aroostook County: 71,870 (2010 census population)		
Aroostook Medical Center Pediatrics 23 North Street, Suite 1 Presque Isle, ME 04769 207.764.4913 (ask for Jen Robichaud)		Distribution
Cary Medical Center Child Department 163 Van Buren Road Caribou, ME 04736 207.498.1166		Distribution
Micmac Service Unit 8 Northern Road Presque Isle, ME 04769 207.764.1792		Distribution
Presque Isle Fire Department 43 North State Street, Suite A Presque Isle, ME 04769 207.769.0881	Inspections	Distribution
Houlton Band of Maliseet Indians Health Department 3 Clover Circle Houlton, ME 04730 207.532.2240		Distribution
Cumberland County: 281,674 (2010 census population)		
Catholic Charities Refugee and Immigration Services 80 Sherman Street Portland, ME 04101 207.523.2711		Distribution
Freeport Police Department 16 Main Street Freeport, ME 04032 207.865.4800	Inspections	

Gorham Fire Department 270 Main Street Gorham, ME 04038 207.222.1657	Inspections	Distribution
Westbrook Community Center 426 Bridge Street Westbrook, ME 04092 207.854.0676 ext. 268	Inspections	
Woodford's Family Service 15 Saunders Way Suite 900 Westbrook, ME 04062 207.878.9663		Distribution
Franklin County: 30,768 (2010 census population)		
Healthy Community Coalition 105 Mt. Blue Circle Suite #1 Farmington, ME 04938 207.779.3136		Distribution
Hancock County: 54,418 (2010 census population)		
Bar Harbor Fire Department 37 Firefly Lane Bar Harbor, ME 04609 207.288.5533	Inspections	
Ellsworth Fire Department 1 City Hall Plaza Ellsworth, ME 04605 207.667.8666 207.667.2168	Inspections	Distribution
Kennebec County: 122,151 (2010 census population)		
Augusta Police Department 33 Union Street Augusta, ME 04330 207.626.2370	Inspections	
Bureau of Highway Safety 45 Commerce Drive Augusta, ME 04333 207.626.3840	Inspection	Distribution
Community Health and Counseling Services Route 202 and Marshview Crossing East Winthrop, ME 04343 207.853.0644 Ext. 235		Distribution
Gardiner Police Department 6 Church Street Gardiner, ME 04345 207.582.5150 ext.344	Inspections	

KVCAP 97 Water Street Waterville, ME 04901 207.680.7200		Distribution
Southern Kennebec Child Development Corp. 337 Maine Avenue Farmingdale, ME 04344 207.582.3110		Distribution
Knox County: 39,736 (2010 census population)		
Knox County Sheriff's Office 301 Park Street Rockland, ME 04841 207.594.0429 (Ext. 717, 716, or 706)	Inspections	
Penobscot Bay Medical Center 6 Glen Cove Drive Rockport, ME 04856 207.596.8343	Inspections	Distribution
Rockland Fire Department 118 Park Street Rockland, ME 04841 207.594.0318	Inspections	Distribution
Lincoln County: 34, 457 (2010 census population)		
Oxford County: 57, 833 (2010 census population)		
Stephen's Memorial Hospital 181 Main Street Norway, ME 04268 207.743.1562 ext. 6955		Distribution
Penobscot County: 153,923 (2010 census population)		
Brewer Fire Department 151 Parkway South Brewer, ME 04412 207.989.7002	Inspections	
Health Access Network 175 West Broadway Lincoln, ME 04457 207.794.6700		Distribution
Orrington Fire Rescue 14 Johnson Mill Road Orrington, ME 04474 207.825.3570	Inspections	
Penobscot Indian Nation Health Center 23 Wabanaki Way Indian Island, ME 04468 207.817.7416		Distribution

Veazie Police Department 1084 Main Street Veazie, ME 04401 207.947.2358	Inspections	
Piscataquis County: 17, 535 (2010 census population)		
Mayo Regional Hospital - OB Dept 897 West Main Street Dover-Foxcroft, Me 04426 207.564.4292 207.564.4293		Distribution
Sagadahoc County: 35,293 (2010 census population)		
Bath Police Department 250 Water Street Bath, ME 04530 207.443.5563 ext. 212	Inspections	
Midcoast Maine Community Action 34 Wing Farm Parkway Bath, ME 04530 207.442.7963		Distribution
Somerset County: 52,228 (2010 census population)		
Redington-Fairview General Hospital 46 Fairview Avenue Skowhegan, ME 04976 207.474.5121 Ext. 427		Distribution
Sebasticook Valley Hospital 447 North Main Street Pittsfield, ME 04967 207.487.4098	Inspections	Distribution
Waldo County: 38,786 (2010 census population)		
Belfast Fire Department 273 Main Street Belfast, ME 04915 207.338.3827		Distribution
Searsport Police Department 3 Union Street Searsport, ME 04974 207.548.2304	Inspections	
Waldo Community Action Partners 9 Field Street, Suite 207 Belfast, ME 04915 207.338.3827 Ext 211 207.338.4769 Ext 313		Distribution

Washington County: 32,856 (2010 census population)		
Down East Community Hospital Family Outreach Services 11 Hospital Drive Machias, ME 04654 207.255.0481		Distribution
Passamaquoddy Health Center Peter Dana Road Princeton, ME 04668 207.796.2321 (Ext. 23 or 44)		Distribution
Pleasant Point Health Center WIC Services 11 Back Road Perry, ME 04667		Distribution
York County: 197,131 (2010 census population)		
Biddeford Police Department 39 Alfred Street Biddeford, ME 207.282.5127	Inspections	Distribution
Kennebunk Police Department 4 Summer Street Kennebunk, ME 04043 207.604.1365	Inspection	Distribution
Kittery Police Department 200 Rogers Road Kittery, ME 03904 207.439.1638	Inspection	Distribution
Saco Fire Department 271 North Street Saco, ME 04072 207.282.3244	Inspections	
Saco Police Department 20 Storer Street Saco, ME 04072 207.282.8216	Inspections	

Performance Targets

Occupant Protection Performance Target #1:

*To **maintain or decrease** unrestrained passenger vehicle occupant fatalities at the year count of 56 by December 31, 2016*

Occupant Protection Performance Target #2:

*To **increase** observed seat belt use by 1.9% from the 2013 baseline average 83% to 85% by December 31, 2016.*

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Projects

- Project Number: OP16-001

  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 Justification: Administrative

  Project Cost: $175,000.00 (S.402)

- Project Number: OP16-002

  Project Title: Occupant Protection Program Operations and Maintenance

  Project Description: Costs associated with the procurement, use, purchase, and maintenance of highway safety vehicles and equipment used in the promotion of education: this budget includes the costs for insurance, gasoline, repairs, labor, tires, wipers and other needed repairs to the vehicle that is used to tow our Seat Belt Convincer, CPS trailer and the Rollover. Maintenance of our CPS trailer, Seat Belt Convincer and Rollover Demonstration vehicle are also included in this project. Maintenance can include paint, rust repairs, mechanical repairs and other needed repairs in order to keep vehicles in good and safe working condition.

  Following standard practice and requirements no equipment in excess of $5,000.00 will be purchased without express approval in writing by NHTSA.

  Project Justification: Administrative

  Project Cost: $20,000.00 (S.402)

  Grantee: MeBHS

- Project Number: 2016-16OP

  Project Title: *Click It or Ticket* High Visibility Enforcement Campaign & Increased Seat Belt Enforcement

Project Description:	Funds will support dedicated overtime costs associated with daytime and nighttime enforcement and education for the May 2016 NHTSA *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 anticipated as outlined below following the State standard process for Request for Proposal and contracting. Maine's observed seat belt usage increased to 85% in FFY2015. In order to further drive our seat belt compliance rate towards 90% and to reduce unbelted fatalities Maine will extend its seat belt enforcement to encompass not only the May *Click It or Ticket* enforcement period, but will include the months of March and April of 2016. This will increase high visibility enforcement and reduce unbelted fatalities. This enforcement plan requires continuous follow up. It is the intention of the 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 numbers will be assigned after contracts with LEA's are awarded. A media plan will be developed with MeBHS's media vendor NL Partners. Maine uses a State occupant protection slogan,"Buckle Up No Excuses", which is currently being broadcasted through social, television and radio media avenues.
Funding Schema:	Next to each county is the percentage of the unbelted crashes that occurred inside those county limits from 2010 – 2013. Each county receives that same percentage of the total grant budget of $575,000.00, so for example Androscoggin represents 6.0% of the Maine unbelted related crash problem and will receive $34,500.00. Maine allocates the county wide funding based on the percentage of the problem in each town located in that county. Thus out of the 141 unbelted crashes that occurred in Androscoggin County 36 of those crashes occurred in the city of Lewiston. That represents 26% (36/141) of the unbelted crash problem in Androscoggin County, so Lewiston will receive 26% of the total county funding which equals $8,809.00.
Project Justification:	CTW, Seventh Edition 2013: 2.1 "Short-Term High Visibility Belt Law Enforcement" 2.2 "Combined Enforcement, Nighttime"
Project Cost:	$425,000.00 (S. 405b) $150,000.00 (S. 402) $575,000.00 Total Project
Grantees:	Refer to list below for participating LEA's.

Unbelted crashes 2010 - 2013					
If a LEA is not listed - Jurisdiction for that town belongs to the County Sheriff Office					
Row Labels	Sum of Crashes	Responding LEA	LEA Budget	Total County Budget	Sub grant Identifier
Androscoggin (6.0%)	**141**	Androscoggin SO	$13,213	$34,500	OP16-
Auburn	43	Auburn	$10,521		OP16-
Durham	5				
Greene	6				
Leeds	6				
Lewiston	36	Lewiston	$8,809		OP16-
Lisbon	3				OP16-
Livermore	1				
Livermore Falls	3				OP16-
Mechanic Falls	3				OP16-
Minot	7				
Poland	9				
Sabattus	8	Sabattus	$1,957		OP16-
Turner	7				
Wales	4				
Aroostook (7.0%)	**174**	Aroostook SO	$24,983	$40,250	OP16-
Allagash	1				OP16-
Amity	1				
Bancroft	1				
Benedicta Twp	2				
Blaine	4				
Bridgewater	3				
Caribou	16	Caribou	$3,701		OP16-
Castle Hill	2				
Caswell	1				
Chapman	2				
Connor Twp	1				
Crystal	2				
Cyr Plt	1				
Dyer Brook	1				

Easton	4				
Fort Fairfield	6	Fort Fairfield	$1,388		OP16-
Fort Kent	6	Fort Kent	$1,388		OP16-
Frenchville	5				
Glenwood Plt	1				
Grand Isle	2				
Hamlin	1				
Hersey	1				
Hodgdon	9				
Houlton	17	Houlton	$3,932		OP16-
Island Falls	4				
Linneus	1				
Littleton	1				
Ludlow	4				
Madawaska	2				OP16-
Madawaska Lake Twp	2				
Mapleton	3				
Mars Hill	3				
Masardis	1				
New Canada	2				
New Limerick	3				
New Sweden	1				
Orient	1				
Perham	1				
Portage Lake	2				
Presque Isle	21	Presque Isle	$4,858		OP16-
Reed Plt	2				
Saint Agatha	2				
Saint John Plt	2				
Sherman	4				

Smyrna	2				
Stockholm	2				
T17 R4 WELS	1				
T9 R5 WELS	1				
TA R2 WELS	1				
Van Buren	3				OP16-
Wallagrass	3				
Washburn	2				
Westfield	1				
Weston	2				
Winterville Plt	3				
Woodland	1				
Cumberland (14%)	**357**	Cumberland SO	$18,490	$80,500	OP16-
Baldwin	3				OP16-
Bridgton	10				
Brunswick	13	Brunswick	$2,931		OP16-
Cape Elizabeth	1				OP16-
Casco	6				
Chebeague Island	1				OP16-
Cumberland	7	Cumberland	$1,578		OP16-
Falmouth	8	Falmouth	$1,804		OP16-
Freeport	10	Freeport	$2,255		OP16-
Gorham	23	Gorham	$5,186		OP16-
Gray	6				
Harpswell	2				

Harrison	3				
Long Island	1				
Naples	9				
New Gloucester	9				
North Yarmouth	3				
Portland	91	Portland PD	$20,520		OP16-
Pownal	3				
Raymond	7				
Scarborough	30	Scarborough	$6,765		OP16-
Sebago	4				
South Portland	46	South Portland	$10,373		OP16-
Standish	14				
Westbrook	16	Westbrook	$3,608		OP16-
Windham	26	Windham	$5,863		OP16-
Yarmouth	5	Yarmouth	$1,127		OP16-
Franklin (3.0%)	**83**	Franklin SO	$8,313	$17,250	OP16-
Avon	2				
Carrabassett Valley	1				OP16-
Carthage	4				
Chesterville	1				
Coplin Plt	1				
Dallas Plt	1				
Eustis	1				
Farmington	14	Farmington	$2,910		OP16-
Freeman Twp	2				

Industry	4				
Jay	15	Jay	$3,117		OP16-
Kingfield	3				
Madrid Twp	1				
New Sharon	3				
New Vineyard	6				
Rangeley	1				OP16-
Rangeley Plt	3				
Sandy River Plt	1				
Strong	1				
Township E	1				
Weld	3				
Wilton	14	Wilton	$2,910		OP16-
Hancock (7.0%)	**184**	Hancock SO	$30,406	$40,250	OP16-
Amherst	1				
Bar Harbor	12	Bar Harbor	$2,625		OP16-
Blue Hill	14				
Brooklin	3				
Brooksville	1				
Bucksport	12	Bucksport	$2,625		OP16-
Castine	3				
Cranberry Isles	1				
Dedham	6				
Deer Isle	17				
Eastbrook	2				

Ellsworth	21	Ellsworth	$4,594		OP16-
Fletchers Landing Twp	1				
Franklin	7				
Gouldsboro	2				OP16-
Hancock	8				
Lamoine	6				
Mariaville	1				
Mount Desert	6				OP16-
Orland	9				
Osborn	1				
Penobscot	4				
Sedgwick	8				
Southwest Harbor	2				OP16-
Stonington	9				
Sullivan	6				
Surry	8				
T22 MD	2				
Tremont	1				
Trenton	8				
Verona Island	1				
Winter Harbor	1				OP16-
Kennebec (10.0)%)	**242**	Kennebec SO	$24,236	$57,500	OP16-
Albion	6				
Augusta	55	Augusta	$13,068		OP16-
Belgrade	4				

Benton	10				
Chelsea	8				
China	7				
Clinton	8				
Farmingdale	3				
Fayette	2				
Gardiner	10	Gardiner	$2,376		OP16-
Hallowell	7	Hallowell	$1,663		OP16-
Litchfield	7				
Manchester	5				
Monmouth	10	Monmouth	$2,376		OP16-
Mount Vernon	1				
Oakland	12	Oakland	$2,851		OP16-
Pittston	3				
Randolph	2				
Readfield	4				
Rome	2				
Sidney	7				
Unity Twp	2				
Vassalboro	6				
Vienna	1				
Waterville	10	Waterville	$2,376		OP16-
Wayne	4				
West Gardiner	5				
Windsor	5				

Winslow	18	Winslow	$4,277		OP16-
Winthrop	18	Winthrop	$4,277		OP16-
Knox (3.0%)	**87**	Knox SO	$15,466	$17,250	OP16-
Appleton	5				
Camden	5				OP16-
Cushing	6				
Friendship	3				
Hope	4				
Owls Head	4				
Rockland	9	Rockland	$1,784		OP16-
Rockport	2				OP16-
Saint George	10				
South Thomaston	3				
Thomaston	3				OP16-
Union	8				
Vinalhaven	8				
Warren	9				
Washington	8				
Lincoln (3.0%)	**66**	Lincoln SO	$10,455	$17,250	OP16-
Alna	1				
Boothbay	4				
Boothbay Harbor	5	Boothbay Harbor	$1,307		OP16-
Bremen	5				
Bristol	4				
Damariscotta	4	Damariscotta	$1,045		OP16-

Dresden	3				
Edgecomb	3				
Jefferson	7				
Newcastle	5				
Nobleboro	5				
Waldoboro	11	Waldoboro	$2,875		OP16-
Westport Island	1				
Whitefield	2				
Wiscasset	6	Wiscasset	$1,568		OP16-
Oxford (5.0%)	**131**	Oxford SO	$18,216	$28,750	OP16-
Andover	2				
Bethel	7				OP16-
Brownfield	4				
Buckfield	8				
Canton	3				
Denmark	1				
Dixfield	3				OP16-
Fryeburg	11	Fryeburg	$2,414		OP16-
Gilead	1				
Grafton Twp	1				
Greenwood	2				
Hanover	1				
Hartford	2				
Hebron	2				
Hiram	6				

Lovell	1				
Mason Twp	1				
Mexico	1				OP16-
Newry	1				
Norway	5	Norway	$1,097		OP16-
Otisfield	1				
Oxford	17	Oxford	$3,731		OP16-
Paris	10	Paris	$2,195		OP16-
Peru	8				
Porter	9				
Rumford	5	Rumford	$1,097		OP16-
Stow	3				
Sumner	6				
West Paris	7				
Woodstock	2				
Penobscot (13.0%)	**317**	Penobscot SO	$45,510	$74,750	OP16-
Alton	3				
Bangor	59	Bangor	$13,912		OP16-
Bradford	5				
Bradley	1				
Brewer	12	Brewer	$2,830		OP16-
Carmel	12				
Carroll Plt	1				
Charleston	3				
Chester	1				

Clifton	4				
Corinna	5				
Corinth	8				
Dexter	5	Dexter	$1,179		OP16-
Dixmont	6				
Drew Plt	1				
East Millinocket	1				OP16-
Eddington	5				
Edinburg	1				
Enfield	4				
Etna	3				
Exeter	3				
Garland	4				
Glenburn	6				
Greenbush	4				
Hampden	4				OP16-
Hermon	19				
Holden	5	Holden	$1,179		OP16-
Howland	2				
Hudson	4				
Kenduskeag	3				
Lagrange	1				
Lee	4				
Levant	8				
Lincoln	9	Lincoln PD	$2,122		OP16-

Lowell	1				
Mattamiscontis Twp	2				
Maxfield	1				
Milford	6				
Millinocket	8				OP16-
Mount Chase	2				
Newburgh	4				
Newport	10	Newport	$2,358		OP16-
Old Town	16	Old Town	$3,773		OP16-
Orono	8	Orono	$1,886		OP16-
Orrington	6				
Patten	6				
Plymouth	7				
Prentiss Twp T7 R3 NBPP	3				
Springfield	3				
Stacyville	1				
Stetson	5				
T1 R6 WELS	1				
T1 R8 WELS	1				
T2 R8 NWP	3				
T2 R9 NWP	1				
T3 Indian Purchase Twp	2				
Veazie	1				OP16-
Webster Plt	1				
Winn	2				

Piscataquis (1.0%)	**27**	Piscataquis SO	$4,472	$5,750	OP16-
Abbot	1				
Brownville	1				OP16-
Dover-Foxcroft	6	Dover-Foxcroft	$1,278		OP16-
Ebeemee Twp	1				
Greenville	3				OP16-
Guilford	1				
Milo	3				OP16-
Monson	1				
Moosehead Junction Twp	1				
Orneville Twp	3				
Parkman	2				
Sangerville	1				
Sebec	3				
Sagadahoc (2.0%)	**45**	Sagadahoc SO	$6,389	$11,500	OP16-
Bath	8	Bath	$2,044		OP16-
Bowdoin	5				
Bowdoinham	8				
Georgetown	2				
Phippsburg	2				OP16-
Richmond	3				OP16-
Topsham	12	Topsham	$3,067		OP16-
West Bath	1				
Woolwich	4				
Somerset (6.0%)	**159**	Somerset SO	$22,566	$34,500	OP16-

Anson	8				
Athens	1				
Bingham	2				
Canaan	9				
Concord Twp	3				
Cornville	8				
Detroit	3				
Embden	1				
Fairfield	15	Fairfield	$3,255		OP16-
Harmony	1				
Hartland	2				
Jackman	3				
Johnson Mountain Twp	2				
Lexington Twp	1				
Madison	11				
Mercer	1				
Moscow	1				
New Portland	5				
Norridgewock	13				
Palmyra	10				
Pittsfield	10	Pittsfield	$2,170		OP16-
Pleasant Ridge Plt	1				
Ripley	1				
Rockwood Strip T1 R1	1				
Saint Albans	8				
Sandy Bay Twp	1				

Skowhegan	30	Skowhegan	$6,509		OP16-
Smithfield	3				
Solon	1				
The Forks Plt	2				
Tomhegan Twp	1				
Waldo (4.0%)	**106**	Waldo County SO	$23,000	$23,000	OP16-
Belfast	12				OP16-
Belmont	1				
Brooks	6				
Burnham	5				
Frankfort	3				
Freedom	3				
Islesboro	1				
Jackson	1				
Knox	2				
Liberty	2				
Lincolnville	4				
Montville	3				
Morrill	5				
Northport	5				
Palermo	4				
Prospect	4				
Searsmont	4				
Searsport	12				OP16-
Stockton Springs	2				

Swanville	4				
Thorndike	1				
Troy	4				
Unity	9				
Waldo	2				
Winterport	7				
Washington (5.0%)	**125**	Washington SO	$22,310	$28,750	OP16-
Addison	5				
Alexander	1				
Baileyville	5	Baileyville	$1,150		OP16-
Baring Plt	3				
Beals	4				
Calais	7	Calais	$1,610		OP16-
Cathance Township	1				
Cherryfield	8				
Columbia	3				
Columbia Falls	5				
Cooper	2				
Danforth	2				
Devereaux Twp	1				
East Machias	4				
Edmunds Twp	1				
Greenlaw Chopping Twp	1				
Harrington	9				
Jonesboro	3				

Jonesport	7				OP16-
Lubec	7				
Machias	10	Machias	$2,300		OP16-
Machiasport	1				
Marshfield	2				
Meddybemps	1				
Milbridge	6	Milbridge	$1,380		OP16-
Pembroke	5				
Perry	2				
Princeton	2				
Robbinston	3				
Roque Bluffs	3				
Steuben	3				
T26 ED BPP	1				
T30 MD BPP	1				
Trescott Twp	2				
Vanceboro	1				
Waite	1				
Whiting	2				
York (11.0%)	**281**	York SO	$20,033	$63,250	OP16-
Acton	6				
Alfred	6				
Arundel	6				
Berwick	12	Berwick	$2,701		OP16-
Biddeford	26	Biddeford	$5,852		OP16-

Buxton	10	Buxton	$2,251		OP16-
Cornish	8				
Dayton	3				
Eliot	4				
Hollis	3				
Kennebunk	11	Kennebunk	$2,476		OP16-
Kennebunkport	4				OP16-
Kittery	11	Kittery	$2,476		OP16-
Lebanon	18				
Limerick	4				
Limington	2				
Lyman	4				
Newfield	1				
North Berwick	10	North Berwick	$2,251		OP16-
Ogunquit	7	Ogunquit	$1,576		OP16-
Old Orchard Beach	4				OP16-
Parsonsfield	3				
Saco	18	Saco	$4,052		OP16-
Sanford	25	Sanford	$5,627		OP16-
Shapleigh	3				
South Berwick	12	South Berwick	$2,701		OP16-
Waterboro	10				
Wells	17	Wells	$3,827		OP16-
York	33	York	$7,428		OP16-
Grand Total	**2525**		**$575,000.00**	**$575,000.00**	

Project Number:	2016-16OP
Project Title:	Targeted Occupant Protection Awareness Zones (TOPAZ) Enforcement Team Project
Project Description:	To increase seatbelt usage in areas of the State that have shown, historically, that noncompliance remains an issue. MeBHS will be developing TOPAZ Enforcement Grants in order to develop enforcement teams in the problem counties, such as Cumberland, Hancock, Kennebec, Penobscot, Somerset, and York. These counties, as shown by the crash data in the table on page 75, suffer from greater incidences of unbelted fatalities. The TOPAZ grant teams will engage in Saturation and safety checkpoints which are proven countermeasures to increase seat belt compliance. These teams will be constructed in a similar fashion to our RIDE Teams and will be made up of dedicated law enforcement officers. TOPAZ grants will be awarded to agencies in these target zones at specific times of the year. Agencies with other MeBHS grants have been required to increase their local media efforts in order to strengthen the grant program. Agencies are required to incorporate a media release in their grant jurisdiction to increase the reach their efforts.
Project Justification:	CTW, Seventh Edition 2013: 2.3 “Sustained Enforcement”
Project Cost:	$163,915.42 (S. 405b)
Grantees:	TBD .

Project Number:	2016-16CR
Project Title:	Child Seats, Supplies and Educational Materials 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. The safety seats include: Convertible car seats and high back boosters, car beds, harness and pad replacement kits for car bed loaners, car seat levelers (pool noodles Made in the U.S.A) used to assist in proper car seat installation and education to families. Educational materials include: Bureau CPS brochures explaining Maine law and federal recommendations for greater safety; bookmarks outlining Maine law for booster seat use and the 5 step test to ensure continued boosters seat use until proper seat belt fit. Approximately 1,500 safety seats were distributed last year to income eligible families but the demand for seats for families continues to grow. Car seats are issued monthly, as needed, to locations that provide specific data. Data required includes: a calendar month summary with the number of parents/caregivers and

	children with the particular car seat type issued; corresponding distribution forms with detailed recipient information with car seat type and model numbers; and the car seat order form with current inventory totals must all be submitted before car seats are approved for order. The top distribution sites in the state of Maine include: Down East Community Hospital in Machias, 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, 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 Justification:	CTW, Seventh Edition 2013: 7.2 "Child Restraint Distribution Programs"
Project Cost:	$122,201.40.00 (S.402) $ 75,168.00 (S. 405b-5%) $197,369.40 Total Project
Grantee:	MeBHS and distribution sites

Project Number:	2016-16OP
Project Title:	Annual Observational Surveys
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. The survey will be conducted in the two weeks immediately following the May Click It Or Ticket Enforcement Campaign. This is a project required by NHTSA. Funds will also support a contract with a vendor chosen from RFP for the MeBHS child passenger observational and attitudinal surveys. An annual child passenger safety observational study, although costly, was suggested for implementation during our 2014 Occupant Protection Assessment as a way for us to judge and evaluate the effectiveness of our child passenger safety program(s).
Project Justification:	CTW, Seventh Edition 2013: 1.1 "State Primary Enforcement Belt Use Laws" 6.1 "Communications and Outreach Strategies for Older Children" 6.2 "Communications and Outreach Strategies for Booster Seat Use
Project Cost:	$225,000.00 (S. 405b)
Grantee:	Muskie School of Public Service, University of Southern Maine & TBD

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- Project Number: 2016-16CR
  Project Title: Child Passenger Safety Technician and Instructor Training
  Project Description: Funds will support the training and certification for new and current technicians as well as recertification for those with expired credentials. Having well-trained technicians has been proven to increase knowledge of occupant protection safety of children, parents, guardians and caregivers. The Bureau anticipates 3 certification trainings for FFY2016. Potential training locations are United Ambulance in Lewiston Maine, and facilities TBD in Bangor and Machias Maine. Training locations will accommodate participants in central/western, southern, and northern counties. Course renewal training is anticipated in Augusta at the Bureau of Highway Safety Office.
  Project Justification: CTW, Seventh Edition 2013:
  7.3 “Inspection Stations”
  Project Cost: $112,622.22 (S. 405b)
  Grantee: MeBHS

- Project Number: 2016-16CR
  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 or Technician Proxy. Technicians will be asked to coincide appointments with the public for seat sign-offs as 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/Proxies 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 Justification: CTW, Seventh Edition 2013:
  7.3 “Inspection Stations”
  Project Cost: $20,000.00 (S.402)
  $65,675.34 (S.2011)
  $85,675.34 Total Project

Grantee: MeBHS

- Project Number: 2016-16OP

Project Title: Occupant Protection Task Force

Project Description: Funds will support costs associated with the newly established task force which is comprised of traffic safety experts, medical professionals, advocates, parents, youths, and survivors. During 2016 the Task Force will look to develop a comprehensive occupant protection program strategy, specifically addressing the declining or stagnant seat belt use rate, the over-representation of unbelted teen fatalities, and the low male and pickup truck driver belt use rates. The group will also strive to create a comprehensive defense against attempts to weaken or repeal Maine's existing Occupant Protection laws, while looking for ways to strengthen and clarify it. The Task Force looks to integrate 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 help promote the Parental Education Program. With a project cost less than $5k; it is expected to cover incidental expenses involved with operation of the task force and retaining memebers that need to travel long distances to be present when required. Costs involved may include travel reimbursement (mileage and lodging), training, presenter and speaker fees and other costs associated with quarterly meetings. This was a project recommendation from the 2014 Occupant Protection Assessment.

Project Justification: CTW, Seventh Edition 2013 Section 2:

3.1 "Communications and Outreach Supporting Enforcement"

3.2 "Communications and Outreach Strategies for Low Belt Use Groups"

6.1 "Communications and Outreach Strategies for Older Children"

6.2 "Communications and Outreach Strategies for Booster Seat Use"

Project Cost: $1663.40 (S. 402)

$3,254.42 (S.405)

$4,917.82 Total Project

Grantee: MeBHS

- Project Number: 2016-16OP

  Project Title: Traffic Safety Educator

  Project Description: This full-time position allows for traffic safety education and outreach to individuals of all ages. This includes Convincer and Rollover demonstrations, driving simulations and the use of the Highway Safety display at schools, colleges, health fairs, community centers, etc. The Seat Belt Education Program, which is encompassed in the traffic safety education program, reaches close to 4,000 citizens each year and provides education to all school grades K-12, private businesses, and state agencies. This position has been filled by the RFP process and has proven to be the BHS's most effective tool for reaching school-aged children and others outside of our media education. 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 received for the program's services which continue to increase each year. . Funds will support the full time position.

  Project Justification: CTW, Seventh Edition 2013 Section 2:

  3.1 "Communications and Outreach Supporting Enforcement"

  3.2 "Communications and Outreach Strategies for Low Belt Use Groups"

  6.1 "Communications and Outreach Strategies for Older Children"

  7.1 "School Programs"

  Project Cost: $170,000.00 (S.402)

  Grantee: A non-profit vendor will be selected through a Request for Proposal process that will be administered in July of 2015. Once a vendor is selected NHTSA Region 1 office will be notified.

- Project Number: 2016-16CP

  Project Title: Tween & Pre-Driver Education

  Project Description: The MeBHS will work with Healthy Maine Partnerships in Cumberland, York, Kennebec, and Penobscot Counties (the counties shown to have the highest unbelted fatalities) to pilot The Healthy Maine Partnerships will implement the described program over most of the school year (Oct 1 until mid to late May). NHTSA educational materials, as well as other material targeted at this age group, will be utilized throughout the program.

  The MeBHS will work with Healthy Maine Partnerships in Cumberland, York, Kennebec, and Penobscot Counties (the counties shown to have the highest unbelted fatalities) to pilot an education campaign targeting middle school aged children. During the program, which will span most of the school year, grantees will work with schools to conduct a pre & post survey (created in consultation with BHS) to evaluate seat belt usage rates and back seat

compliance rates for children 12 and under, provide traffic safety education and information to the students and their parents, with a high focus on seat belt use, and work with students to create a media campaign to encourage their peers (as well as other age groups) to always ride safely (under $5,000 do not require an individual RFP). This project resulted from a suggestion of the OP Assessment Team and is based on "Countermeasures That Work, Seventh Edition 2013" for low belt use occupants. Funds will support approved sub-grante costs including: stipends, travel costs, necessary supplies and educational materials that will be needed for program implementation. Grantees are: Cumberland County – Healthy Portland, Access Health, Healthy Lakes; York County – Choose to be Healthy, Coastal Healthy Communities Coalition; Kennebec County – Healthy Communities of the Capital Area; and Penobscot County – Bangor Region Public Health and Wellness.

Project Justification: CTW, Seventh Edition 2013 Section 2:

3.1 "Communications and Outreach Supporting Enforcement"

3.2 "Communications and Outreach Strategies for Low Belt Use Groups"

6.1 "Communications and Outreach Strategies for Older Children"

6.2 "Communications and Outreach Strategies for Booster Seat Use"

7.1 "School Programs"

CTW, Seventh Edition 2013 Section 6:

1.1 – 1.7

2.1 "Pre-Licensure Driver Education"

Project Cost: $65,000.00 (S.402)

Grantee: Healthy Portland, Access Health, Healthy Lakes; York County – Choose to be Healthy, Coastal Healthy Communities Coalition; Kennebec County – Healthy Communities of the Capital Area; and Penobscot County – Bangor Region Public Health and Wellness.

Project Number: 2016-16CP

Project Title: Childcare Provider/Transporter Child Passenger Safety Basic Awareness Training

Project Description: Certified Instructors/Technicians and MeBHS will update the current Child Passenger Safety for Childcare Providers (PPT), to educate Department of Health and Human Services licensed Childcare Providers and Transporters. This training will help ensure proper child transportation for young passengers.

Project Justification: CTW, Seventh Edition 2013 Section 2:

7.3 "Inspection Station"

Project Cost: $20,000.00 (S.402)

Grantee: MeBHS

- Project Number: 2016-16OP

Project Title: CSS Law Enforcement Workshop

Project Description: The MeBHS, in consultation with the MCJA will develop a workshop that offers up to, but not to exceed, 2 elective hours for Law Enforcement officers/agencies to participate in the Maine Law Enforcement Occupant Protection (OP) Awareness Course. This course will highlight the basic principles of child occupant protection, including gross misuse and the law. Maine law enforcement agencies do well in the enforcement of OP laws for adult drivers and passengers, but more needs to be done to ensure that child OP laws are also being enforced. MeBHS notes that during Click It or Ticket and other enforcement times during the year that citations for child safety seat misuse are low. There will be analysis pre and post Maine Law Enforcement Occupant Protection (OP) Awareness training of citations to help determine the effectiveness of training. The desired training outcome will be an increase in the number of cited CPS offenses. Increases in citations regarding proper child occupant transport will prove an increase in enforcement productivity.

Project Justification: CTW, Seventh Edition 2013 Section 2:

7.3 "Inspection Station"

5.1 "Short-Term High Visibility Law Enforcement"

Project Cost: $25,000.00 (S. 402)

Grantee: MeBHS

- Project Number: 2016-16OP

Project Title: Teen Driver Expo Planning

Project Description: With the success for the 2015 Maine Teen Driving Expo, funds will be used to support planning and implementation costs for the 2016 expo to provide education and networking for teenage drivers and pre-drivers and the adults involved in their instruction. Speakers and presenters will be sought to discuss topics that appeal to and influence teens while they drive or ride in a vehicle with friends to impress upon them the importance of making good choices. Speakers and presenters will also be sought to provide education and resources to adults who work with this age group. The Maine Mall in South Portland will serve as the Expo location, with a potential additional expo planned for northern Maine. The Planning Committee will develop evaluation pieces for participants, exhibitors, and presenters. The costs are for mileage and other travel reimbursement, planning expenses including required venue deposits associated with location sites, speakers, presenters and speaker reimbursement fees and travel expenses, etc. Ideally our partners will

cover some costs as well. If an expo is planned for northern Maine, a location will be selected based on accessibility to transportation and size of accommodations

Project Justification: CTW, Seventh Edition 2013 Section 2:

6.1 "Communications and Outreach Strategies for Older Children"

7.1 "School Programs"

CTW, Seventh Edition 2013 Section 6:

1 "Graduated Driver Licensing"

2 "Driver Education"

3. "Parents"

Project Cost: $5,000.00 (S.402)

Grantee: MeBHS

Project Number: 2016-16CP

Project Title: CPS Biennial Conference Planning

Project Description: Funds will cover the costs associated with planning the 2017 conference, which provides training, education, and networking for CPS technicians and instructors. CEUs will be offered for sessions, and a seat check event will be organized. The date of the biennial conference is during National CPS Week in September. Location will be selected on location accessibility and size of accommodations. The 2015 conference will held in Southern Maine on September 13-15, 2015. It is anticipated that over 100 attendees will be present. A conference this size requires over a year in advance to plan. Manufacturers require request for participation at least a year in advance. Location selection requires forethought to determine availability, cost and level of accommodation. Costs for meetings, travel, RFP development included in the preparation for the Biennial Conference is estimated at $6,000.00 with deposits to hold meeting locations estimated at $4,000.00. There are several levels of complexity and oversight to conference planning to ensure a successful, well attended conference. Some, but not all, of the things that need to be considered in planning include: session topics, speakers, venue, manufacturers/exhibitors, and educational approval of sessions, awards, media, messaging, and supplies.

Project Justification: CTW, Seventh Edition 2013 Section 2:

7.3 "Inspection Stations"

6.1 "Communications and Outreach Strategies for Older Children"

6.2 "Communications and Outreach Strategies for Booster Seat Use"

7.2 "Child Restraint Distribution Program"

Project Cost:	$10,000.00 (S.402)
Grantee:	MeBHS

Project Number:	2016-16OP
Project Title:	CPS Reference Materials for Law Enforcement Officers
Project Description:	Funds will be used to produce a child passenger safety reference card for law enforcement officers throughout the state. Many law enforcement officers expressed to the BHS that they have difficulty determining whether drivers are in compliance with child passenger safety laws. The reference card will be formatted to fit inside officers' ticket books allowing them to quickly view the law before ticketing and/or educating drivers. Reference cards will be distributed to area law enforcement officers by District Police Chiefs. This was a recommendation of the OP Assessment Team and will aid in increased enforcement of child passenger safety laws as referenced in above basic awareness training.
Project Justification:	CTW, Seventh Edition 2013 Section 2: 4.1 "Strengthening Child/Young Occupant Restraint Laws"
Project Cost:	$25,000.00 (S.402)
Grantee:	MeBHS

Project Number:	2016-16OP
Project Title:	Child Passenger Safety Child Safety Seat Tracking Database
Project Description:	Funds will support expansion of the existing car seat distribution tracking database as well as planning and development for an online car seat inspection tracking database. The database will be used to storehouse education/appointment specific data that can be used to highlight general use and misuse. This project was established through a contract/partnership with the University of Southern Maine Muskie School. The Muskie School is contracted to assist with MeBHS data collection. The inspection tracking database is projected to be completed in FFY2016.
Project Justification:	CTW, Seventh Edition 2013 Section 2: 4.1 "Strengthening Child/Young Occupant Restraint Laws"
Project Cost:	$185,000.00 (S.402) $275,633.00 (S.405b) $460,633.00 Total Project
Grantee:	University of Southern Maine Muskie School

Project Title	Project Number	Budget	Source
Program Management and Operations	2016-16OP	$175,000.00	S. 402
OP Program Maintenance	2016-16OP	$20,000.00	S. 402
Click It or Ticket High Visibility Enforcement Campaign	2016-16OP	$575,000.00	S. 405b & 402
TOPAZ Enforcement Team Project	2016-16OP	$163,915.42	S.405b
Child Safety Seats for Distribution Sites	2016-16OP	$197,369.40	S.402 & 405b
Annual Observational & CPS Surveys	2016-16OP	$225,000.00	S. 405b
Child Passenger Safety Technician and Instructor Training	2016-16OP	$112,622.22	S.405b
Child Passenger Safety Roving Instructor Program	2016-16OP	$85,675.34	S. 402&2011
OP Task Force	2016-16OP	$4,917.82	S.402&S.405
Traffic Safety Educator Position	2016-16OP	$170,000.00	S.402
Tween and Pre-Driver Education	2016-16OP	$65,000.00	S.405b
Childcare Provider/Transporter Awareness	2016-16OP	$20,000.00	S.402
CSS Law Enforcement Workshop	2016-16OP	$25,000.00	S.402
Teen Driver Expo Planning	2016-16OP	$5,000.00	S.402
CPS Biennial Conference Planning	2016-16OP	10,000.00	S. 402
CPS Reference Materials for LEA	2016-16OP	$25,000.00	S. 402
CPS CSS Tracking Database	2016-16OP	$460,633.00	S. 402&405b
Subtotal		*$893,864.80*	*402*
		$3,254.42	*405s*
		$65,675.34	*S. 2011*
		$1,377,338.64	*S.405b*
Total		**$2,340,133.20**	

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3.4 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 and 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 the 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.

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.

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.
- Formulation of an E-Citation working group to determine the file and data schema needed to collect electronic citation data.
- Institution of a Child Passenger Safety tracking system
- Creation of a web-based LE HVE reporting system

This committee is made up of members from different state agencies; a membership list is included in the 405c Traffic Records application, attached as Appendix 1 of this Highway Safety Plan.

TRCC Mission

The mission of the state of Maine Traffic Records Coordinating Committee is to positively impact traffic safety through improvements to traffic records and data systems. The Committee shall identify deficiencies and opportunities for improved data transfer, system interoperability and

sharing of information with all internal and external partners. The Committee shall, through a structured process to include an Executive level, Steering level and Working level, identify, develop and implement projects to reach these goals and streamline current processes.

Future Strategies

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. The next assessment is scheduled to begin in January 2016.

The state of Maine TRCC has identified and prioritized projects selected to resolve the deficiencies identified in the strategic plan (see S.405c plan). The committee agreed on the prioritization during the April 2015 meeting and voted on funding priority via electronic confirmation. . The state of Maine TRCC prioritized these 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.

Performance Measures

Please refer to the FFY16 S. 405c application that can be found in Appendix 1 of this Highway Safety Plan in order to view the TRCC Performance Measure(s).

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 projects listed in the table below.

State of Maine TRCC FFY 2016 Budget from FFY16 TRCC Plan*

Project ID	Project Title	Source
2014-14TR	Program Management & Operations	$26,923.04 S.402
ME-P-00001	Electronic Collection of EMS Run Report Data	$150,000.00 S.408
ME-P-00003	FTP data from Municipal systems to the BMV database	
ME-P-00004	Online Registration Renewal	
ME-P-00006	MCRS Update	$308,908.99 S.408 $200,000.00 S. 405c
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	$500,000.00 S.405c
ME-P-00014	Maine CODES	$50,000 S.405c
ME-P-00015	Public Access Reports - Traffic	$251,211.55S.405c
ME-P-00020	CODES EMS Linkage	
ME-P-00022	Registration Barcode	
ME-P-00023	Barcode Scanners/Training	
ME-P-00024	Electronic Collection of Highway Data	$200,000 S405c
Total		**$1,687,043.58**

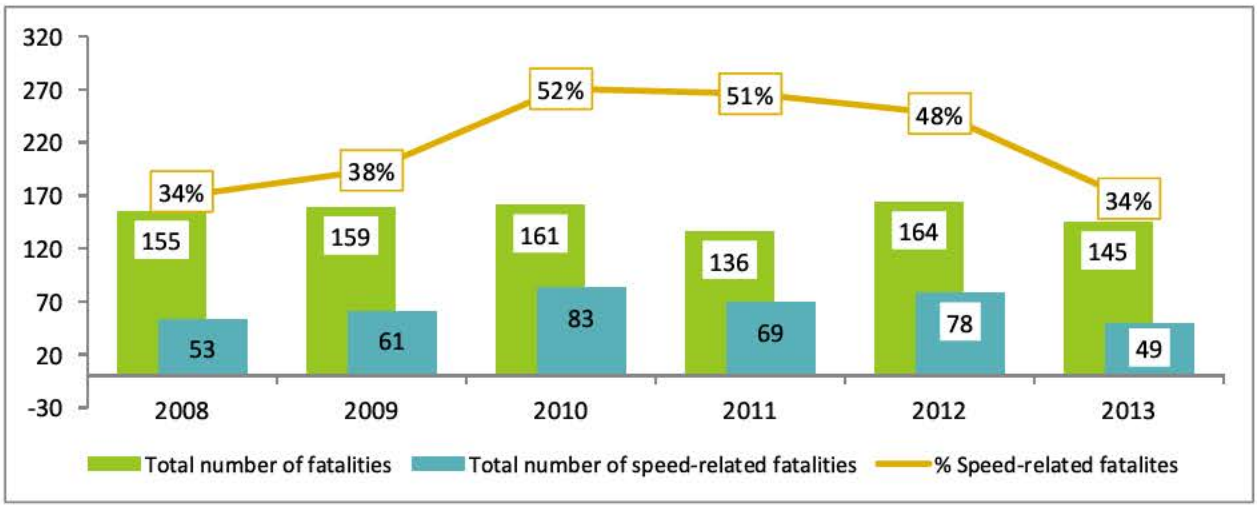
*Please see the Traffic Records Strategic Plan (S.405c), located in Appendix 1, for more information and for performance targets.

3.5 Police Traffic Services

Excessive speed is one the leading causes of fatal crashes in the State of Maine. Speed is of great concern because it frequently leads to other driver errors and results in serious injury crashes. Speed limits are designed to give drivers sufficient time to stop if there's an unexpected event. Greater speeds require longer stopping time; thus, the time available to a driver to react and avoid a crash is drastically reduced with every mile per hour driven over the speed limit. Furthermore, the dangers associated with driving over the speed limit are compounded by winter driving conditions. This is an issue for a good portion of the year in Maine, where winter weather often lasts from November until March or April. Failure to adjust speed for weather-related road conditions contributed to higher numbers of speed-related crashes.

The MeBHS is FFY2016 will work with more law enforcement agencies to fund dedicated overtime details to combat speeding. Departments were selected by researching speed crash data, which was provided to MeBHS by the MaineDOT, for the years 2007 to 2013. The MeBHS selected participating departments based on the number of speed related crashes. The funding breakdown can be found starting on page 132.

Since the outset of the Speed Campaign in 2012, Maine has experienced a significant decrease in the number of speed-related fatalities. In 2013, there were 49 speed-related fatalities, down from 78 in the previous year. Prior to 2013, the lowest number of speed-related fatalities occurred in 2008 when there were 53 such fatalities. The proportion of all highway fatalities that were speed-related has likewise decreased. In 2010, more than half (52%) of all highway fatalities were speed-related; in 2013, that proportion decreased to slightly over a third (34%).



Source: State Data Files

The latest edition of the Maine Strategic Highway Safety Plan established a goal of reducing speed related fatalities by 10% to a 5 year average of 62 by the 2016. Maine is on track to meet that goal if speed-related fatalities continue to decrease.

Facts

- There were 284 speed-related fatal crashes between 2009 and 2013 involving 376 drivers, 222 passengers, and 5 pedestrians.

- There were 315 speed-related fatalities between 2009 and 2013.
- 41% of all highway fatalities were speed related.

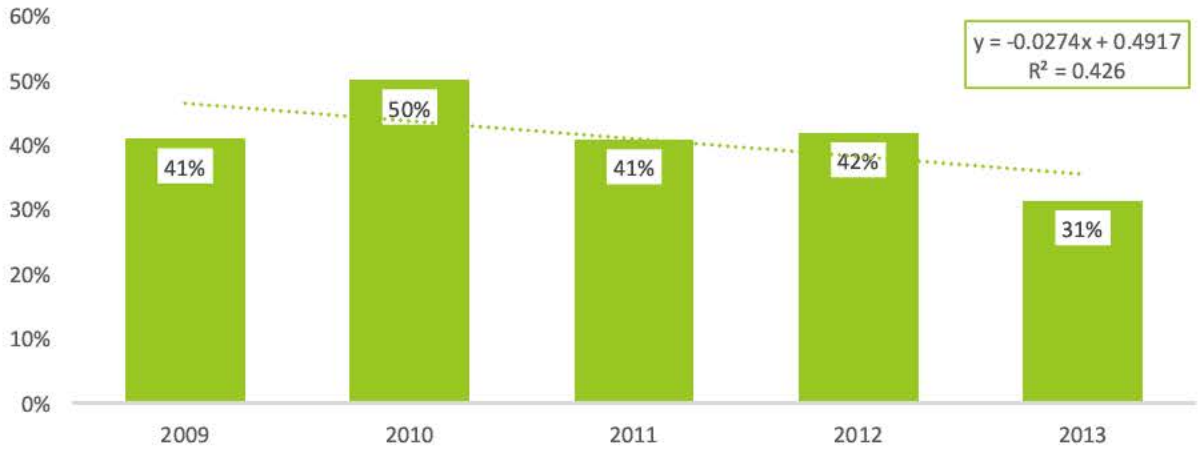
Speeding Fatalities in Perspective

Between 2009 and 2013 there were 315 fatalities related to speeding. This was approximately 41% of all highway fatalities.



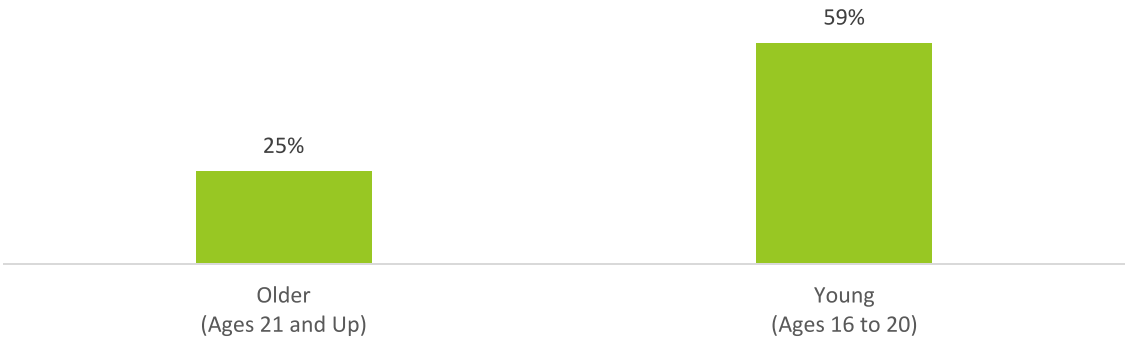
Speeding Fatality Trend

The proportion of fatalities associated with speeding decreased over the years. In 2010, the proportion of fatalities associated with speeding was 50%; by 2013, that proportion decreased to 31%.



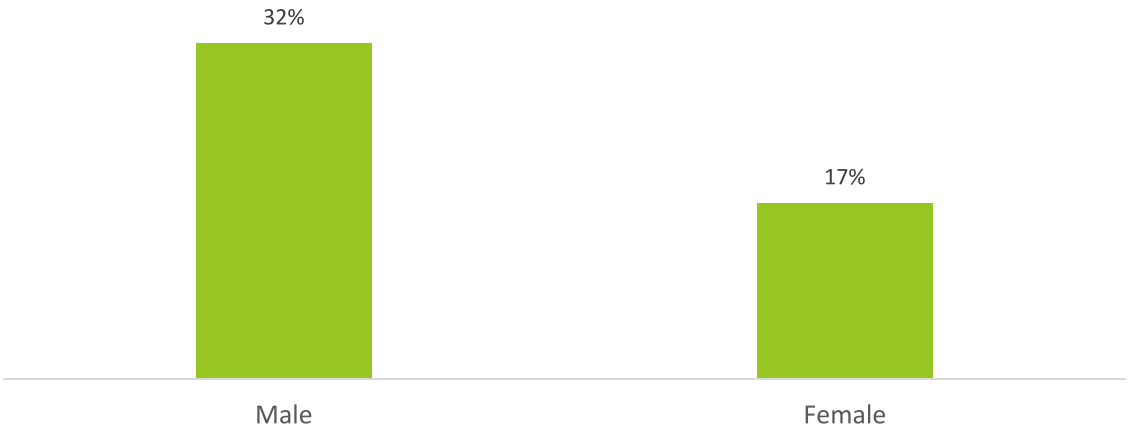
Speeding and Age

While 28% of all drivers involved in fatal crashes were speeding, a much higher proportion of young drivers (ages 20 and younger) involved in fatal crashes were speeding (59%) compared to older drivers (25%).



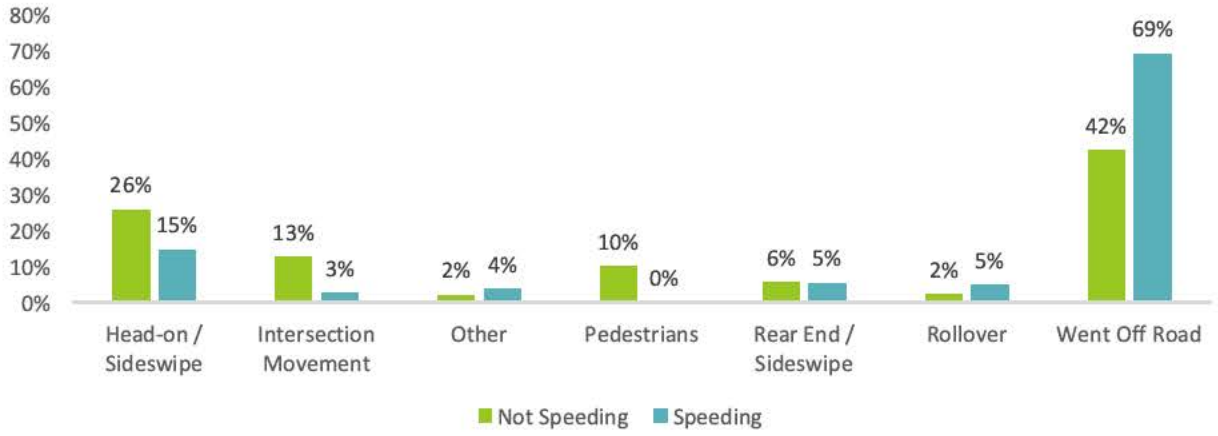
Speeding and Gender

A much higher proportion of male drivers involved in fatal crashes were speeding (32%) compared to female drivers (17%).



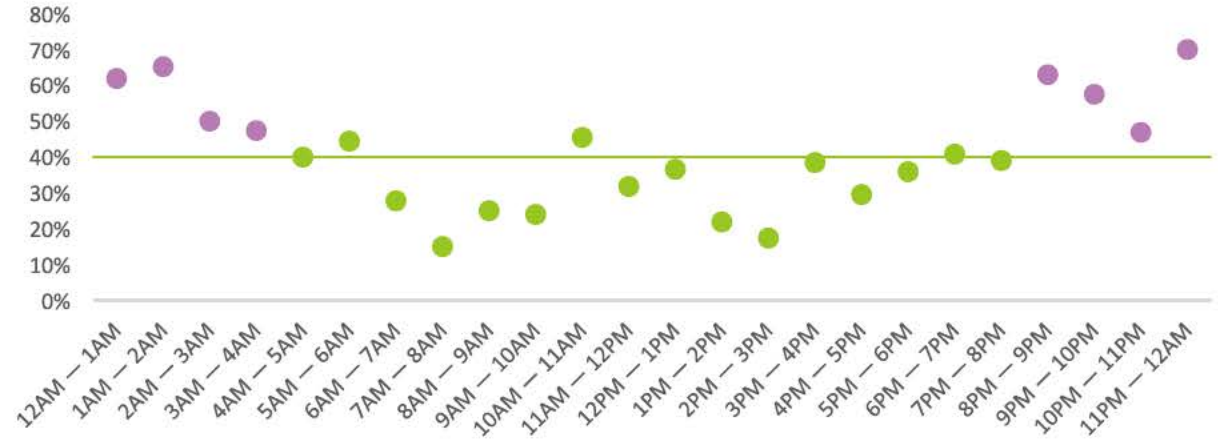
Speeding and Type of Crash

Approximately 69% of speeding fatalities involved the vehicle leaving the road, while approximately 42% of non-speed-related fatalities involved leaving the road. This is an important distinction because a smaller proportion of people involved in fatal crashes in which the vehicle leaves the road survive the crash. Overall, 53% of those involved in fatal crashes did survive the crash, but when the crash involved leaving the road, only 30% survived.



Speeding and Time of Day

Approximately 40% of all fatal crashes involved speeding, but a higher proportion of late night/early morning (represented by purple dots in graph below) crashes involved speeding compared to the proportion of mid-day crashes. Approximately 32% of mid-day crashes involved speeding, while 58% of late night/early morning crashes did.



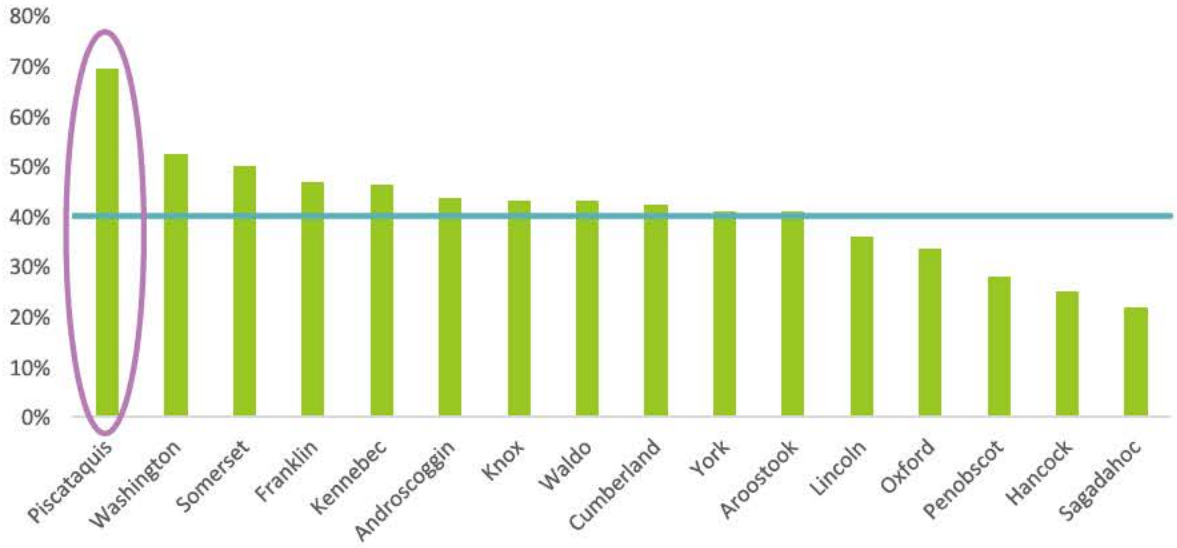
Speeding by Month

The proportion of fatal crashes that involved speeding varied depending on month. Overall, approximately 40% of fatal crashes involved speeding, but in January and November, a higher proportion of crashes involved speeding—62% and 53% respectively.



Speeding by County

Speeding also varied by county. Notably, a much higher proportion of fatal crashes in Piscataquis were speed related compared to other counties. Approximately 69% of crashes in Piscataquis were speed related, compared to the overall average of 40%.



While a disproportionate share of crashes were speed-related in Piscataquis County, the actual number of speed-related crashes in this area was small—only 9 for the entire 2009 to 2013 time period. In terms of actual numbers, the counties with the most incidents of fatal speed-related crashes were York and Cumberland, at 40 and 37 respectively.

County	%		County	#
Piscataquis	69%		**Overall**	**284**

Washington	52%		York	40
Somerset	50%		Cumberland	37
Franklin	47%		Kennebec	30
Kennebec	46%		Aroostook	22
Androscoggin	43%		Somerset	22
Knox	43%		Androscoggin	20
Waldo	43%		Penobscot	20
Cumberland	42%		Franklin	14
York	41%		Waldo	12
Aroostook	41%		Washington	12
Overall	**40%**		Hancock	11
Lincoln	36%		Oxford	11
Oxford	33%		Lincoln	10
Penobscot	28%		Knox	9
Hancock	25%		Piscataquis	9
Sagadahoc	22%		Sagadahoc	5

Performance Targets

Police Traffic Services Performance Target #1:

*To **maintain or decrease** speeding related fatalities at the year count of 49 by December 31, 2016*

Projects

- Project Number: PT16-001

  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 Justification:	Administrative
Project Cost:	$125,000.00 (S.402)
Grantee:	MeBHS

Project Number:	2016-16PT
Project Title:	Crash Reconstructionist Equipment Procurement
Project Description:	The Maine State Police are seeking a grant in order to provide equipment to a newly hired full time crash reconstruction specialist and an Automobile Crash Mapper. Each employee is in need of specialized equipment to perform their duties. There is a need to provide this equipment to these employees because the Maine State Police provide crash reconstruction and mapping services to all law enforcement agencies in the State of Maine. Crash analysis help with the problem identification process outlined in the beginning of this Plan and help to improve crash report submission in the Maine Crash Reporting System.
. Project Justification:	Crash reconstruction is a specialty unit within the Maine State Police Traffic Safety Unit and as such do not have crash reconstruction equipment as part of their standard issue equipment. The MeBHS will ensure that equipment in excess of $5,000.00 receives standard express approval by NHTSA prior to procurement and that all items to be procured with federal funds meet the Buy America Act requirements as set forth by NHTSA or are covered by waiver. Specifically, the MSP are looking for assistance purchasing one total station. They have identified other funding for the other necessary components. It is not unusual for state highway safety offices around the country to assist State Police to procure crash reconstruction equipment because they provide services statewide to other law enforcement agencies.
Project Cost:	$20,000.00 (S.402)
Grantee:	Maine State Police

Project Number:	2016-16PT
Project Title:	Law Enforcement Projects Administrator (LEPA)
Project Description:	Funding for this project will support contracted Law Enforcement Projects Administrator costs including hourly wage and related travel expenses. The LEPA will be a contracted position to help manage law enforcement projects in each of the federal program areas such as distracted driving, occupant protection and impaired driving. The LEPA will assist with program development, coordination, monitoring, evaluation, public education and marketing, auditing and training.
Project Justification:	CTW, Seventh Edition 2013 Section 1:

	5 “Prevention, Intervention, Communication and Outreach
	CTW, Seventh Edition 2013 Section 2:
	3 “Communications and Outreach
	CTW, Seventh Edition 2013 Section 3:
	4 “Communications and Outreach”
	CTW, Seventh Edition 2013 Section 4:
	4.2 “Communications and Outreach”
	CTW, Seventh Edition 2013 Section 5:
	4. “Communications and Outreach”
Project Cost:	$75,000.00 (S.402)
Grantee:	MeBHS will determine the contractor through an RFP process to be conducted later in the fall of 2015.

Project Number:	2016-16PT
Project Title:	Police Traffic Enforcement Equipment Procurement (individual items under $5,000.00)
Project Description:	MeBHS surveyed LEAs to determine what traffic safety equipment was most needed and discovered that many agencies are in need of speed measuring/radar devices. This project will fund new radar units for law enforcement to aid all agencies in routine speed detection and enforcement. Agencies in high crash speed locations will receive invitations to participate in the RFP for radar devices first. If funds remain, other agencies will be invited to procure. LEA’s in Maine have been working with older non-functioning speed radar equipment. No equipment in excess of $5,000.00 will be purchased without separate approval in writing by NHTSA and all equipment purchased will meet the NHTSA regulation for the Buy America Act. Participating LEAs provide a cash match. Project numbers will be assigned after contracts with LEAs are awarded. The unit(s) will be selected by RFQ and/or existing Master Agreement.
Project Justification:	CTW, Seventh Edition 2013 Section 3:
	1.1 “Speed Limits”
	2.3 Other Enforcement Methods
Project Cost:	$500,000.00 (S.402)
Grantee:	MeBHS

Project Number:	PT16-003
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. Each year, the MSP evaluate their SAFE program and make adjustments as necessary. Troops are awarded funds proportionally based on the high-crash/high-fatality speed related crashes in their jurisdiction. The MSP partner with other New England State Police for major interstate patrols targeted at speeding drivers. In 2013 the MSP wrote more than 25,000 citations for speeding. This is a 6% increase in speed summons written in a three year period.
Project Justification:	CTW, Seventh Edition 2013 Section 3: 1.1 "Speed Limits" 2.2 "High Visibility Enforcement" 2.3 "Other Enforcement Methods"
Project Cost:	$ 130,000.00 (S.402)
Grantee:	Maine State Police

Project Number:	PT16-002
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; promote the Law Enforcement Blood Tech Program; soliciting input from the 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. State Highway Safety Offices are encouraged to utilize LELs based on proven improvements in services conducted and supported by LEL's in other states.
Project Justification:	CTW, Seventh Edition 2013 Section 1: 5 "Prevention, Intervention, Communication and Outreach CTW, Seventh Edition 2013 Section 2: 3 "Communications and Outreach CTW, Seventh Edition 2013 Section 3: 4 "Communications and Outreach" CTW, Seventh Edition 2013 Section 4: 4.2 "Communications and Outreach"

CTW, Seventh Edition 2013 Section 5:

4. “Communications and Outreach”

Project Cost: $100,000.00 (S.402)

Grantee: MeBHS

- Project Number: 2016-16PT

Project Title: Data-Driven Speed Enforcement

Project Description: According to the latest 2014 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. Speed is cited as a factor in 6,100 of the 28,000 crashes that occur annually. Maine Speed Related crash data from 2010-2013 which is shown starting on page 131 displays crashes by county and then by town. LEA’s were selected using crash data supplied from MaineDOT and identifying towns that experienced the most speed related crashes in their respective counties from 2010-2013. As you can see from the table below towns with the highest levels of speed related crashes were selected to participate in our speed enforcement program. Funds for towns that currently do not have a police department are distributed to the County Sheriff’s Office .

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 are awarded funding proportionally based upon the percentage of speed related crashes in their town as it relates to the total speed related crashes of their respective county. This enforcement plan requires continuous follow up. It is the intention of the 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 numbers will be assigned after contracts with LEAs are awarded.

Project Justification: CTW, Seventh Edition 2013 Section 3:

2.2 “High Visibility Enforcement”

Project Cost: $470,318.44 (S.402)

Grantees: Please refer to list on the next page for participating LEA’s and budget.

2010-2013 Speed Related Crashes by County, Town	2010	2011	2012	2013	Grand Total	Responding LEA	LEA Budget	Total County Budget
Androscoggin	341	306	330	331	1308	Androscoggin SO	$15,018	$34,104
Auburn	140	94	88	125	447	Auburn PD	$11,655	
Durham	16	19	15	11	61			
Greene	25	20	29	18	92			
Leeds	10	11	17	9	47			
Lewiston	43	44	67	61	215	Lewiston PD	$5,606	
Lisbon	3	6	6	16	31			
Livermore	16	20	11	12	59			
Livermore Falls	2	7	4	3	16			
Mechanic Falls	1	5	1	5	12			
Minot	12	25	13	13	63			
Poland	17	15	15	12	59			
Sabattus	13	14	20	23	70	Sabattus PD	$1,825	
Turner	35	17	32	15	99			
Wales	8	9	12	8	37			
Aroostook	204	246	216	236	902	Aroostook SO	$16,870	$23,519
Allagash				1	1			
Amity	2	2	2		6			
Ashland			1	2	3			
Bancroft	1				1			
Benedicta Twp		1	1	1	3			
Blaine	5	3	1	5	14			
Bridgewater		3	4	4	11			
Caribou	19	30	30	32	111	Caribou PD	$2,894.19	
Cary Plt	1			1	2			
Castle Hill	6	4	4	1	15			
Caswell			1		1			

Chapman	2	2	1	1	6			
Connor Twp	3	4	1	2	10			
Cross Lake Twp	2	1	1	1	5			
Crystal	5	4	1	2	12			
Cyr Plt		1			1			
Dyer Brook	3	2	6	2	13			
Eagle Lake	2	1		2	5			
Easton	5	1	3	5	14			
Fort Fairfield	5	4	14	13	36			
Fort Kent	4	9	7	9	29			
Frenchville	7	3	1	12	23			
Garfield Plt			1		1			
Grand Isle	2	3	1		6			
Hamlin		5			5			
Hammond	1				1			
Haynesville	1	1		1	3			
Hersey			2	1	3			
Hodgdon	9	13	5	5	32			
Houlton	8	15	11	10	44	Houlton PD	$1,147.25	
Island Falls	1	6	3	11	21			
Limestone	1		1	1	3			
Linneus	4	4	2	2	12			
Littleton	5	5	5	5	20			
Ludlow	1	5	5	1	12			
Macwahoc Plt	1				1			
Madawaska	5	3	4	2	14			
Madawaska Lake Twp	1	1	2	3	7			
Mapleton	11	5	4	11	31			
Mars Hill	5	6	6	6	23			
Masardis	2	1	1		4			

Merrill	2		3		5			
Molunkus Twp	1				1			
Monticello	1	1	1	2	5			
Moro Plt	2	1	2	2	7			
Nashville Plt		2			2			
New Canada	2	1	3	1	7			
New Limerick	4	5	4		13			
New Sweden	4	2	1	2	9			
North Yarmouth Academy Grant Twp		1			1			
Oakfield	2	4	6	2	14			
Orient	1	1			2			
Oxbow Plt		1			1			
Perham			1	1	2			
Portage Lake	1			1	2			
Presque Isle	15	31	21	33	100	Presque Isle PD	$2,607	
Reed Plt	1			1	2			
Saint Agatha		3	1	1	5			
Saint Francis	2	2		5	9			
Saint John Plt	1	1		2	4			
Sherman	3	7	11	6	27			
Silver Ridge Twp				1	1			
Smyrna	10	12	9	7	38			
Stockholm	1				1			
T11 R4 WELS	1		1		2			
T15 R6 WELS			1	1	2			
T17 R4 WELS	1	1	1	3	6			
T7 R5 WELS				4	4			
T9 R5 WELS		1	2		3			
TA R2 WELS			1		1			
Van Buren			2		2			

Wade	1		1		2			
Wallagrass	5	4	2	1	12			
Washburn	4	5	2	1	12			
Westfield	5	2	1	1	9			
Weston	1	1			2			
Winterville Plt		2	1		3			
Woodland	3	7	6	3	19			
Cumberland	838	869	818	859	3384	Cumberland SO	$27,716	$88,234
Baldwin	10	11	8	8	37			
Bridgton	8	11	4	8	31			
Brunswick	60	72	79	70	281	Brunswick PD	$7,327	
Cape Elizabeth	8	2	5	4	19			
Casco	17	19	27	21	84			
Cumberland	11	25	19	25	80	Cumberland PD	$2,086	
Falmouth	44	37	52	40	173	Falmouth PD	$4,511	
Freeport	46	68	32	44	190	Freeport PD	$4,954	
Frye Island				2	2			
Gorham	48	19	35	41	143	Gorham PD	$3,729	
Gray	41	45	49	39	174			
Harpswell	12	19	12	11	54			
Harrison	17	9	13	7	46			
Long Island			1		1			
Naples	26	22	26	21	95			
New Gloucester	36	43	41	33	153			
North Yarmouth	10	18	11	10	49			
Portland	147	154	106	165	572	Portland PD	$14,914	
Pownal	13	10	8	8	39			
Raymond	22	25	26	17	90			
Scarborough	121	89	70	85	365	Scarborough PD	$9,517	
Sebago	8	13	14	6	41			

South Portland	45	61	59	62	227	South Portland PD	$5,919	
Standish	28	37	40	43	148			
Westbrook	21	19	15	27	82	Westbrook PD	$2,138.05	
Windham	28	25	46	43	142	Windham PD	$3,702	
Yarmouth	11	16	20	19	66	Yarmouth PD	$1,721	
Franklin	198	157	155	120	630	Franklin SO	$10,612	$16,426
Alder Stream Twp	1		1		2			
Avon	2	1	3	3	9			
Carrabassett Valley	5				5			
Carthage	6	3	3	2	14			
Chain of Ponds Twp	3			2	5			
Chesterville	8	2	9	2	21			
Coplin Plt	1	1			2			
Dallas Plt	2	2	3	1	8			
Eustis	1	4		1	6			
Farmington	37	44	28	32	141	Farmington	$3,676	
Freeman Twp	3	3	2	1	9			
Industry	12	5	9	3	29			
Jay	24	20	22	16	82	Jay PD	$2,138	
Kingfield	8	4	6	8	26			
Lang Twp	1			2	3			
Madrid Twp	4		4	2	10			
New Sharon	20	17	14	9	60			
New Vineyard	9	5	4	8	26			
Perkins Twp		1	3	1	5			
Phillips	9	3	5	3	20			
Rangeley	4	2	3	2	11			
Rangeley Plt	3	1	3	3	10			
Salem Twp	3	1	1	1	6			

Sandy River Plt	7	10	5	6	28			
Strong	8	9	11	1	29			
Temple	3	1	2		6			
Township D			2		2			
Township E		1		1	2			
Washington Twp	1	1	1	1	4			
Weld	3	5	2	5	15			
Wilton	8	9	7	4	28			
Wyman Twp	2	2	2		6			
Hancock	242	264	188	179	873	Hancock SO	$16,453	$22,762
Amherst	5	3	1	4	13			
Aurora	2	1	3	2	8			
Bar Harbor	31	23	17	7	78	Bar Harbor PD	$2,034	
Blue Hill	11	16	12	17	56			
Brooklin	2	7	4	2	15			
Brooksville	1	3	1	3	8			
Bucksport	13	15	14	9	51	Bucksport PD	$1,330	
Castine	7	4	3	7	21			
Dedham	13	9	5	5	32			
Deer Isle	15	13	9	8	45			
Eastbrook	3	1	2		6			
Ellsworth	32	44	15	22	113	Ellsworth	$2,946	
Fletchers Landing Twp		1			1			
Franklin	9	7	7	6	29			
Gouldsboro		1	1	5	7			
Hancock	17	16	16	20	69			
Lamoine	6	9	3	7	25			
Mariaville	2	2	1	1	6			
Mount Desert	8	5	3	3	19			
Orland	10	12	13	10	45			

Osborn	1	3	1		5			
Otis	7	4	4	2	17			
Penobscot	8	10	5	13	36			
Sedgwick	5	7	7	3	22			
Sorrento	1				1			
Southwest Harbor	2	3	1	2	8			
Stonington	3	8	5	2	18			
Sullivan	5	5	4	7	21			
Surry	7	7	6	2	22			
T10 SD	2	3	5	1	11			
T22 MD	1	4	3		8			
T28 MD	1	3		2	6			
T3 ND		1			1			
T9 SD			1		1			
Tremont	1	5	1		7			
Trenton	7	7	11	6	31			
Verona Island	2	1	2	1	6			
Waltham	2	1	2		5			
Kennebec	528	494	418	521	1961	Kennebec SO	$25,372	$51,131
Albion	12	3	9	7	31			
Augusta	61	92	71	124	348	Augusta	$9,074	
Belgrade	20	13	16	12	61			
Benton	24	24	25	27	100			
Chelsea	7	9	9	14	39			
China	22	15	15	17	69			
Clinton	15	14	9	12	50	Clinton PD	$1,304	
Farmingdale	17	20	14	12	63	Farmingdale PD	$1,643	
Fayette	11	2	3	4	20			
Gardiner	14	16	6	9	45	Gardiner PD	$1,173	
Hallowell	6	9	12	8	35			

Litchfield	25	19	12	16	72			
Manchester	8	11	10	9	38			
Monmouth	15	9	12	10	46	Monmouth PD	$1,199	
Mount Vernon	7	4	6	3	20			
Oakland	20	9	17	15	61	Oakland PD	$1,590	
Pittston	12	11	11	5	39			
Randolph	4	5	1	3	13			
Readfield	15	17	12	8	52			
Rome	4	3	5	4	16			
Sidney	48	32	32	40	152			
Unity Twp	1	1	4		6			
Vassalboro	21	12	15	17	65			
Vienna	7	4	3	2	16			
Waterville	50	55	37	80	222	Waterville PD	$5,788	
Wayne	3	6	1	3	13			
West Gardiner	21	20	9	22	72			
Windsor	14	15	12	10	51			
Winslow	20	10	14	11	55	Winslow PD	$1,434	
Winthrop	24	34	16	17	91	Winthrop PD	$2,373	
Knox	110	89	90	110	399	Knox SO	$9,178	$10,403
Appleton	9	7	2	5	23			
Camden	6	4	5	7	22			
Cushing	5	4	5	5	19			
Friendship	12		3	4	19			
Hope	6	3	2	5	16			
North Haven	1			2	3			
Owls Head	4	4	1	4	13			
Rockland	6	10	7	6	29			
Rockport	13	6	14	14	47	Rockport PD	$1,225	
Saint George	6	6	7	6	25			

South Thomaston	5	10	4	4	23			
Thomaston	3	4	3	10	20			
Union	13	5	14	7	39			
Vinalhaven	2	5	1	7	15			
Warren	15	10	14	15	54			
Washington	4	11	8	9	32			
Lincoln	105	62	86	85	338	Lincoln SO	$8,813	$8,813
Alna	2	3		3	8			
Boothbay	4	2	4	3	13			
Boothbay Harbor	7		4	3	14			
Bremen	6	1	4		11			
Bristol	8	3	9	7	27			
Damariscotta	3		2	1	6			
Dresden	7	6	5	8	26			
Edgecomb	6	4	2	6	18			
Jefferson	9	5	9	12	35			
Newcastle	13	5	4	8	30			
Nobleboro	4	2	5	4	15			
Somerville	3	5	6	1	15			
South Bristol	3	1	2	1	7			
Southport	6				6			
Waldoboro	7	9	13	6	35			
Westport Island	1		1	2	4			
Whitefield	11	8	10	8	37			
Wiscasset	5	8	6	12	31			
Oxford	264	199	205	218	886	Oxford SO	$16,687	$23,101
Adamstown Twp		1		1	2			
Albany Twp	3	2	3	5	13			
Andover	1	3	3	5	12			
Batchelders Grant Twp			1		1			

Bethel	10	11	12	22	55			
Brownfield	8	5	4	5	22			
Buckfield	19	8	6	5	38			
Byron			1	1	2			
Canton	6	7	7	6	26			
Denmark			3	5	8			
Dixfield	13	4	5	3	25			
Fryeburg	8	5	4	13	30			
Gilead	3	1	5	4	13			
Grafton Twp	1		4		5			
Greenwood	3	3	8	3	17			
Hanover	2				2			
Hartford	10	2	4	3	19			
Hebron	8	7	5	11	31			
Hiram	9	10	4	7	30			
Lovell	3	4	2		9			
Lower Cupsuptic Twp	1				1			
Mason Twp	1				1			
Mexico	2	5	8	5	20			
Milton Twp	1			2	3			
Newry	5	6	5	5	21			
Norway	17	12	16	18	63	Norway PD	$1,643	
Otisfield	5	7	8	8	28			
Oxford	27	15	17	15	74	Oxford PD	$1,929	
Paris	21	14	6	7	48	Paris PD	$1,252	
Peru	11	12	8	3	34			
Porter	9	7	11	1	28			
Riley Twp				1	1			
Roxbury	3	5		3	11			
Rumford	12	13	19	17	61	Rumford PD	$1,590	

Stoneham	2	2		3	7			
Stow	2	2	2		6			
Sumner	5	4	5	3	17			
Sweden	4	4	1	4	13			
Upton		1			1			
Waterford	4	5	6	6	21			
West Paris	6	7	2	3	18			
Woodstock	19	5	10	15	49			
Penobscot	594	700	564	687	2545	Penobscot SO	$43,439	$66,358
Alton	6	9	14	5	34			
Argyle Twp	7	4	2	4	17			
Bangor	105	125	95	143	468	Bangor	$12,203	
Bradford	6	1	8	9	24			
Bradley		4	1	1	6			
Brewer	17	22	12	16	67	Brewer PD	$1,747	
Burlington			2	1	3			
Carmel	20	31	27	29	107			
Carroll Plt			1	1	2			
Charleston	12	12	11	13	48			
Chester		3	4	3	10			
Clifton	16	7	8	6	37			
Corinna	8	11	14	14	47			
Corinth	11	10	11	20	52			
Dexter	2	5	8	9	24			
Dixmont	15	9	8	8	40			
Drew Plt			1		1			
East Millinocket			1		1			
Eddington	9	7	5	7	28			
Edinburg	3	5	5	11	24			
Enfield	12	10	8	8	38			

Etna	19	29	18	26	92			
Exeter	10	7	5	6	28			
Garland	7	8	10	10	35			
Glenburn	26	19	13	23	81			
Grand Falls Twp	1		1	1	3			
Greenbush	8	7	3	4	22			
Greenfield Twp	2		2	1	5			
Grindstone Twp		1		1	2			
Hampden	16	30	29	30	105	Hampden PD	$2,738	
Hermon	31	41	28	29	129			
Herseytown Twp	4	4	3	4	15			
Holden	9	7	8	8	32			
Howland	11	9	8	14	42			
Hudson	4	9	10	1	24			
Kenduskeag	13	7	5	6	31			
Kingman Twp	1	2			3			
Lagrange	4	7	7	6	24			
Lee	3	3	2	3	11			
Levant	8	13	18	18	57			
Lincoln	7	14	12	4	37			
Long A Twp		2		1	3			
Lowell	3	1		1	5			
Mattamiscontis Twp	3	2		2	7			
Mattawamkeag		3	1	2	6			
Maxfield	1	1			2			
Medway	7	6	6	9	28			
Milford	6	10	7	6	29			
Millinocket	6	8	4	3	21			
Mount Chase	1	2		1	4			
Newburgh	18	17	10	10	55			

Newport	15	15	15	16	61	Newport PD	$1,590	
Old Town	22	19	15	24	80	Old Town PD	$2,086	
Orono	22	31	15	30	98	Orono PD	$2,555	
Orrington	12	18	14	9	53			
Passadumkeag	1	1		1	3			
Patten	3	4	2	2	11			
Plymouth	11	24	10	18	63			
Prentiss Twp T7 R3 NBPP	4	1		1	6			
Springfield	1	1	1	2	5			
Stacyville	2	1			3			
Stetson	3	6	5	8	22			
T1 R6 WELS		5	4	4	13			
T1 R8 WELS	1				1			
T2 R8 NWP	5	11	8	12	36			
T2 R9 NWP	6	10	9	10	35			
T3 Indian Purchase Twp		2	1	1	4			
T4 Indian Purchase Twp				1	1			
Veazie	3	1	4	4	12			
Webster Plt	1	1		1	3			
Winn	3	5	2	2	12			
Woodville	1		3	3	7			
Piscataquis	34	44	30	24	132	Piscataquis SO	$3,442	$3,442
Abbot	2	1		2	5			
Atkinson	1	2			3			
Beaver Cove	1				1			
Big Moose Twp		1		1	2			
Brownville	1		1		2			
Dover-Foxcroft	5	8	8	4	25			
Greenville	1	2	1	2	6			
Guilford	3	6	2		11			

Harfords Point Twp		1			1			
Kingsbury Plt	2	2			4			
Medford	2	1		2	5			
Milo	2	2	4	1	9			
Monson	3	6	3		12			
Orneville Twp	3	2	2	3	10			
Parkman	2	1		2	5			
Sangerville	1	2	1	4	8			
Sebec	2	5	4		11			
T1 R9 WELS				2	2			
T2 R9 WELS	1		3		4			
T3 R10 WELS	1	1		1	3			
T4 R9 NWP			1		1			
Wellington	1	1			2			
Sagadahoc	109	112	95	103	419	Sagadahoc SO	$6,440	$10,925
Arrowsic	2		2	1	5			
Bath	10	13	7	3	33			
Bowdoin	8	12	11	16	47			
Bowdoinham	17	16	13	16	62			
Georgetown	2	4			6			
Phippsburg	9	7	5	3	24			
Richmond	10	10	15	11	46	Richmond PD	$1,199	
Topsham	27	37	27	35	126	Topsham PD	$3,285	
West Bath	10	6	9	10	35			
Woolwich	14	7	6	8	35			
Somerset	269	249	229	225	972	Somerset SO	$16,531	$25,344
Anson	13	10	7	11	41			
Athens	7	2	3	4	16			
Bingham	2	3		3	8			
Brighton Plt		1	1		2			

Cambridge	2			1	3			
Canaan	9	8	14	6	37			
Carrying Place Town Twp		1			1			
Concord Twp		1	2	1	4			
Cornville	5	5	6	5	21			
Dennistown Plt	1			2	3			
Detroit	5	8	7	4	24			
Embden	4	3	3	6	16			
Fairfield	40	22	15	29	106	Fairfield	$2,764	
Harmony	2	3	4	3	12			
Hartland	5	7	4	2	18			
Jackman	3	2	2	1	8			
Johnson Mountain Twp	4	1			5			
Lexington Twp	1	3		2	6			
Madison	28	17	15	12	72			
Mayfield Twp	2		2	1	5			
Mercer	1	3	2	3	9			
Moose River	2		1	1	4			
Moscow	4	4	3	8	19			
New Portland	4	13	9	8	34			
Norridgewock	17	16	22	16	71			
Palmyra	21	27	18	19	85			
Parlin Pond Twp				1	1			
Pittsfield	26	39	30	28	123	Pittsfield PD	$3,207	
Pleasant Ridge Plt	1			1	2			
Ripley	6		1	5	12			
Rockwood Strip T1 R1 NBKP	1		2		3			
Saint Albans	7	6	12	8	33			
Sandy Bay Twp	2	1	1	1	5			
Skowhegan	33	25	31	20	109	Skowhegan PD	$2,842	

Smithfield	4	9	5	7	25			
Solon	4	6	2	5	17			
Starks	1	2	2		5			
The Forks Plt	1		2	1	4			
Tomhegan Twp	1	1			2			
West Forks Plt			1		1			
Waldo	191	172	170	157	690	Waldo SO	$17,991	$17,991
Belfast	15	15	14	9	53			
Belmont	5	2	8	3	18			
Brooks	10	6	5	7	28			
Burnham	9	10	10	4	33			
Frankfort	7	7	8	5	27			
Freedom	4	1	9	2	16			
Islesboro		1	1	2	4			
Jackson	2	7	3	4	16			
Knox	7	5	2	8	22			
Liberty	6	5	6	5	22			
Lincolnville	9	8	8	7	32			
Monroe	9	4	6	6	25			
Montville	15	5	11	12	43			
Morrill	6	5	6	4	21			
Northport	8	5	6	7	26			
Palermo	9	4	6	4	23			
Prospect	5	7	6	4	22			
Searsmont	8	9	13	6	36			
Searsport	5	10	8	7	30			
Stockton Springs	4	8	1	4	17			
Swanville	9	11	5	6	31			
Thorndike	3	2	1	4	10			
Troy	7	6	4	8	25			

Unity	8	5	3	8	24			
Waldo	6	9	4	5	24			
Winterport	15	15	16	16	62			
Washington	163	130	137	87	517	Washington SO	$13,480	$13,480
Addison	4	5	4	3	16			
Alexander	4	1	7	7	19			
Baileyville	5	1	1	4	11			
Baring Plt	1	3	5	4	13			
Beals	2	2		2	6			
Beddington		1		1	2			
Berry Twp			1	2	3			
Calais	12	10	12	2	36			
Cathance Township	4		1	1	6			
Charlotte	6	4	6		16			
Cherryfield	3	5	4	1	13			
Codyville Plt	2		1		3			
Columbia	5	1	1	1	8			
Columbia Falls	5	1	1	1	8			
Cooper	2	1	1	1	5			
Crawford	4	1		2	7			
Cutler	1	1			2			
Danforth	2	1	2		5			
Day Block Twp	1	1	1	2	5			
Deblois	2	2	1		5			
Dennysville	1	2	2		5			
Devereaux Twp	1		2		3			
East Machias	14	10	7	3	34			
Eastport			1	1	2			
Edmunds Twp	2	3	2	1	8			
Grand Lake Stream Plt	1			1	2			

Greenlaw Chopping Twp	1				1			
Harrington	5	5	1	3	14			
Indian Twp Res	1				1			
Jonesboro	5	3	7	7	22			
Jonesport	8	5	3	4	20			
Kossuth Twp	3		1	1	5			
Lubec	6	6	1	3	16			
Machias	3	5	2	3	13			
Machiasport	7	3			10			
Marion Twp			2		2			
Marshfield	1	1	2	3	7			
Meddybemps	2	1	2		5			
Milbridge	2	8	6	6	22			
Northfield		2	2	1	5			
Pembroke	4	2	3	4	13			
Perry	3	4	6	1	14			
Princeton	3	1	6	2	12			
Robbinston	1	1	5	1	8			
Roque Bluffs		2	1		3			
Steuben		5	6	4	15			
T24 MD BPP				1	1			
T30 MD BPP	1	2		1	4			
Talmadge			1		1			
Topsfield	3	2	1		6			
Trescott Twp	3	2	5		10			
Vanceboro	2				2			
Wesley	5	8	2		15			
Whiting	8	5	6	2	21			
Whitneyville	2	1	3		6			
York	541	507	476	558	2082	York SO	$19,216	$54,286

Acton	17	14	14	7	52			
Alfred	9	12	6	11	38			
Arundel	22	17	22	30	91			
Berwick	18	10	14	10	52	Berwick PD	$1,356	
Biddeford	49	48	51	40	188	Biddeford PD	$4,902	
Buxton	13	16	20	7	56	Buxton PD	$1,460	
Cornish	6	6		5	17			
Dayton	3	2	6	6	17			
Eliot	3	1	7	6	17			
Hollis	7	10	6	20	43			
Kennebunk	18	22	16	37	93	Kennebunk PD	$2,425	
Kennebunkport	6	5	3	4	18			
Kittery	23	20	19	27	89	Kittery PD	$2,321	
Lebanon	17	20	14	23	74			
Limerick	11	11	9	7	38			
Limington	16	7	11	12	46			
Lyman	11	12	4	27	54			
Newfield	10	5	5	5	25			
North Berwick	11	15	5	4	35			
Ogunquit	6	7	6	5	24			
Old Orchard Beach	5	4	2	4	15			
Parsonsfield	6	3	9	4	22			
Saco	58	83	57	97	295	Saco PD	$7,692	
Sanford	35	20	27	35	117	Sanford PD	$3,051	
Shapleigh	18	13	10	10	51			
South Berwick	16	15	12	18	61	South Berwick PD	$1,590	
Waterboro	22	11	15	12	60			
Wells	37	44	44	48	173	Wells PD	$4,511	
York	68	54	62	37	221	York PD	$5,762	

Project Title	Project Number	Budget	Source
Crash Reconstructionist Equipment Procurement	2016-16PT	$20,000.00	S.402
Program Management and Operations (includes LEPD salary)	2016-16PT	$125,000.00	S. 402
Law Enforcement Projects Administrator (LEPA)	2016-16PT	$75,000.00	S.402
LE Equipment Procurement	2016-16PT	$500,000.00	S.402
Maine State Police SAFE Program	2016-16PT	$130,000.00	S.402
Law Enforcement Liaison	2016-16PT	$100,000.00	S.402
Data Driven Speed Enforcement	2016-16PT	$470,318.44	S.402
Total		**$1,420,318.44**	

3.6 Motorcycle Safety

Motorcycle crashes resulted in 13 fatalities in 2013, which was a decrease from the 24 fatalities which occurred in 2012. The number of fatalities in 2013 was also below the average number of fatalities for the previous 4 years, which were 21. The number of motorcycle registrations has hovered around 50,000 since 2009, and the slight changes in this number have not led to significant changes in the rate of fatalities. The fatality rate (per 10,000 registrations) for 2013 was 2.58, while the average rate for the previous three years was 3.82.

Year	MC Fatalities	Registrations	Fatality Rate
2009	24	54891	4.37
2010	19	55741	3.41
2011	15	50327	2.98
2012	24	53268	4.51
2013	13	50405	2.58

Source: State Data Files

Two primary factors are associated with motorcycle fatalities: speed and alcohol. In 2013, speed and alcohol contributed to over 50% of the motorcycle fatalities. Speeding may be partially attributed to riders lacking the basic skills of riding a motorcycle, which come with increased exposure to road elements and familiarity with the motorcycle. The MeBHS increased its speed enforcement in FFY2015 and will continue that increase in FFY 2016 in order to combat fatal speeding related crashes.

Alcohol is likewise a significant factor for both motorcycle and general automobile safety. Just as it is important not to drink and drive, it's also important not to drink and ride. While the number of alcohol-related fatal crashes has fluctuated slightly over the years, the proportion of motorcycle fatalities that were alcohol-related has remained fairly stable. Overall, for the last 5 years, the proportion of fatalities that were alcohol-related was 34%, or approximately one-third of all motorcycle fatalities.

Year	MC Fatalities	Speed-Related Fatal Crashes	Proportion Speed-Related Crashes	Alcohol-Related Fatal Crashes	Proportion Alcohol-Related Crashes
2009	24	11	46%	9	38%
2010	19	8	42%	4	21%
2011	15	8	53%	6	40%
2012	24	8	33%	10	42%
2013	13	7	54%	3	23%
Total	**95**	**42**	**44%**	**32**	**34%**

Source: State Data Files

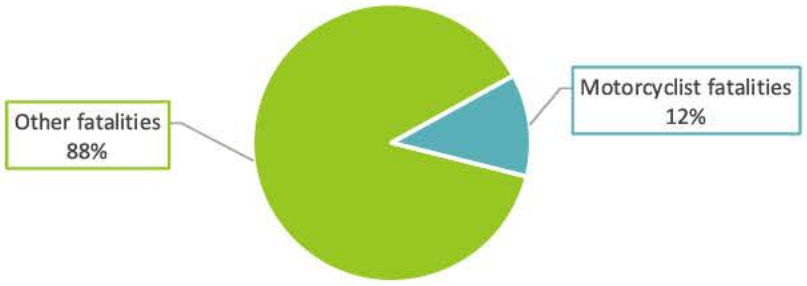
The Bureau will continue its Share the Road, Watch for Motorcycles campaign in FFY2016. The MeBHS is the lead agency for behavioral motorcycle safety and will continue to partner with the BMV to develop projects that can increase motorcycle safety education to riders.

Facts

- There were 89 fatal motorcycle-related crashes between 2009 and 2013, involving 106 motorcyclists.
- 91 motorcyclists died in these crashes (85 drivers and 6 passengers) as did 1 other vehicle occupant.
- There were 112,169 licensed motorcycle drivers in 2015.

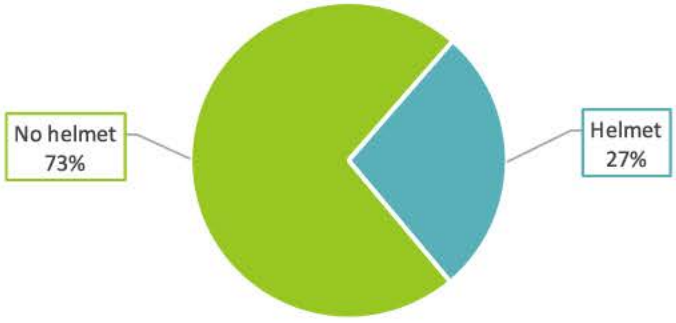
Motorcycle Fatalities in Perspective

Motorcycle fatalities made up 12% of all the fatalities between 2009 and 2013. While the proportion of motorcycle fatalities fluctuated slightly over the years, the changes were not statistically significant. On average, there were 18 motorcycle fatalities per year.



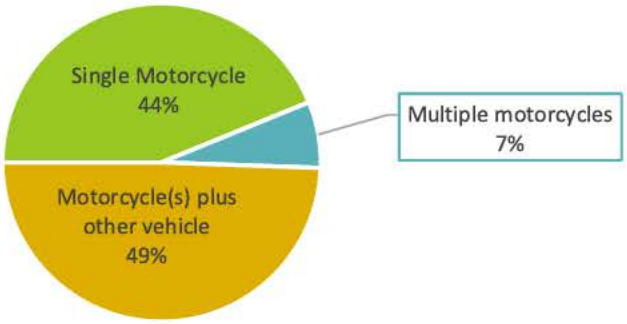
Helmet Use

Approximately 73% of motorcycle fatalities involved the failure to use a helmet. While the proportion of unhelmeted motorcycle fatalities fluctuated slightly over the years, the changes were not statistically significant.



Other Vehicle Involvement

In approximately 44% of all fatal motorcycle incidents, no other vehicles were involved. In an additional 7% of all fatal motorcycle incidents, another motorcycle was involved. Thus, just over half (51%) of all fatal motorcycle crashes involved only one or two motorcycles but no other vehicle.



Motorcycle Fatalities and Other Factors

A number of factors may contribute to motorcycle fatalities. The following table summarizes the percentage of fatalities associated with each factor. Notable contributing factors were motorcyclists operating under the influence and motorcycle speed. These factors were associated with 24% and 45% of all motorcycle fatalities respectively.

No Helmet	Rain, Snow, Etc.	Motorcyclist DUI	Other Driver DUI	Motorcycle Speed	Other Vehicle Speed	Motorcyclist Young Driver	Other Vehicle Young Driver	Motorcyclist Senior Driver	Other Vehicle Senior Driver	Motorcyclist Lic. Susp.	Other Vehicle Lic. Susp.
73%	7%	24%	4%	45%	--	2%	4%	8%	12%	7%	--

Note: Only 9% of motorcycle fatalities were not linked to any of the reasons above.

Performance Targets

Motorcycle Performance Target #1:

*To **maintain or decrease** motorcycle fatalities at the year count of 13by December 31, 2016*

Motorcycle Performance Target #2:

To decrease unhelmeted motorcycle fatalities by 19.7% from the 2013 baseline average of 12 to 10 by December 31, 2016

Projects

Project Number:	MC16-002
Project Title:	Motorcycle Instructor Training
Project Description:	As a part of IFR Vol. 71, No.138 S1350.8, Use of grant funds states may use grant funds for motorcyclist safety training including measures designed to increase the recruitment or retention of motorcyclist safety training instructors. In order to retain our current instructors the Maine BMV in partnership with the MeBHS will hold an annual Motorcycle Rider Instructor Training Meeting. The training will be for the 75 Motorcycle instructors we have in the state, all of which will be attending. This meeting will enable the BMV to give annual training updates to all instructors and by attending the training it is a way to maintain their national motorcycle rider instructor training certification. The training will allow for retention of our instructors and as a form of quality control of the Maine BMV motorcycle rider training course that is managed through that state agency. Funds will support the educational material, instructor fees, travel and event location rental and other associated fees. Location and date TBD.
Project Justification:	CTW, Seventh Edition 2013 Section 5: 3.1 "Motorcycle Rider Licensing" 3.2 "Motorcycle Rider Training"
Project Cost:	$25,000.00 (S.2010)
Grantee:	Maine Bureau of Motor Vehicle

Project Number:	MC16-001
Project Title:	Maine Motorcycle Map Educational Brochure
Project Description:	In 2007, the MeBHS partnered with the Department of Transportation (DOT) to develop a motorcycle safety map of the state of Maine. These maps were then successfully distributed statewide to local motorcycle dealerships, Bureau of Motor Vehicle Offices, Town Offices and Motorcycle Rider Clubs. In 2012, the MeBHS published 50,000 second edition motorcycle safety maps. MeBHS worked with the DOT to update the map, tourist routes, and safety messaging, which included information on impaired riding, proper protective gear, wildlife alerts, "Share the Road" and much more. The maps were printed by MeBHS's media contractor, NL Partners, and distributed through the Maine Office of Tourism at all visitor areas on the Maine turnpike, to all motorcycle dealerships in Maine, and to several motorcycle clubs. MeBHS will update the current motorcycle map brochure as this has been a requested item by many of our past distributors. MeBHS is able to reach many riders, both in state and out of state, through this publication. Maps will serve as educational items and will include NHTSA approved

	messaging such as Share the Road with motorcycles . Attention will be given to impaired motorcycle riding and safety equipment as suggested in the 2015 Motorcycle Assessment.
Project Justification:	CTW, Seventh Edition 2013 Section 5: 4.1 "Communications and Outreach: Conspicuity and Protective Clothing"
Project Cost:	$48,846.62 S. 2010 $20,000.00 S. 405f $68,846.62 Total Project
Grantee:	Maine Bureau of Highway Safety

Project Number:	MC16-003
Project Title:	Motorcycle Experience Rider Training Course Sponsorship
Project Description:	Maine BMV offers a BRC-2 Experienced Motorcycle Rider Training Course to Maine residents who currently have their (I) Motorcycle Endorsement. The course is designed to enhance the skills that have been developed through on-road motorcycle rider experience and provide additional useful safety information to experienced riders. Enrollment in these courses over the past years has been declining and with Motorcycle Rider Training listed as an effective countermeasure in *"Countermeasures That Work, Seventh Edition 2013*", Maine has developed a way to increase participation in this course. According to NHTSA and the Maine BMV, many motorcycle riders are not properly licensed. In 2009, 22% of motorcycle riders involved in fatal crashes did not have valid motorcycle licenses, compared to 12% of passenger vehicle drivers who were not properly licensed (NHTSA, 2011a). Licensing systems in some states provide no incentive to become fully licensed because learner's permits may be renewed indefinitely (NCHRP, 2008, Strategy C3). MeBHS intends to offer to pay for the first 5 to 10 individuals, depending on funding, who according to the Maine BMV do not have their motorcycle license, but who have a motorcycle registered in their name. Our intention is to provide an incentive to those riders who choose to operate without a license an avenue to become licensed and learn about rider safety and how it affects them. MeBHS also plans to offer this same incentive for the course in general as a way to encourage motorcycle riders who have their license to participate in this course in order to hone their skills, or to receive new updated safety information that may enable them to become even better riders. MeBHS will work with Maine BMV and the United Bikers of Maine in order to promote this sponsorship. United Bikers of Maine will participate in the course and offer encouragement to other riders to become involved with the course.
Project Justification:	CTW, Seventh Edition 2013 Section 5: 3.2 "Motorcycle Rider Training"

Project Cost: $25,000.00 (S.2010)

Grantee: Maine Bureau of Motor Vehicle

Project Title	Project Number	Budget	Source
MC Instructor Training	MC16-002	$25,000.00	S.2010
Maine Motorcycle Map Educational Brochure	MC16-001	$68,846.62	S.2010&405f
MC Experienced Rider Course Sponsorship	2016-16MC	$25,000.00	S.2010
Subtotal		*$98,876.62*	*S2010*
		$20,000.00	*S.405f*
Total		**$118,846.62**	

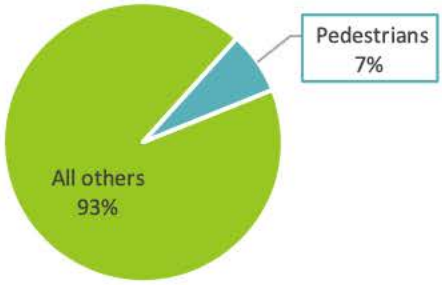
3.7 Pedestrian & Bicycle Safety

Facts

- There were 55 fatal pedestrian crashes between 2009 and 2013, involving 61 pedestrians.
- 55 pedestrians died in these crashes.

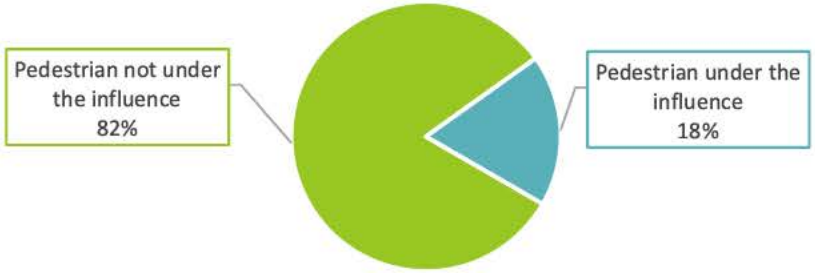
Pedestrian Fatalities in Perspective

Approximately 7% of fatalities were pedestrian fatalities. While the proportion of pedestrian fatalities fluctuated slightly over the years, the changes were not statistically significant. On average, there were 11 pedestrian fatalities per year.



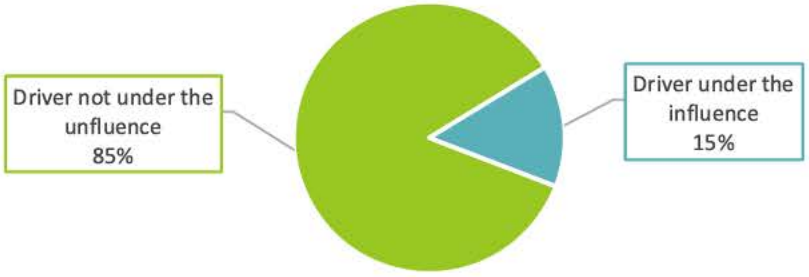
Pedestrians Under the Influence

A sizeable proportion (18%) of the pedestrians who died as a result of highway crashes was under the influence at the time of the crash.



Pedestrian Fatalities and Drivers Under the Influence

A smaller proportion (15%) of crashes that resulted in a pedestrian fatality involved a driver who was under the influence at the time of the crash.



Pedestrian Fatalities and Other Factors

A number of factors may contribute to pedestrian fatalities. The following table summarizes the percentage of fatalities associated with each factor. Notable contributing factors were pedestrians under the influence, drivers under the influence, and senior drivers at 18%, 15%, and 18% respectively.

Pedestrian Under the Influence	Driver Under the Influence	Senior Driver	Young Driver	Speeding	License Under Suspension
18%	15%	18%	7%	5%	4%

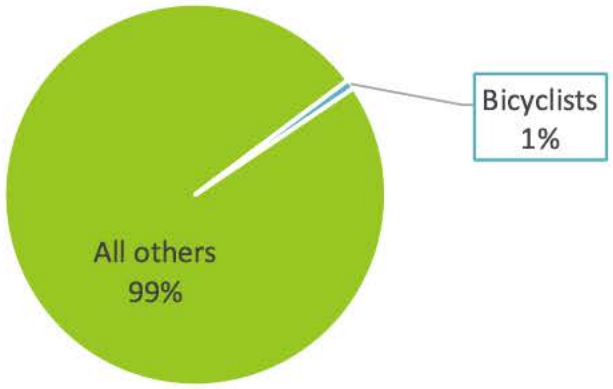
Note: 53% of pedestrian fatalities were not linked to any of the factors listed above.

Facts

- There were 6 fatal bicycle crashes between 2009 and 2013, involving 8 bicyclists.
- 6 bicyclists died in these crashes.

Bicyclist Fatalities in Perspective

Bicyclists make up a very small proportion, 1%, of all highway fatalities. On average, there was one bicyclist fatality per year.



Bicyclist Fatalities and Other Factors

- 1 fatality involved driver DUI
- 1 involved senior driver
- 1 occurred an hour or two after sunset
- None involved bicyclists operating under the influence
- None involved speeding
- None involved young driver
- None involved inclement weather

Performance Targets

Pedestrian Performance Target #1:

*To **maintain** **(or decrease)** pedestrian fatalities at the baseline average of 10 to 10 by December 31, 2016*

Bicycle Performance Target #1:

*To **maintain** **(or decrease)** bicyclist fatalities at the baseline average of 2 to 2 by December 31, 2016*

Projects*

*Projects listed below are taken directly from the MaineDOT 15-16-17 Work Plan. MaineDOT is the lead agency regarding pedestrian & bicycle safety in the state of Maine.
The MeBHS will expend NHTSA funds on pedestrian education. See Paid Media section.

BikePed Projects Currently Funded and Listed in the MaineDOT 15-16-17 Work Plan

Project Identification Number	Population	Municipality	Updated Project Description	Total Project Funding	Federal Funding	Local Match
19402	18,330	Augusta	Drainage and Pedestrian Safety Improvements: Route 27, connecting the intersections of Townsend Rd/Community Drive along Route 27 to Marketplace/Civic Center Drive (Route 27) to the intersection of Darin and Civic Center Drive (Route 27).	$413,978.19	$331,182.55	$82,795.64
19399	18,330	Augusta	Bicycle and Pedestrian Safety Connection: Connecting Kennebec River Rail Trail and downtown riverfront walkway to improve safety, economic development and mobility.	$310,000.00	$248,000.00	$62,000.00
19390	8,856	Bath	Drainage and Pedestrian Safety Improvements: Located on Commercial Street from Train Station to Downtown.	$239,813.81	$191,851.05	$47,962.76
19397	3,178	Boothbay	Sidewalk on Route 27 connecting businesses, schools, and village areas. Creation of 4,905 feet of sidewalk connecting existing sidewalk from regional school and YMCA to the center of Boothbay.	$670,206.00	$536,164.80	$134,041.20
19417	818	Brooklin	Pedestrian Safety Improvements: Connecting the school, post office and village area on Route 175 in Brooklin.	$160,000.00	$160,000.00	$0.00
18879	22,162	Brunswick	Installation of four pedestrian activated flashing crosswalk warning systems in Brunswick.	$125,000.00	$100,000.00	$25,000.00

BikePed Projects Currently Funded and Listed in the MaineDOT 15-16-17 Work Plan

Project Identification Number	Population	Municipality	Updated Project Description	Total Project Funding	Federal Funding	Local Match
19400	5,235	Camden	New sidewalk located on Route 105, beginning at Matthew John Avenue and extending northerly on Washington Street for 0.44 of a mile	$347,500.00	$278,000.00	$69,500.00
18880	5,235	Camden	Construct new sidewalk on Route 1, beginning at Quarry Hill Road in Camden and extending 1,950 feet to 56 Commercial Street in Rockport, including crossing improvements at the entrance to the Hannaford.	$167,037.00	$133,629.60	$33,407.40
19406	1,908	Damariscotta	New sidewalk located on Route 129 connecting Route 135 south of Main Street, along Bristol Road to the Miles Hospital Complex, connecting downtown, businesses, neighborhoods and hospital.	$489,620.00	$391,696.00	$97,924.00
19409	2,540	Dixfield	Sidewalk from high school to middle school on Nash Street. Sidewalk on western side of Route 142 from Coburn Avenue to entrance of Middle School.	$470,070.00	$376,056.00	$94,014.00
19416	1,256	East Machias	Sidewalk on Jacksonville Road/Route 191 from the existing sidewalk at the intersection with Hadley Lake Road to the Elm Street School.	$81,500.00	$81,500.00	$0.00

BikePed Projects Currently Funded and Listed in the MaineDOT 15-16-17 Work Plan

Project Identification Number	Population	Municipality	Updated Project Description	Total Project Funding	Federal Funding	Local Match
19381	8,117	Freeport	Pedestrian Safety Improvements: Along South Street, between Bow and West Streets in Freeport.	$103,000.00	$82,400.00	$20,600.00
22676	3,190	Fryeburg	New sidewalk that will extend 4,090 feet along Main St. and the Southeasterly side of Bridgeton Rd/Route 302 and will connect to an existing sidewalk in front of the Fryeburg Academy on Maine St, turn into Bridgeton Rd and end at the Fryeburg Recreation Area.	$577,654.00	$462,123.20	$115,530.80
19415	1,996	Gouldsboro	Pedestrian Safety Improvements: Located on Route 186, connecting businesses, the town hall, library and school entrance to improve economic and community development, and safety.	$295,875.24	$289,540.19	$6,335.05
18881	7,288	Gray	New pedestrian bumpout, crossing, and flashing beacon, from Fiddleheads Arts & Science Center to Gray Wildlife Park.	$66,000.00	$52,800.00	$13,200.00
19401	6,870	Hampden	New sidewalk to close a gap on Route 9/202: Beginning at Mayo Road and extending approximately 800 feet southeasterly to an existing sidewalk.	$181,680.00	$145,344.00	$36,336.00

BikePed Projects Currently Funded and Listed in the MaineDOT 15-16-17 Work Plan

Project Identification Number	Population	Municipality	Updated Project Description	Total Project Funding	Federal Funding	Local Match
19414	5,242	Hermon	Design and construction work for a sidewalk along U.S. Route 2, beginning at the easterly entrance to Danforth Plaza and continuing approximately 0.5 mile to a sidewalk at the intersection with Billings Road.	$628,000.00	$502,400.00	$125,600.00
19394	10,230	Kittery	Drainage and Pedestrian Safety Improvements: Located on Route 103 (Whipple Road), from Old Ferry Lane to Wyman Avenue (approximately 2,500 ft) along the north side of Whipple Road.	$748,704.00	$598,963.20	$149,740.80
19411	3,193	Livermore Falls	New sidewalk and drainage improvements on the west side of Route 17/133: Beginning at Foundry Road and continuing approximately 0.26 of a mile northerly to connect to an existing sidewalk.	$279,750.00	$223,800.00	$55,950.00
18883	1,537	Lubec	Design a new sidewalk on Washington Street, beginning at Route 189 and extending 1,700 feet to Water Street.	$23,868.68	$19,094.94	$4,773.74
19404	3,897	Monmouth	Pedestrian Safety Improvements: A sidewalk on Academy Road from the existing sidewalk on Route 132 to the Monmouth Middle School and Cottrell Elementary School, approximately .8 miles.	$696,600.00	$565,200.00	$131,400.00

BikePed Projects Currently Funded and Listed in the MaineDOT 15-16-17 Work Plan

Project Identification Number	Population	Municipality	Updated Project Description	Total Project Funding	Federal Funding	Local Match
19412	3,121	Newport	Beginning at an existing sidewalk at Garth Street and continuing southerly approximately 0.17 mile to Eastville Village Road on Route 2.	$117,000.00	$93,600.00	$23,400.00
22696	600	Passamaquoddy Tribe	Create a pedestrian crossing and landing located on Route 190 between Warrior Road and Wapap Road.	$55,000.00	$44,000.00	$11,000.00
18885	1,044	Phillips	Design a new sidewalk on Route 149 (Main Street), beginning at Blake Hill Road and extending to Bridge Street.	$35,000.00	$28,000.00	$7,000.00
18886	63,103	Portland	Bayside Trail intersection with Eastern Prom Trail Improvements. lineage to 18364.00	$152,300.00	$121,840.00	$30,460.00
18865	63,103	Portland	Bicycle and Pedestrian Connection from Casco Bay Bridge to the Fore River Parkway and Veterans Bridge along Commercial Street.	$353,428.00	$282,742.40	$70,685.60
19389	63,103	Portland	Pedestrian and ADA improvements at the corner of High and Commercial Street, and on High and York Street.	$213,500.00	$170,800.00	$42,700.00

BikePed Projects Currently Funded and Listed in the MaineDOT 15-16-17 Work Plan

Project Identification Number	Population	Municipality	Updated Project Description	Total Project Funding	Federal Funding	Local Match
18887	63,103	Portland	Sidewalk improvements, including 8 ADA compliant curb ramps, 4 curb extensions, drainage reconfiguration, and signage. Located on Forest Avenue at Dartmouth Street Intersection.	$103,805.00	$83,044.00	$20,761.00
19410	1,112	Rangeley	New sidewalk: Beginning at Loon Lake Road and extending approximately 600 feet easterly to an existing sidewalk. The project may include a new pedestrian crossing at Allen Street.	$216,048.00	$172,838.40	$43,209.60
19405	3,394	Richmond	Pedestrian safety improvements: Sidewalk on Gardiner Street beginning at Pleasant St. and continuing 0.19 mile to High St.; and a new shared-use path from High St. approximately 0.28 mile to the middle/high school complex.	$217,800.00	$174,240.00	$43,560.00
18890	3,244	Thomaston	Construct new sidewalk on Starr Street, beginning at Beechwood Street and extending to Valley Street.	$125,000.00	$100,000.00	$25,000.00
13353	9,816	Topsham	Bicycle and Pedestrian connection from Topsham Crossing subdivision to Rt. 201	$901,680.21	$721,344.17	$180,336.04
			TOTALS:	$9,566,418.13	$7,762,194.50	$1,804,223.63

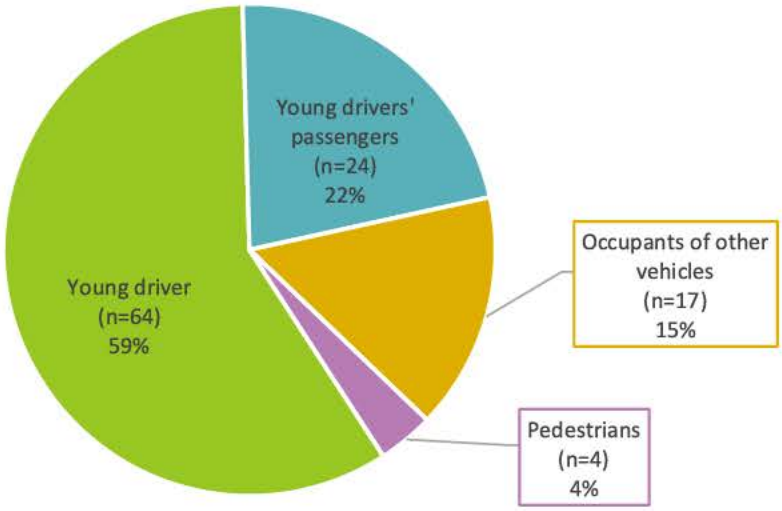
3.8 Young Drivers (16 – 20)

Facts

- Young drivers are drivers who were 20 years of age or younger at the time of the crash.
- Young drivers were involved in 98 of the 710 fatal crashes (14%).
- 109 of the 765 fatalities involved a young driver (14%).
- 10% of drivers involved in fatal crashes between 2009 and 2013 were young drivers.
- Young drivers held 5% of the non-commercial Class C driver's licenses in 2015.

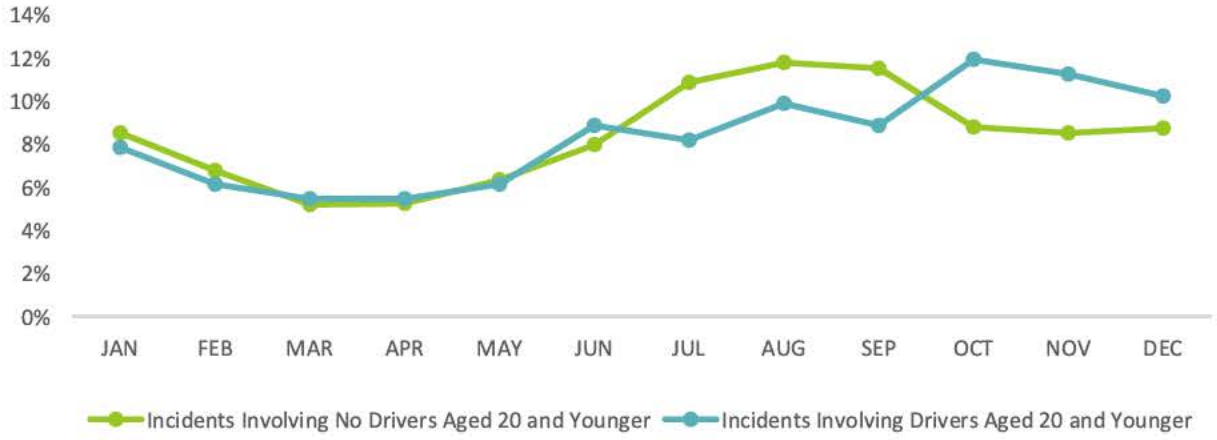
Fatality Trends

Crashes involving young drivers resulted in 109 fatalities between 2009 and 2013. Many of the fatalities, 59%, involved loss of life for the young driver. An additional 22% of fatalities were the young drivers' passengers. This suggests that 81% of the risk associated with young drivers is borne by young drivers and their passengers. An additional 19% of fatalities were occupants of other vehicles and pedestrians.



Young Driver Incidents and Month

Overall, a higher proportion of fatal crashes occur during the summer months (July through September), but this does not hold true for incidents involving young drivers. A higher proportion of incidents involving young drivers occurs during the months that follow—October through December.



Note: This chart utilizes a rolling average in order to "smooth" the data; each data point is the average of that month and the previous two months.

Maine SHSP Targets

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 ago 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

Performance Targets

Performance Target #1:

*To **maintain** the number of drivers age 20 or younger involved in fatal crashes at the 2013 year count of 17 to 17 through December 31, 2016*

Projects

Project Number:	2016-16SA
Project Title:	Young Driver Safety Mini Grants
Project Description:	Funds will support mini-grants (under $5,000 do not require an individual RFP) for various traffic safety 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 based on the release of an RFP following the approval of this project by NHTSA. This RFP will be based on the RFP released last year which resulted in six safe communities grants effecting occupant protection, distracted driving, and combinations of enforcement and education on all traffic safety concerns.

Project Cost: $50,849.99 (S.402)

Project Justification: CTW, Seventh Edition 2013 Section 6:

2.2 Post-Licensure Driver Education

CTW, Seventh Edition 2013 Section 7:1.1-2.5

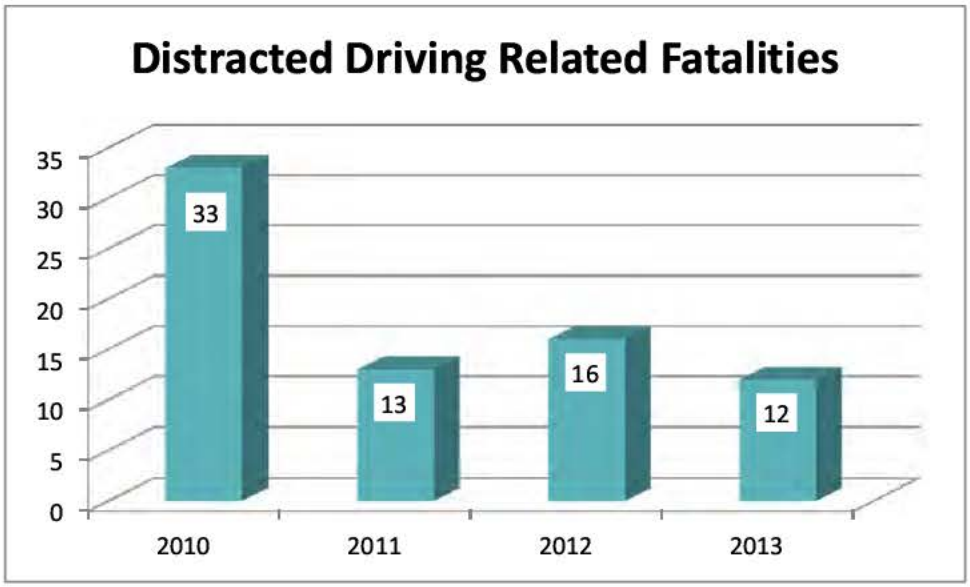
Project Title	Project Number	Budget	Source
Young Driver Safety Mini Grants	2016-16SA	$50,849.99	S.402
Total		**$50,849.99**	S.402

3.9 Distracted Driving

Distracted Driving is one of the leading causes of crashes and the National Highway Traffic Safety Administration estimates that at least 25% of police – reported crashes involve some form of driver inattention. Mobile technology continues to evolve and expand thus creating the bigger threat to driver inattention on Maine roads.

Often it is difficult to accurately collect this information at the crash scene since drivers will not always volunteer what led to the crash. Nonetheless driver inattention is a major contributor to highway crashes.

In 2011 Maine altered the way in which distracted driving was reported in Maine Police Accident Report forms. This alteration caused the State of Maine to separate 2011 numbers from past distracted driving numbers. The goal of the 2014 Maine Strategic Highway Safety Plan and the FFY2016 Maine Highway Safety Plan is to reduce distracted driving-related fatalities by 10.5% from the 5 year average of 14 (2009-2013) to 12.53 by December 31, 2016 (Maine SHSP).



Source: State Crash Data Files

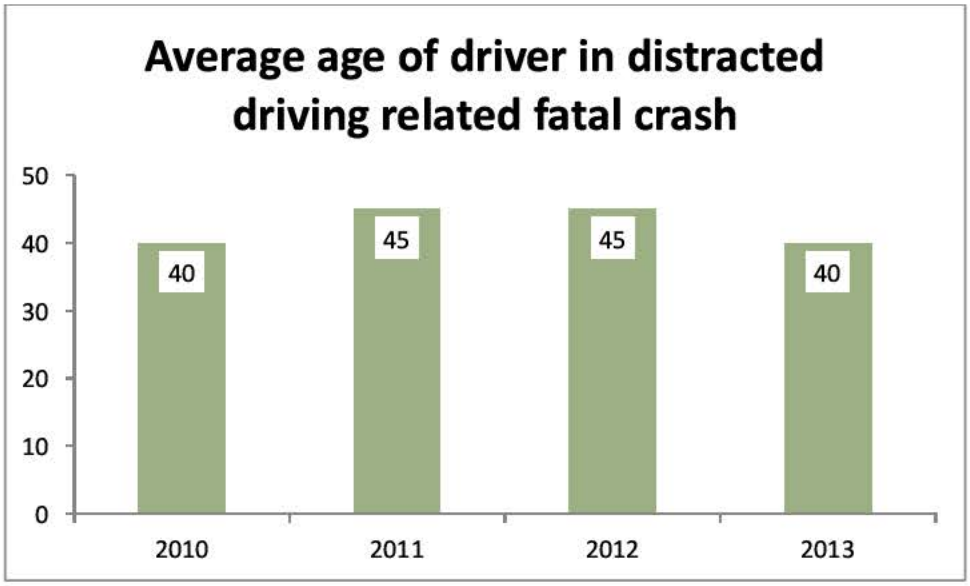
Data show fatal distracted driving related crashes decreasing in recent years, but this is likely not a true reflection of the problem. As stated above, it is difficult to accurately collect distracted driving related crash information at the crash scene because drivers won't always volunteer if they were distracted because of the state of Maine's distracted driving laws. 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 legislation, in 2011, Maine passed a primary texting ban which states that people 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.

Drivers often tell officers they were not distracted at the time of the crash. Data on fatal accidents are more accurate, but with small number of fatal distracted driving related crashes it is hard to determine a particular target area. However, data from 2010 to 2013 has allowed the MeBHS to determine that the average age of drivers in distracted driving related fatal crashes are between the ages of 40 and 45.



Source: State Crash Data Files

In order to target this age group, the MeBHS developed distracted driving radio marketing spots in 2014 that reach every major radio market in the state of Maine. This awareness campaign will help to educate the public on the dangers of distracted driving. The MeBHS, with the help of its Media partner, NL Partners, created distracted driving television media spots that will enhance radio education and reach more drivers. The MeBHS also has increased its law enforcement patrol and enforcement of distracted driving by continuing to fund its Distracted Driving Enforcement project with the Maine State Police. This will help to target not only the middle aged population, but young drivers as well. Although data determined the average age of a driver involved in a distracted driving fatal crash to be middle aged, the issue is also a problem for the young driver population. This age group has developed with the availability of mobile phones and has a greater tendency to assimilate using a cell phone while driving as a social norm. In order to combat this special challenge, the Bureau continues to raise public awareness of the dangers of distracted driving through education targeting high school students via school safety resource officers, safety events using media partners Alliance Sports Marketing, driving simulators, and through the use of specialized enforcement and educational materials. Information regarding the MeBHS' young driver distracted driving education can be found in the public relations and marketing focus section of this report.

Performance Targets

Distracted Driving Performance Target # 1:

*To **reduce** distracted driving related fatalities by 10.5% from the 5 year average of 14 (2009-2013) to 12.53 by December 31, 2016*

Projects

Project Number: DD16-001

Project Title: Simulated Distracted Driving Public Education

Project Description: Funds will support costs associated with the MeBHS distracted driving awareness program to include: salaries and travel expenses and simulator repairs and parts 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 will also reach the 40-45 year old demographic for which our data indicate a higher incidence of distracted driving crashes by supporting MeBHS staff attendance at safety days presented at different workplaces to speak about the dangers of distracted driving as it relates to the workplace (and driving to and from). Under S. 405e guidance, 50% of funds may be used for any project allowable under S. 402. In addition to public advertising and enforcement, these funds will also be used to purchase educational materials to support the MeBHS efforts and cost associated with inviting speakers to school events and the purchase of a new driving simulator needed to support the growing program. In 2015, with addition of 2 new simulators and the help of the BHS Traffic Safety Educator, the program was able to reach thousands of teens and adults through school programs, health fairs, and safety days. There is strong public support for outreach for distracted driving and this project is accepted under Communications and Outreach in the Countermeasures That Work, 7th Edition, 2013 and will be evaluated using NHTSA standard evaluation guidelines DOT HS 811 061 and attitudinal surveys. No equipment in excess of $5,000.00 will be purchased without prior written approval from NHTSA .

Project Justification: CTW, Seventh Edition 2013 Section 1:

Sub-section 6 "Underage Drinking and Alcohol-Related Driving

CTW, Seventh Edition 2013 Section 2:

7.1 "School Programs"

CTW, Seventh Edition 2013 Section 4:

2.2 "Communication and Outreach on Distracted Driving"

3.1 "Employer Programs"

CTW, Seventh Edition 2013 Section 6:

2.1 "Pre-Licensure Driver Education"

2.2 "Post-Licensure or Second-Tier Driver Education

6 "Underage Drinking and Alcohol-Related Driving"

Project Cost: $47,004.45 (S.405e)

Grantee: MeBHS

Project Number: 2016-16DD

Project Title: High Visibility Distracted Driving Enforcement (including Texting)

Project Description: *Countermeasures That Work 7th Edition* indicates that high-visibility enforcement of distracted driving laws (including texting) can be as effective as that of impaired driving and seat belt enforcement. In 2011 Maine experienced 2,343 crashes involving distraction. This number increased in 2012 to 3,121. The Maine State Police's goal is to reduce distracted driving related crashes by 5% over the next four years in the locations that data show the most distracted driving Maine State Police will monitor the distracted driving crash rates both before and after the campaign in order to measure the results of the efforts. Funding will support overtime details for state troopers to conduct distracted driving enforcement on I95, I-295 and designated high crash locations Each detail will consist of 4 hours and will be carried out by two officers working in tandem to detect motorists that are driving distracted. Enforcement locations will be selected depending on their historical distracted driving crash activity. This type of high visibility enforcement was conducted in Hartford, CT and Syracuse, NY in 2011 and 2012. Drivers using cell phones were aggressively targeted by law enforcement and studies conducted during and after this campaign revealed a 50% reduction in the observed cell phone use rate while driving. If this project is approved, we will create an RFP for other Maine LEA to apply for distracted driving grants using the same method of determination of location and evaluation that is currently being employed by the MSP. We will evaluate the distracted driving crash and fatality data available and deploy resources accordingly using the evidence based approach to traffic safety enforcement.

Project Justification: CTW, Seventh Edition 2013 Section 4:

1.4 "General Driving Drowsiness and Distraction Laws"

1.3 "High Visibility Cell Phone and Text Messaging Enforcement"

Project Cost: $350,000.00 (S.405e)

Grantee: Maine State Police (Year 3)and other LEA as determined by RFP for services

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	Project		
Simulated Distracted Driving Education	DD16-001	$47,004.45.00	S.405e
HVE Enforcement of Distracted Driving	2016-16DD	$350,000.00	S.405e
Total		**$397,004.45**	S.405e

3.10 Mature Drivers

Maine is the "oldest" state by median age (43.9) and the fourth oldest by percent (17.7%) of its population over 65—a percentage which is expected to rise to 26.3% by 2030. Senior drivers, defined as any driver over the age of 65, continue to drive on Maine roads. These drivers experience more crashes per mile driven than any other age group except 16 year olds, and their crashes are 1.7 times more likely to lead to serious injury or death than those involving drivers age 25 to 65. Many factors contribute to these outcomes. Gradually diminishing physical, sensory and cognitive capabilities, often exacerbated by medications and specific conditions, increase the likelihood of crashing; increased physical frailty increases the risk of serious injury or death.

In order to address senior driving issues, Maine formed the Senior Driver Coalition in the spring of 2009. This group encompasses many stakeholders from different fields, including public health, clinical geriatricians, social workers, occupational therapists, Maine Bureau of Motor Vehicles, AARP, American Automobile Association, Independent Transportation Network-America, Maine Chiefs of Police, Maine Office of Elder Services, Maine Bureau of Highway Safety, Maine CDC Injury Prevention Program, Maine DOT, state legislators and others.

Senior Driving screening continues to be developed with the Secretary of State's office taking the lead in that effort. The MeBMV developed the Senior Driver Assessment Pilot with a focus on identifying and addressing organizational, legal and budgetary issues related to adopting and adapting test batteries trialed in other regional BMV offices. Two study locations were established and the hope is to develop a proposal for the entire state of Maine.

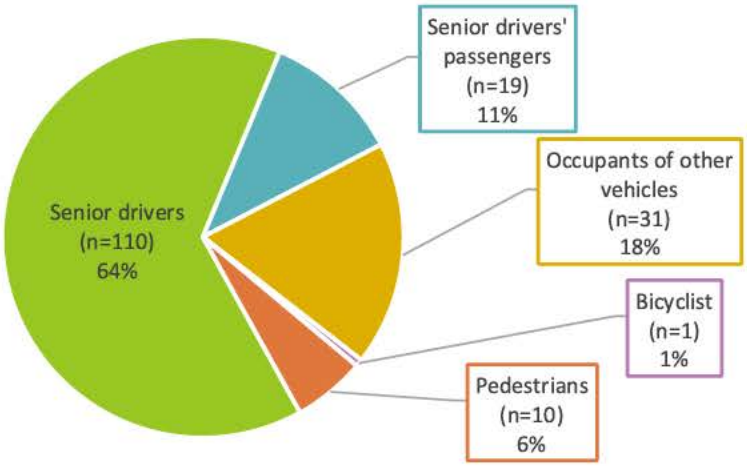
A new media/educational campaign will be developed in FFY2016 with the help of the MeBHS media vendor NL Partners. The media campaign will be overseen by the Older Drive Task Force and will focus on providing education to older drivers, children of older drivers and doctors.

Facts

- Senior drivers are drivers who were 65 years of age or older at the time of the crash.
- Senior drivers were involved in 158 of the 710 fatal crashes (22%).
- 158 of the 765 fatalities involved a senior driver (21%).
- 17% of drivers involved in fatal crashes between 2009 and 2013 were senior drivers.
- Senior drivers held 21% of the non-commercial Class C driver's licenses in 2015.

Fatality Trends

Crashes involving senior drivers resulted in 158 fatalities between 2009 and 2013. Many of the fatalities, 64%, involved loss of life for the senior driver. An additional 11% of fatalities were the senior drivers' passengers. This suggests that 75% of the risk associated with senior drivers is borne by senior drivers and their passengers. An additional 25% of fatalities were occupants of other vehicles, bicyclists, and pedestrians.

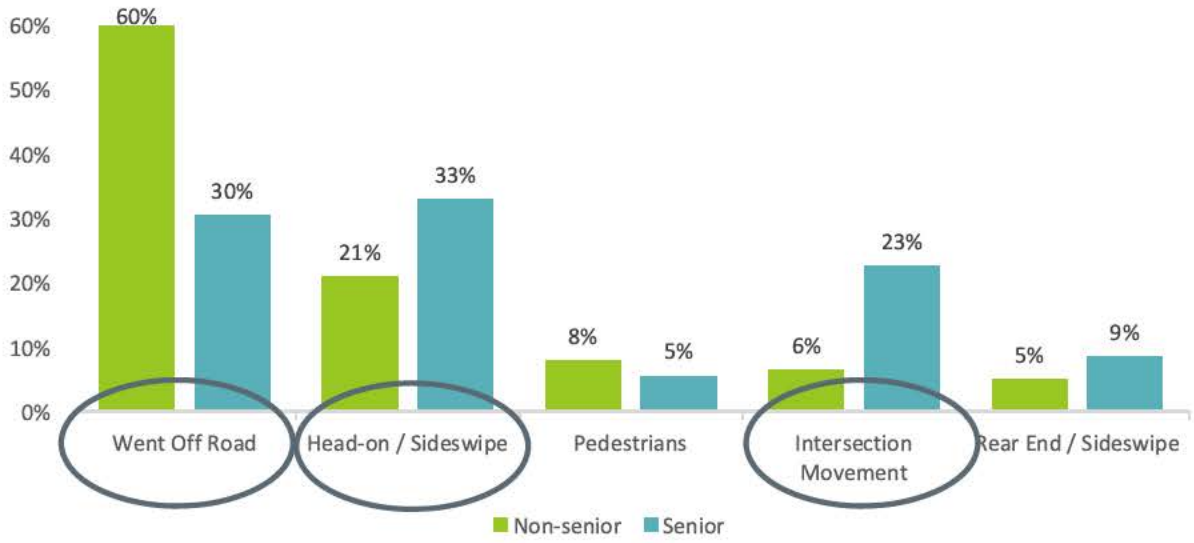


Type of Crash

The majority (93%) of all fatal crashes fall into one of five categories, as follows:

- Went Off Road
- Head-On/Sideswipe
- Intersection Movement
- Pedestrians
- Rear-End/Sideswipe

While these five categories are likewise the top five categories for fatalities involving a senior driver, there were nevertheless differences between senior drivers and the remainder of the driving population in the distribution among these categories. *Leaving the road* accounted for the majority of fatalities involving no senior driver; approximately 60% of fatalities from incidents involving no senior driver fell into this category. *Head-on/sideswipe* crashes accounted for an additional 21% of fatalities involving no senior driver. For fatalities involving senior drivers the order of these categories was flipped. Approximately 33% of fatalities involving senior drivers were associated with *head-on/sideswipe* crashes, while 30% were associated with *leaving the road*. Furthermore these two categories composed a much small share of all fatalities involving senior drivers. Together these two categories account for 81% of all fatalities involving non-senior drivers and 63% of all fatalities involving senior drivers. An additional 23% of fatalities involving senior drivers were associated with *intersection movement*—a much larger proportion than the 6% of fatalities involving no senior driver that were associated with this category.



Performance Targets

Mature Drivers Performance Target # 1:

*To **decrease** the number of mature driver fatalities by 10% from the 5 year average of 37 (2009-2013) to 33.3 by December 31, 2016.*

Projects

Project Number:	2016-16PM
Project Title:	Mature Drivers Media Outreach Campaign
Project Description:	This project is a media project and information can be found under the "Paid Media" project in the paid advertising focus section.

3.11 Paid Advertising

Utilizing media outreach will continue to be a key focus in the effort to decrease accidents and fatalities on Maine roadways in the upcoming fiscal year. The use of mass media is a way to spread the traffic safety message in order to create and teach positive social norms. In partnership with NL Partners, the MeBHS 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.

The goal of every media campaign is to increase awareness amongst the motoring public. The MeBHS contracts with Critical Insights, a company that conducts surveys, to determine the reach of MeBHS' media campaigns by conducting surveys of Maine residents. These surveys ask questions designed to determine the penetration of the MeBHS' media messages throughout the state as well as to determine what percentage of participants can recall certain safety messages. Because media formats evolve, it is important to make sure the media types chosen are not only cost effective but will reach the target audience. Critical Insights Inc. continues to provide periodic assessments of message penetration and reach in partnership with NL Partners. A copy of the Fall 2013 Critical Insights Report can be found in Appendix 2.

The Fall 2012 Critical Insights Survey Report concluded that 73% of participants could recall hearing or watching some form of distracted driving media in 2012. The MeBHS stated in the FFY2014 Highway Safety Plan that its goal was to increase this percentage to 75% in the 2013 survey. Unfortunately, Maine fell short of its goal, achieving a 70% recall rate.

In an effort to boost the recall rate of distracted driving media, the MeBHS, with help from NL Partners, created new distracted driving radio advertisements, which have begun airing on local radio stations in every major market in the state. To further enhance the distracted driving awareness effort, the MeBHS with help from the Maine State Police and our federal partners at Federal Motor Carrier Safety Administration developed a distracted driving television media advertisement that will begin airing in digital and television formats in the Summer and Fall of 2015.

The MeBHS Public Relations & Marketing program area extends beyond distracted driving, bringing highway safety messages regarding a number of focus areas, including bicycle and motorcycle safety, impaired driving, occupant protection, and teen driving, to the public as well. The MeBHS' partnership with Alliance Sport Marketing (ASM) has allowed the Bureau to target these specific focus areas using innovative media approaches. ASM conducts over 100 different marketing events for the MeBHS throughout the year, giving the Bureau a chance to spread the highway safety message to high school students, college students, and sporting events attendees throughout the state. These events reach over 1 million observers each year, and that number continues to grow. In addition to the Maine High School Sports Campaign, over the course of spring 2014 ASM conducted focused distracted driving education events in over 20 high schools throughout the state. These events, which included the use of distracted driving simulators, helped to reach teens utilizing a "one on one" teaching approach in order to educate teen drivers about the effects of distracted driving. .Having the ability to communicate with teens in this setting helped to foster conversations about personal experiences with distracted driving and raise awareness for the issue. These events were well received by school administrators. Several event recaps can be found in Appendix 3 of this Highway Safety Plan. This successful program continued in FFY2015 and will continue in FFY2016 with the goal to reach increasingly more high schools next year.

In addition to the ASM Distracted Driving Campaign, the MeBHS continues to offer the use of its distracted driving simulators to schools and law enforcement agencies throughout the state for the purpose of education and public outreach. The Highway Safety Coordinator in charge of our Young Driver (age 16-20) focus area heads this effort and visited upwards of 50 schools and public venues during FFY2015.



Bureau of Highway Safety Event at the August Civic Center

The MeBHS has continued to allow for evolvement of our Public Relations & Media programs, which has led to great programs that reach millions of Maine residents on a yearly basis

**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.*

Performance Targets

Paid Advertising Performance Target # 1:

*To **increase** the resident recall percentage of our safety message media by 10% from 55% in the Fall of 2013 to 60.5% by Fall 2016.**

**Resident recall percentage can found referenced in Appendix 2. This appendix includes the MeBHS Critical Insights Media Survey October 2013. This survey is conducted each spring and fall of the year to determine the success of the MeBHS media campaigns.*

Projects

Project Number:	PM16-001
Project Title:	Paid Media
Project Description:	Paid media 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 and pedestrian safety . Funds will support the campaign development, retagging of PSA's, and purchase of radio, TV and print media. 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. *The MeBHS will continue to include the suggestions and recommendations of sub-grantees and other partners in the creation of new media spots to ensure activie participation in media efforts.* Funds will also support the production of a new motorcycle rider PSA to discourage experienced motorcycle riders to drive impaired and speed. The average age of a motorcycle rider killed an accident in Maine has been 40 to 44 years of age. The common theme in our fatalities has been single rider crashes where the rider is under the influence of alcohol or speeding at the time of the crash. Our goal is decrease rider impairment and speeding among motorcycle riders. Funds will also support a media outreach campaign designed to reach Mature Drivers in the state of Maine. Some of the resource information such as educational pamphlets, doctor talking-information, and Maine specific alternative transportation options are already developed (NHTSA, AAA and AARP) and will be used and disseminated through our website. Other educational information may be developed in conjunction with our media contractor. Any PSA developed using federal funds is always available upon request for anyone to use and is close-captioned. You will find the MeBHS media flowchart in Appendix 8. This outlines our media schedule for FFY2016.
Project Justification:	CTW, Seventh Edition 2013 Section 2, 5 & 7 3.1 "Communications and Outreach Supporting Enforcement" 3.2 "Motorcycle Rider Training" 4.2 "Communications and Outreach: Other Driver Awareness of

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1.2 “General Communications and Education”

Project Cost: $500,000.00 (S.402)

Grantee: MeBHS w/ NL Partners (media vendor)

Project Number: PM16-002

Project Title: 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 teams throughout Maine including university athletics, professional baseball, high school championship tournaments, NBA 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 the 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. Promotional items are under review by NHTSA as of April 2015. The ticketed fan interacts with an ASM employee at the booth and allows ASM to engage the fan in highway safety related topics. The fan also takes a 1 minute survey safety survey

allowing MeBHS to help determine recall of Highway Safety media messaging. Last year alone ASM events were able to touch in excess of 2 million fans. Actual attendance from several major events is listed below: (This is not a comprehensive list of all events completed by ASM)

- 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

To combat the ever growing distracted driving problem, Alliance Sports Marketing and the 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, the MeBHS will have the opportunity to reach hundreds of thousands of students and communities of all sizes throughout the state. Efforts to further educate our young drivers and potential young drivers fostered the creation of a new Alliance Sport Marking project in FFY2014. The Distracted Driving Education Campaign kicked off after the high school sports campaign wrapped up in February/ March of 2014. ASM was able to visit 30+ schools throughout the State of Maine during the month of April 2014. This coincided with the national recognition of April as Distracted Driving Awareness Month. ASM brought distracted driving simulators to Maine Schools during lunch periods which allowed ASM to converse and educate many students in a one on one setting. MeBHS will continue this campaign in conjunction with our ongoing yearlong Distracted Driving Simulator Education program that has been successful for many years. The partnership with ASM allows MeBHS to reach additional schools that we may have otherwise been unable to reach with our in house simulator program.

ASM and the MeBHS also will conduct 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. This type of event targets motorcycle riders which are extremely important. Maine has seen an increase in single motorcycle accidents and fatalities in 2012 and 2013, so it is important to target events where motorcycle riders will be in attendance.

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 Justification: CTW, Seventh Edition 2013 Section 2:

3.1 "Communications and Outreach Supporting Enforcement"

CTW, Seventh Edition 2013 Section 5:

4.2 "Communications and Outreach: Other Driver Awareness of Motorcyclist.

Project Cost: $355,000.00 (S.402)

Grantee: MeBHS with Alliance Sports Marketing

Project Title	Project Number	Budget	Source
Paid Media	2016-16PM	$500,000.00	S.402
Sports Marketing	2016-16PM	$355,000.00	S.402
Total		**$855,000.00**	S.402

3.12 NHTSA Equipment Approval

Following standard requirements, no purchases of equipment in excess of $5,000.00 will be made without written approval from NHTSA.

4.0 FFY 2015 Performance Report

CORE OUTCOME MEASURES		2009	2010	2011	2012	FFY2014 HSP Target	2013 Actual
Fatalities (Actual)	Annual	159	161	136	164	147.25	145
	Moving Average	171	169	159	155		
# of Serious Injuries (State Crash File)	Annual	732	775	867	981	801.23	862
	Moving Average	920	869	843	843		
Fatality Rate /100 million VMT (FARS/FHWA)	Annual	1.10	1.11	0.95	1.16	1.04	1.03
	Moving Average	1.14	1.14	1.09	1.08		
Rural Mileage Death Rate (FARS)	Annual	1.41	1.48	1.31	1.60	1.14	1.38
	Moving Average	1.38	1.33	1.26	1.27		
Urban Mileage Death Rate (FARS)	Annual	0.30	0.10	0.03	--	0.56	0.10
	Moving Average	0.48	1.33	1.26	--		
Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions (FARS)	Annual	50	40	51	75	52.25	56
	Moving Average	62	57	55	55		
Alcohol-Impaired Driving Fatalities (FARS)	Annual	46	40	23	50	35.91	42
	Moving Average	51	49	43	39		
Speeding-Related Fatalities (FARS)	Annual	61	83	69	78	65.36	50
	Moving Average	72	71	70	69		
Motorcyclist Fatalities (FARS)	Annual	24	19	15	24	18.62	14
	Moving Average	20	21	19	20		
Unhelmeted Fatalities (FARS)	Annual	19	11	11	14	12.54	13
	Moving Average	14	15	14	14		
Drivers Age 20 or Younger Involved In Fatal Crashes (FARS)	Annual	20	24	24	21	19.95	18
	Moving Average	21	22	22	21		
Pedestrian Fatalities (FARS)	Annual	11	12	10	9	9.90	11
	Moving Average	10	11	11	11		

CORE BEHAVIOR MEASURE		2009	2010	2011	2012	2014 HSP Target	2013 Actual Average
Observed Seat Belt Use for Passenger Vehicles, Front Seat Outboard Occupants (State Survey)	Annual	82.6%	82.0%	81.6%	84.4%	86%	83%

ACTIVITY MEASURES			2009	2010	2011	2012	2013
A-1	# of Seat Belt Citations Issued During Grant –Funded Enforcement Activities	Annual	6,650	9,856	3,332	2,796	3,485
		Moving Average	6,323.5	7,501.0	6,458.8	5,726.2	5,223.8
A-2	# of Impaired Driving Arrests Made During Grant-Funded Enforcement Activities	Annual	545	456	503	230	550
		Moving Average	525.5	502.3	502.5	448.0	456.8
A-3	# of Speeding Citations Issued During Grant-Funded Enforcement Activities	Annual	4,887	11,732	2,382	1,232	4,853
		Moving Average	4,425.0	6,860.7	5,741.0	4,839.2	5,017.2

AREAS TRACKED NO PERFORMANCE GOALS SET	2009	2010	2011	2012	2013
Maine Total Crashes (MCRS)	28,969	27,888	28,659	28,278	30,335
Lane Departure Crashes (Head-On & Run Off Rd Left, Right) (MCRS)	8,330	8,485	8,850	9,371	9,287
Lane Departure Fatalities (Head-On & Run Off Rd Left, Right) (FARS)	109	113	102	116	99
Involved 16-24 Year Old Crashes (MCRS)	9,721	9,109	8,935	8,917	9,066
Involved 16-24 Year Old Fatalities (FARS)	43	41	33	41	33

5.0 Cost Summary Appendix B

5.1 HS-217 Program Cost Summary

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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-2016-00-00-00		$.00	$603,528.26	$.00	$603,528.26	$603,528.26	$.00
Planning and Administration Total			**$.00**	**$603,528.26**	**$.00**	**$603,528.26**	**$603,528.26**	**$.00**
Alcohol								
	AL-2016-00-00-00		$.00	$160,401.00	$.00	$641,600.95	$641,600.95	$256,641.00
Alcohol Total			**$.00**	**$160,401.00**	**$.00**	**$641,600.95**	**$641,600.95**	**$256,641.00**
Occupant Protection								
	OP-2016-00-00-00		$.00	$192,916.00	$.00	$771,663.40	$771,663.40	$308,666.00
Occupant Protection Total			**$.00**	**$192,916.00**	**$.00**	**$771,663.40**	**$771,663.40**	**$308,666.00**
Police Traffic Services								
	PT-2016-00-00-00		$.00	$355,080.00	$.00	$1,420,318.44	$1,420,318.44	$568,128.00
Police Traffic Services Total			**$.00**	**$355,080.00**	**$.00**	**$1,420,318.44**	**$1,420,318.44**	**$568,128.00**
Traffic Records								
	TR-2016-00-00-00		$.00	$6,731.00	$.00	$26,923.04	$26,923.04	$10,770.00
Traffic Records Total			**$.00**	**$6,731.00**	**$.00**	**$26,923.04**	**$26,923.04**	**$10,770.00**
Safe Communities								
	SA-2016-00-00-00		$.00	$12,713.00	$.00	$50,849.99	$50,849.99	$20,340.00
Safe Communities Total			**$.00**	**$12,713.00**	**$.00**	**$50,849.99**	**$50,849.99**	**$20,340.00**
Child Restraint								
	CR-2016-00-00-00		$.00	$30,551.00	$.00	$122,201.40	$122,201.40	$48,881.00
Child Restraint Total			**$.00**	**$30,551.00**	**$.00**	**$122,201.40**	**$122,201.40**	**$48,881.00**
Paid Advertising								
	PM-2016-00-00-00		$.00	$213,750.00	$.00	$855,000.00	$855,000.00	$342,000.00

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Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/ (Decre)	Current Balance	Share to Local
	Paid Advertising Total		**$.00**	**$213,750.00**	**$.00**	**$855,000.00**	**$855,000.00**	**$342,000.00**
	NHTSA 402 Total		***$.00***	***$1,575,670.26***	***$.00***	***$4,492,085.48***	***$4,492,085.48***	***$1,555,426.00***
405 OP SAFETEA-LU								
405 Occupant Protection								
	K2-2016-00-00-00		$.00	$9,765.00	$.00	$3,254.42	$3,254.42	$.00
	405 Occupant Protection Total		**$.00**	**$9,765.00**	**$.00**	**$3,254.42**	**$3,254.42**	**$.00**
	405 OP SAFETEA-LU Total		***$.00***	***$9,765.00***	***$.00***	***$3,254.42***	***$3,254.42***	***$.00***
408 Data Program SAFETEA-LU								
408 Data Program Incentive								
	K9-2016-00-00-00		$.00	$114,728.00	$.00	$458,908.99	$458,908.99	$.00
	408 Data Program Incentive Total		**$.00**	**$114,728.00**	**$.00**	**$458,908.99**	**$458,908.99**	**$.00**
	408 Data Program SAFETEA-LU Total		***$.00***	***$114,728.00***	***$.00***	***$458,908.99***	***$458,908.99***	***$.00***
410 Alcohol SAFETEA-LU								
410 Alcohol SAFETEA-LU								
	K8-2016-00-00-00		$.00	$759,383.00	$.00	$253,127.35	$253,127.35	$.00
	410 Alcohol SAFETEA-LU Total		**$.00**	**$759,383.00**	**$.00**	**$253,127.35**	**$253,127.35**	**$.00**
410 Alcohol Planning and Administration								
	K8PA-2016-00-00-00		$.00	$113,741.37	$.00	$113,741.37	$113,741.37	$.00
	410 Alcohol Planning and Administration Total		**$.00**	**$113,741.37**	**$.00**	**$113,741.37**	**$113,741.37**	**$.00**
	410 Alcohol SAFETEA-LU Total		***$.00***	***$873,124.37***	***$.00***	***$366,868.72***	***$366,868.72***	***$.00***
2010 Motorcycle Safety								
2010 Motorcycle Safety Incentive								
	K6-2016-00-00-00		$.00	$.00	$.00	$98,846.62	$98,846.62	$.00
	2010 Motorcycle Safety Incentive Total		**$.00**	**$.00**	**$.00**	**$98,846.62**	**$98,846.62**	**$.00**

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Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/ (Decre)	Current Balance	Share to Local
2010 Motorcycle Safety Total			***$.00***	***$.00***	***$.00***	***$98,846.62***	***$98,846.62***	***$.00***
2011 Child Seats								
2011 Child Seat Incentive								
	K3-2016-00-00-00		$.00	$65,675.34	$.00	$65,675.34	$65,675.34	$.00
2011 Child Seat Incentive Total			**$.00**	**$65,675.34**	**$.00**	**$65,675.34**	**$65,675.34**	**$.00**
2011 Child Seats Total			***$.00***	***$65,675.34***	***$.00***	***$65,675.34***	***$65,675.34***	***$.00***
MAP 21 405b OP Low								
405b Low CSS Purchase/Distribution								
	M2CSS-2016-00-00-00		$.00	$18,792.00	$.00	$75,168.00	$75,168.00	$.00
405b Low CSS Purchase/Distribution Total			**$.00**	**$18,792.00**	**$.00**	**$75,168.00**	**$75,168.00**	**$.00**
405b OP Low								
	M2X-2016-00-00-00		$.00	$325,543.00	$.00	$1,302,170.64	$1,302,170.64	$.00
405b OP Low Total			**$.00**	**$325,543.00**	**$.00**	**$1,302,170.64**	**$1,302,170.64**	**$.00**
MAP 21 405b OP Low Total			***$.00***	***$344,335.00***	***$.00***	***$1,377,338.64***	***$1,377,338.64***	***$.00***
MAP 21 405c Data Program								
405c Data Program								
	M3DA-2016-00-00-00		$.00	$300,303.00	$.00	$1,201,211.55	$1,201,211.55	$.00
405c Data Program Total			**$.00**	**$300,303.00**	**$.00**	**$1,201,211.55**	**$1,201,211.55**	**$.00**
MAP 21 405c Data Program Total			***$.00***	***$300,303.00***	***$.00***	***$1,201,211.55***	***$1,201,211.55***	***$.00***
MAP 21 405d Impaired Driving Low								
405d Impaired Driving Low								
	M6X-2016-00-00-00		$.00	$905,300.00	$.00	$3,621,196.87	$3,621,196.87	$.00
405d Impaired Driving Low Total			**$.00**	**$905,300.00**	**$.00**	**$3,621,196.87**	**$3,621,196.87**	**$.00**
MAP 21 405d Impaired Driving Low Total			***$.00***	***$905,300.00***	***$.00***	***$3,621,196.87***	***$3,621,196.87***	***$.00***

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Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/(Decre)	Current Balance	Share to Local
MAP 21 405e Distracted Driving								
405e Distracted Driving								
	M8X-2016-00-00-00		$.00	$99,252.00	$.00	$397,004.45	$397,004.45	$.00
405e Distracted Driving Total			**$.00**	**$99,252.00**	**$.00**	**$397,004.45**	**$397,004.45**	**$.00**
MAP 21 405e Distracted Driving Total			***$.00***	***$99,252.00***	***$.00***	***$397,004.45***	***$397,004.45***	***$.00***
MAP 21 405f Motorcycle Programs								
405f Motorcycle Programs								
	M9X-2016-00-00-00		$.00	$5,000.00	$.00	$20,000.00	$20,000.00	$.00
405f Motorcycle Programs Total			**$.00**	**$5,000.00**	**$.00**	**$20,000.00**	**$20,000.00**	**$.00**
MAP 21 405f Motorcycle Programs Total			***$.00***	***$5,000.00***	***$.00***	***$20,000.00***	***$20,000.00***	***$.00***
NHTSA Total			***$.00***	***$4,293,152.97***	***$.00***	***$12,102,391.08***	***$12,102,391.08***	***$1,555,426.00***
Total			***$.00***	***$4,293,152.97***	***$.00***	***$12,102,391.08***	***$12,102,391.08***	***$1,555,426.00***

5.2 FFY 2016 Project List

HSP Project As of June 16, 2015-Based on funding received	Section/GMIS Code to date for FFY15	Unique ID	FFY 15 402 CO	FFY 15 Other CO	FFY 16 402 Est	FFY16 Other Est	FFY 16 Plan Total	Monitor Site	Monitor Desk
Administration									
Planning and Administration Costs	402/300	PA16-001	257,220.26		161,308.00		418,528.26		
Web-based Grants Management System	402/300	PA16-002	185,000.00				185,000.00		
			442,220.26		161,308.00		603,528.26		
Impaired Driving									
Program Management and Operations	402/308	AL16-001	125,000.00				125,000.00		
Planning and Administration S. 410	410 P&A	PAL16-001		113,741.37			113,741.37		
Dirigo RIDE	405d	2016-16AL		40,000.00			40,000.00		
Cumberland RIDE Team	405d	2016-16AL		40,000.00			40,000.00		
York RIDE Team	405d	2016-16AL		40,000.00			40,000.00		
Impaired Driving Roadside Testing Vehicle	410 & 405d	2016-16AL		500,000.00			500,000.00		
Traffic Safety Resource Prosecutor	405d	2016-16AL		160,000.00			160,000.00		
EB Impaired Driving HVE	405d	2016-16AL		750,000.00			750,000.00		
Specialized Law Enforcement Training	402/308 & 405d	2016-16AL	50,725.36	50,000.00			100,725.36		
Impaired Driving Traffic Enforcement Equipment	405d	2016-16AL		917,736.22		726,588.00	1,644,324.22		
Maine Impaired Driving Summit	402/308	2016-16AL	20,000.00				20,000.00		
MSP Impaired Driving Reduction Position	402/308	2016-16AL	150,000.00				150,000.00		
LEA Specialized Call-Out Reimbursement	402/308	2016-16AL	30,000.00		265,875.59		295,875.59		
Judicial Outreach Liaison	405d	2016-16AL		200,000.00			200,000.00		
Local District Attorney Training	405d	2016-16AL		50,000.00			50,000.00		
Prosecuting the DUI Training	405d	2016-16AL		50,000.00			50,000.00		
Law Enforcement Phlebotomy Technicians	405d	2016-16AL		100,000.00			100,000.00		
Traffic Safety Special Prosecutor	405d	2016-16AL		250,000.00			250,000.00		
			375,725.36	3,261,477.59	265,875.59	726,588.00	4,629,666.54		
Occupant Protection and Child Restraint									
Program Management and Operations	402/304	OP16-001	125,000.00		50,000.00		175,000.00		
OP Program Operation & Maintenance	402/304	OP16-002	20,000.00				20,000.00		
CIOT - HVE	405b & 402	2016-16OP		475,000.00	100,000.00		575,000.00		
TOPAZ	405b	2016-16OP		163,915.42			163,915.42		
CR Seats & Educational Materials	402/319 & 405b	2016-16CR	122,201.40	60,661.00		14,507.00	197,369.40		
Seat Belt & CPS Observational Survey	405b	2016-16OP		225,000.00			225,000.00		
CPS T & I Training	405b	2016-16CR		112,622.22			112,622.22		
CPS Roving Instructor Program	402/319 & 2011	2016-16CR	20,000.00	65,675.34			85,675.34		
OP Task Force	402/304 & 405s	2016-16OP	1,663.40	3,254.42			4,917.82		
Traffic Safety Educator	402/304	2016-16OP	120,000.00		50,000.00		170,000.00		
Tween & Pre-Driver Seat Belt Education	405b	2016-16OP		50,000.00	15,000.00		65,000.00		
Childcare Provider/Transporter Basic Awareness	402/304	2016-16OP	20,000.00				20,000.00		
Child Safety Seat Law Enforcement Workshop	402/304	2016-16OP	25,000.00				25,000.00		
Teen Driver Expo Planning	402/304	2016-16OP	5,000.00				5,000.00		
CPS Biennial Conference Planning	402/304	2016-16OP	10,000.00				10,000.00		
CPS Reference Materials for LEO	402/304	2016-16OP	25,000.00				25,000.00		
CPS CSS Tracking	402/304 & 405b	2016-16OP	100,000.00		85,000.00	275,633.00	460,633.00		
			593,864.80	1,156,128.40	300,000.00	290,140.00	2,340,133.20		
Traffic Records									
Program Management and Operations	402/310	TR16-001	26,923.04				26,923.04		
Electronic Collection of EMS Run Report Data	408	2016-16TR		150,000.00			150,000.00		
MCRS Update/Upgrades	408 & 405c	2016-16TR		308,908.99		200,000.00	508,908.99		
E-Citation	405c	2016-16TR		500,000.00			500,000.00		
Maine CODES	405c	2016-16TR		50,000.00			50,000.00		
Public Access Reports-Traffic	405c	2016-16TR		251,211.55			251,211.55		
Electronic Collection of Highway Data	405c	2016-16TR		200,000.00			200,000.00		
			26,923.04	1,460,120.54	0.00	200,000.00	1,687,043.58		
Police Traffic Services									
Program Management and Operations	402/315	PT16-001	125,000.00				125,000.00		
Crash Reconstruction Equipment	402/315	2016-16PT	20,000.00				20,000.00		

Law Enforcement Project Administrator	402/315	2016-16PT	75,000.00				75,000.00
Police Traffic Safety Enforcement Equipment	402/315	2016-16PT	500,000.00				500,000.00
MSP Safe Program	402/315	PT16-003	130,000.00				130,000.00
Law Enforcement Liaison	402/315	PT16-002	100,000.00				100,000.00
Data-Driven Speed Enforcement	402/315	2016-16PT	220,318.44		250,000.00		470,318.44
			1,170,318.44	0.00	250,000.00	0.00	1,420,318.44
Motorcycle Safety							
Motorcycle Instructor Training	2010	MC16-002		25,000.00			25,000.00
Maine Motorcycle Safety Education Map	2010 & 405f	MC16-001		48,846.62		20,000.00	68,846.62
Experience Rider Training Course Sponsorship	2010	MC16-003		25,000.00			25,000.00
			0.00	98,846.62	0.00	20,000.00	118,846.62
Young Drivers and Safe Communities							
Young Driver Safety Mini Grants		2016-16SA	25,849.99		25,000.00		50,849.99
			25,849.99	0.00	25,000.00	0.00	50,849.99
Distracted Driving							
Simulated Distracted Driving Education	405e	DD16-001		47,004.45			47,004.45
Distracted Driving Enforcement	405e	DD16-002		350,000.00			350,000.00
			0.00	397,004.45			397,004.45
Public Relations and Marketing							
Paid Media (Includes MC & MO Projects)	402/301	PM16-001	261,342.59		238,657.41		500,000.00
Motorcycle PSA							0.00
Mature Driver Outreach							0.00
Sports Marketing		PM16-002	355,000.00				355,000.00
			616,342.59	0.00	238,657.41		855,000.00
			3,251,244.48	6,373,577.60	1,240,841.00	1,236,728.00	12,102,391.08

6.0 State Certifications & Assurances

CERTIFICATION AND ASSURANCES
FOR HIGHWAY SAFETY GRANTS (23 U.S.C. CHAPTER 4)

State: **Maine** Fiscal Year: **2016**

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 sub recipients 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 Subward and Executive Compensation Reporting, August 27, 2010, (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 sub recipients 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 sub recipients 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. 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 – o Abide by the terms of the statement.
- o 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 – o Taking appropriate personnel action against such an employee, up to and including termination.
- o 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 sub recipients 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 sub recipients 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 sub recipients 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, sub grants, and contracts under grant, loans, and cooperative agreements) and that all sub recipients shall certify and disclose accordingly.

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

RESTRICTION ON STATE LOBBYING

(applies to sub recipients 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 sub recipients 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

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. 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.

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 crashed 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))10

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: 6/12/2015

John E. Morris, Governor's Representative for Highway Safety and Public Safety Commissioner

Printed name of Governor's Representative for Highway Safety

7.0 Section 405 Grant Application

Appendix D to Park 1200 – Certifications and Assurance for National Priority Safety Program Grants S. 405:

- Part 1 - Occupant Protection (23 CFR 1200.21);
- Part 2 - State Traffic Safety Information System Improvements (23 CFR 1200.22);
- Part 3 - Impaired Driving Countermeasures (23 CFR 1200.23)
- Part 5 - Motorcyclist Safety (23 CFR 1200.25)

Appendix D to Part 1200: Certifications & Assurances

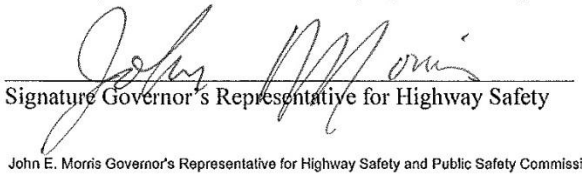
APPENDIX D TO PART 1200 –
CERTIFICATIONS AND ASSURANCES
FOR NATIONAL PRIORITY SAFETY PROGRAM GRANTS (23 U.S.C. 405)

State: Maine Fiscal Year: 2016

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.

In my capacity as the Governor's Representative for Highway Safety, I:

- certify that, to the best of my personal knowledge, the information submitted to the National Highway Traffic Safety Administration in support of the State's application for Section 405 grants below is accurate and complete.
- understand that incorrect, incomplete, or untimely information submitted in support of the State's application may result in the denial of an award under Section 405.
- agree that, as condition of the grant, the State will use these grant funds in accordance with the specific requirements of Section 405(b), (c), (d), (e), (f) and (g), as applicable.
- agree that, as a condition of the grant, the State will comply with all applicable laws and regulations and financial and programmatic requirements for Federal grants.



Signature Governor's Representative for Highway Safety — Date: 6/12/2015

John E. Morris Governor's Representative for Highway Safety and Public Safety Commissioner

Printed name of Governor's Representative for Highway Safety

Instructions: Check the box for each part for which the State is applying for a grant, fill in relevant blanks, and identify the attachment number or page numbers where the requested information appears in the HSP. Attachments may be submitted electronically.

☒ **Part 1: Occupant Protection (23 CFR 1200.21)**

All States: [*Fill in **all** blanks below.*]

• The State will maintain its aggregate expenditures from all State and local sources for occupant protection programs at or above the average level of such expenditures in fiscal years 2010 and 2011. (23 U.S.C. 405(a)(1)(H))

• The State will participate in the Click it or Ticket national mobilization in the fiscal year of the grant. The description of the State's planned participation is provided as HSP attachment or page # __HSP Page#__84-85_____.

• The State's occupant protection plan for the upcoming fiscal year is provided as HSP attachment or page # __HSP Page#_77-78_____.

• Documentation of the State's active network of child restraint inspection stations is provided as HSP attachment or page # __HSP Page #_79-83_____.

• The State's plan for child passenger safety technicians is provided as HSP attachment or page # _HSP Page#78_____.

Lower Seat belt Use States: [*Check **at least 3 boxes** below and fill in **all** blanks under those checked boxes*.]

☒ The State's **primary seat belt use law**, requiring primary enforcement of the State's occupant protection laws, was enacted on __09/20/2007_____ and last amended on _09/25/2009_____, is in effect, and will be enforced during the fiscal year of the grant.

Legal citation(s):

Title 29A Chapter 19 Section 2081 HSP Appendix 4

☒ The State's **occupant protection law**, requiring occupants to be secured in a seat belt or age-appropriate child restraint while in a passenger motor vehicle and a minimum fine of $25, was enacted on _12/27/1995_____ and last amended on _09/25/2009_____, is in effect, and will be enforced during the fiscal year of the grant.

Legal citations:

• Requirement for all occupants to be secured in seat belt or age appropriate child restraint:
Title 29 A Chapter 19 Section 2081 HSP Appendix 4
• Coverage of all passenger motor vehicles:
Title 29 A Chapter 19 Section 2081 HSP Appendix 4
• Minimum fine of at least $25:
Title 29 A Chapter 19 Section 2081 HSP Appendix 4
• Exemptions from restraint requirements:
Title 29 A Chapter 19 Section 2081 HSP Appendix 4

☐ The State's **seat belt enforcement plan** is provided as HSP attachment or page # _____.

☐ The State's **high risk population countermeasure program** is provided as HSP attachment or page # _____.

☐ The State's **comprehensive occupant protection program** is provided as HSP attachment # _____.

☒ The State's **occupant protection program assessment**: [*Check **one box** below and fill in **any** blanks under that checked box.*]

☒ The State's NHTSA-facilitated occupant protection program assessment was conducted on _ May 12 – May 16, 2014__HSP Appendix 5_____;

OR

☐ The State agrees to conduct a NHTSA-facilitated occupant protection program assessment by September 1 of the fiscal year of the grant. (This option is available only for fiscal year 2013 grants.)

☒ **Part 2: State Traffic Safety Information System Improvements (23 CFR 1200.22)**

• The State will maintain its aggregate expenditures from all State and local sources for traffic safety information system programs at or above the average level of such expenditures in fiscal years 2010 and 2011.

[*Fill in **at least one** blank for each bullet below.*]

• A copy of [*check **one box** only*] the ☒ TRCC charter or the ☐ statute legally mandating a State TRCC is provided as HSP attachment # ___Appendix 1_____ or submitted electronically through the TRIPRS database on _____.

• A copy of TRCC meeting schedule for 12 months following application due date and all reports and other documents promulgated by the TRCC during the 12 months preceding the application due date is provided as HSP attachment # ____Appendix 1_____ or submitted electronically through the TRIPRS database on _____.

• A list of the TRCC membership and the organization and function they represent is provided as HSP attachment # _____Appendix 1_____ or submitted electronically through the TRIPRS database on _____.

• The name and title of the State's Traffic Records Coordinator is
Lauren V. Stewart, Director Maine Bureau of Highway Safety.

• A copy of the State Strategic Plan, including any updates, is provided as HSP attachment # ____Appendix 1_____ or submitted electronically through the TRIPRS database on _____.

• [*Check **one box** below and fill in **any** blanks under that checked box.*]

☒ The following pages in the State's Strategic Plan provides a written description of the performance measures, and all supporting data, that the State is relying on to demonstrate

achievement of the quantitative improvement in the preceding 12 months of the application due date in relation to one or more of the significant data program attributes: pages
Appendix 1.
OR

☐ If not detailed in the State's Strategic Plan, the written description is provided as HSP attachment # _____.

• The State's most recent assessment or update of its highway safety data and traffic records system was completed on 4/29/2011.

☒ **Part 3: Impaired Driving Countermeasures (23 CFR 1200.23)**

All States:

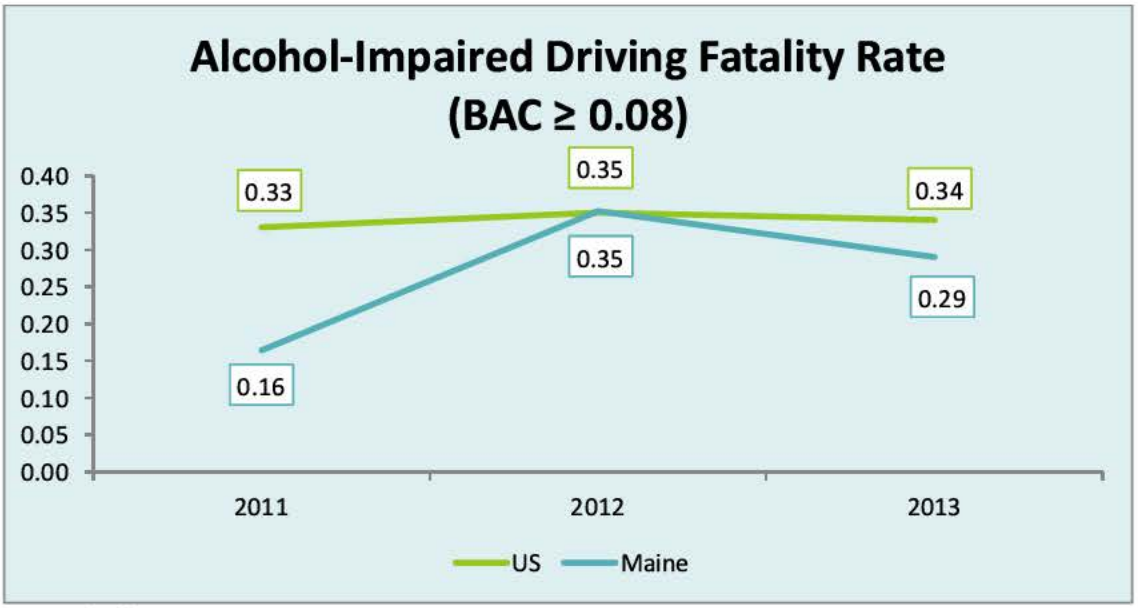
• The State will maintain its aggregate expenditures from all State and local sources for impaired driving programs at or above the average level of such expenditures in fiscal years 2010 and 2011.

• The State will use the funds awarded under 23 U.S.C. 405(d) only for the implementation of programs as provided in 23 CFR 1200.23(i) in the fiscal year of the grant.

Part 3: Impaired Driving Countermeasures (23 CFR 1200.23) Low Range State Qualification

According to the guidelines, Maine qualifies as a low range state. In order to qualify as low range for the purpose of impaired driving grant funds, a state must have achieved an average impaired driving fatality rate of 0.30 or lower based on the most recent three years of final FARS data. Maine's certified impaired driving fatality rate for 2011-2013, as established by the National Highway Safety Administration (NHTSA), is 0.26. Thus, Maine qualifies as a low range state. Low-range states have no additional requirements.

The following graph shows the impaired driving fatality rates provided by NHTSA for 2011, 2012, and 2013



Source: FARS

Mid-Range State:
• [*Check **one box** below and fill in **any** blanks under that checked box.*]

☐ The statewide impaired driving plan approved by a statewide impaired driving task force was issued on _____ and is provided as HSP attachment # _____;
OR
☐ For the first year of the grant as a mid-range State, the State agrees to convene a statewide impaired driving task force to develop a statewide impaired driving plan and submit a copy of the plan to NHTSA by September 1 of the fiscal year of the grant.
• A copy of information describing the statewide impaired driving task force is provided as HSP attachment # _____.

High-Range State:
• [*Check **one box** below and fill in **any** blanks under that checked box.*]

☐ A NHTSA-facilitated assessment of the State's impaired driving program was conducted on _____;
OR
☐ For the first year of the grant as a high-range State, the State agrees to conduct a NHTSA-facilitated assessment by September 1 of the fiscal year of the grant;
• [*Check **one box** below and fill in **any** blanks under that checked box.*]

☐ For the first year of the grant as a high-range State, the State agrees to convene a statewide impaired driving task force to develop a statewide impaired driving plan addressing recommendations from the assessment and submit the plan to NHTSA for review and approval by September 1 of the fiscal year of the grant;
OR
☐ For subsequent years of the grant as a high-range State, the statewide impaired driving plan developed or updated on _____ is provided as HSP attachment # _____.
• A copy of the information describing the statewide impaired driving task force is provided as HSP attachment # _____.

Ignition Interlock Law: [*Fill in **all** blanks below.*]
• The State's ignition interlock law was enacted on _____ and last amended on _____, is in effect, and will be enforced during the fiscal year of the grant. **Legal citation(s):**

☐ Part 4: Distracted Driving (23 CFR 1200.24)

[*Fill in **all** blanks below.*]
Prohibition on Texting While Driving
The State's texting ban statute, prohibiting texting while driving, a minimum fine of at least $25, and increased fines for repeat offenses, was enacted on _____ and last amended on _____, is in effect, and will be enforced during the fiscal year of the grant.
Legal citations:

• Prohibition on texting while driving:

• Definition of covered wireless communication devices:

• Minimum fine of at least $25 for first offense:

• Increased fines for repeat offenses:

• Exemptions from texting ban:

Prohibition on Youth Cell Phone Use While Driving

The State's youth cell phone use ban statute, prohibiting youth cell phone use while driving, driver license testing of distracted driving issues, a minimum fine of at least $25, increased fines for repeat offenses, was enacted on _____ and last amended on _____, is in effect, and will be enforced during the fiscal year of the grant.

Legal citations:

• Prohibition on youth cell phone use while driving:

• Driver license testing of distracted driving issues:

• Minimum fine of at least $25 for first offense:

• Increased fines for repeat offenses:

• Exemptions from youth cell phone use ban:

☒ Part 5: Motorcyclist Safety (23 CFR 1200.25)

[*Check **at least 2 boxes** below and fill in **any** blanks under those checked boxes.*]

☐ **Motorcycle riding training course:**

• Copy of official State document (e.g., law, regulation, binding policy directive, letter from the Governor) identifying the designated State authority over motorcyclist safety issues is provided as HSP attachment # _____.

• Document(s) showing the designated State authority approved the training curriculum that includes instruction in crash avoidance and other safety-oriented operational skills for both in-class and on-the-motorcycle is provided as HSP attachment # _____.

• Document(s) regarding locations of the motorcycle rider training course being offered in the State is provided as HSP attachment # _____.

• Document(s) showing that certified motorcycle rider training instructors teach the motorcycle riding training course is provided as HSP attachment # _____.

• Description of the quality control procedures to assess motorcycle rider training courses and instructor training courses and actions taken to improve courses is provided as HSP attachment # _____.

☐ **Motorcyclist awareness program:**

• Copy of official State document (e.g., law, regulation, binding policy directive, letter from the Governor) identifying the designated State authority over motorcyclist safety issues is provided as HSP attachment # _____.

• Letter from the Governor's Representative for Highway Safety stating that the motorcyclist awareness program is developed by or in coordination with the designated State authority is provided as HSP attachment # _____.

• Data used to identify and prioritize the State's motorcyclist safety program areas is provided as HSP attachment or page # _____.

• Description of how the State achieved collaboration among agencies and organizations regarding motorcycle safety issues is provided as HSP attachment or page # _____.

• Copy of the State strategic communications plan is provided as HSP attachment # _____.

☒ **Reduction of fatalities and crashes involving motorcycles:**
• Data showing the total number of motor vehicle crashes involving motorcycles is provided as HSP attachment or page # _HSP Appendix 6_____.

• Description of the State's methods for collecting and analyzing data is provided as HSP attachment or page # ____HSP Section 1.4 and 1.5_____.

☐ **Impaired driving program:**
• Data used to identify and prioritize the State's impaired driving and impaired motorcycle operation problem areas is provided as HSP attachment or page #
_____.

• Detailed description of the State's impaired driving program is provided as HSP attachment or page # _____.

• The State law or regulation that defines impairment.

Legal citation(s):
☒ **Reduction of fatalities and accidents involving impaired motorcyclists:**
• Data showing the total number of reported crashes involving alcohol-impaired and drug-impaired motorcycle operators is provided as HSP attachment or page #
_____Appendix 6 HSP _____.

• Description of the State's methods for collecting and analyzing data is provided as HSP attachment or page # ___HSP Section 1.4 and 1.5_____.

• The State law or regulation that defines impairment.

Legal citation(s):

☐ **Use of fees collected from motorcyclists for motorcycle programs:** [*Check **one box** below and fill in **any** blanks under the checked box.*]

☐ Applying as a Law State –
• The State law or regulation that requires all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs to be used for motorcycle training and safety programs.

Legal citation(s):
AND
• The State's law appropriating funds for FY ____ that requires all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs be spent on motorcycle training and safety programs.

Legal citation(s):

☐ Applying as a Data State –
• Data and/or documentation from **official** State records from the previous fiscal year showing that

all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs were used for motorcycle training and safety programs is provided as HSP attachment # _____.

☐ **Part 6: State Graduated Driver Licensing Laws (23 CFR 1200.26)**

[*Fill in **all** applicable blanks below.*]

The State's graduated driver licensing statute, requiring both a learner's permit stage and intermediate stage prior to receiving a full driver's license, was enacted on _____ and last amended on _____, is in effect, and will be enforced during the fiscal year of the grant.

Learner's Permit Stage – requires testing and education, driving restrictions, minimum duration, and applicability to novice drivers younger than 21 years of age.

Legal citations:

• Testing and education requirements:

• Driving restrictions:

• Minimum duration:

• Applicability to novice drivers younger than 21 years of age:

• Exemptions from graduated driver licensing law:

Intermediate Stage – requires driving restrictions, minimum duration, and applicability to any driver who has completed the learner's permit stage and who is younger than 18 years of age.

Legal citations:

• Driving restrictions:

• Minimum duration:

• Applicability to any driver who has completed the learner's permit stage and is younger than 18 years of age:

• Exemptions from graduated driver licensing law:

Additional Requirements During Both Learner's Permit and Intermediate Stages

Prohibition enforced as a primary offense on use of a cellular telephone or any communications device by the driver while driving, except in case of emergency.

Legal citation(s):

Requirement that the driver who possesses a learner's permit or intermediate license remain conviction-free for a period of not less than six consecutive months immediately prior to the expiration of that stage.

Legal citation(s): 14

License Distinguishability (*Check **one box** below and fill in **any** blanks under that checked box.***)**

☐ Requirement that the State learner's permit, intermediate license, and full driver's license are visually distinguishable.

Legal citation(s):

OR

☐ Sample permits and licenses containing visual features that would enable a law enforcement officer to distinguish between the State learner's permit, intermediate license, and full driver's license, are provided as HSP attachment # _____.

OR

☐ Description of the State's system that enables law enforcement officers in the State during traffic stops to distinguish between the State learner's permit, intermediate license, and full driver's license, are provided

Appendix 1: S. 405c Maine Strategic Traffic Records Plan

Maine
Traffic Records Strategic Plan for FFY2016

June 18, 2015



State Traffic Safety Information System Improvement

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Maine Traffic Records Strategic Plan

1. Executive Summary

e (TRCC) is comprised of stakeholders in ıighway safety, traffic safety data collectors, managers, and law enforcement. Each of the core traffic records data systems are represented within the State of Maine TRCC. These data systems consist of Crash, Driver, Vehicle, Roadway, Citation/Adjudication, and Injury Surveillance.

Since the last NHTSA Traffic Records Assessment that concluded in April 2011, the TRCC has implemented several projects that have improved the State's traffic records data systems. In 2011, the Maine Crash Reporting Upgrade project significantly increased the crash system's compliance with the MMUCC (Model Minimum Uniform Crash Criteria) national crash data standard. The system is implemented statewide and currently collects crash data electronically from all Maine law enforcement agencies.

The Public Access Reports – Traffic project was implemented to address the accessibility of crash data for highway safety stakeholders and the public. This project is currently in pre-production and will be deployed during the FFY2016 plan year.

The Maine TRCC has also provided funding for the Electronic Collection of EMS Run Report Data project (MEMSRR). This project is fully deployed and has 241 services reporting and two million incidents recorded to date. The State is planning the deployment of a system upgrade to bring the EMS run reporting system to NEMSIS 3 (National EMS Information System) compliance within the upcoming plan year.

Maine's progress in improving the traffic records data systems are detailed in Section 3 of this plan. The performance measures in Section 3 demonstrate the improvements in Crash Timeliness and Crash Accuracy. The average timeliness of all crash report submissions is now at 7.5 days, an increase of one day, when compared to the previous twelve month period ending March 31. Additionally, the accuracy of Maine's crash reports submissions that comply with the state crash data standard is at an impressive 99.97%.

Any grant funds awarded under MAP-21, Section 405c shall be used to make quantifiable, measurable progress improvements in the accuracy, completeness, timeliness, uniformity, accessibility, or integration of data in a core highway safety database.

2. Traffic Records Coordinating Committee

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

2.2 TRCC Charter

MAINE

TRAFFIC RECORDS COORDINATING COMMITTEE

CHARTER

Whereas various state and local government agencies have recognized the need to work together to integrate Highway Safety Information Systems to enhance decision making and save lives and injuries on Maine's highways.

And whereas various state and local government agencies have agreed to collaborate in the development and implementation of a Highway Safety Information System improvement program to provide more timely, accurate, complete, uniform, integrated, and accessible data to the traffic safety community.

And whereas various state and local government agencies have agreed to collaborate in the development and implementation of a Highway Safety Information System strategic plan that insures that all components of state traffic safety are coordinated.

Therefore the following Charter is created to establish a Traffic Records Committee in accordance with the requirements of MAP-21 and as agreed upon by the participating agencies.

Objective:
To establish a multi-agency Traffic Records Committee composed of voting members from the Maine Department of Motor Vehicles, Maine EMS, Maine Department of Transportation, Maine Judicial Branch, State and local law enforcement agencies, local Emergency Medical Services, and other federal and non-federal partners, whose purpose is to provide direction on all matters related to the Maine Highway Safety Information System.

Traffic Records Committee Goal:
To improve the timeliness, accuracy, completeness, uniformity, integration, and accessibility of traffic related data needed to identify priorities for national, state, and local highway and traffic safety programs.

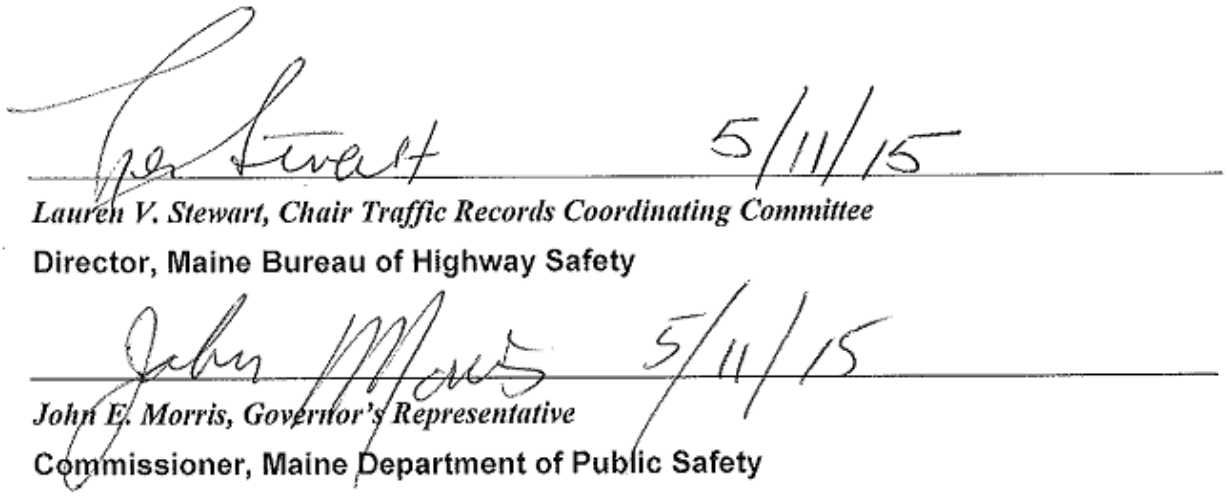
Traffic Records Committee Functions:
The Traffic Records Coordinating Committee shall-

Have authority to review any of the State's highway safety data and traffic records systems and any changes to such systems before the changes are implemented;

Consider and coordinate the views of organizations in the State that are involved in the collection, administration, and use of highway safety data and traffic records systems, and represent those views to outside organizations;

Review and evaluate new technologies to keep the highway safety data and traffic records system current;

Approve annually the membership of the TRCC, the TRCC coordinator, any change to the State's multi-year Strategic Plan required under paragraph (c) of this section, and performance measures to be used to demonstrate quantitative progress in the accuracy, completeness, timeliness, uniformity, accessibility or integration of a core highway safety database.



Lauren V. Stewart, Chair Traffic Records Coordinating Committee

Director, Maine Bureau of Highway Safety

John E. Morris, Governor's Representative

Commissioner, Maine Department of Public Safety

2.3 TRCC Committees

2.3.1 Executive Committee

Name / Title	Organization	Function
James Glessner Court Administrator	State of Maine Judicial Branch	Citation
Matthew Dunlap Secretary of State	Secretary of State State of Maine	Driver/Vehicle
David Bernhardt Commissioner	Maine Department of Transportation	Crash/Roadway
John Morris Commissioner	Maine Department of Public Safety	Crash/Citation/ Highway Safety/ Injury Surveillance System

2.3.2 Technical Committee

Name / Title	Organization	Function
Douglas Bracey Chief	Maine Chiefs of Police Association	Law Enforcement
Jay Bradshaw Director	Department of Public Safety, Maine EMS	Injury Surveillance System
Duane Brunell Safety Performance Analysis Manager	Maine Department of Transportation	Crash/Roadway
Linda Grant Senior Section Manager	Maine Bureau of Motor Vehicles	Driver/Vehicle
Al Leighton CODES and Data Analyst	University of Southern Maine, Muskie School	Highway Safety
Troy Morton Sherriff Deputy	Penobscot County Sheriff's Office	Law Enforcement
Emile Poulin Senior Information System Support Specialist	Maine Office of Information Technology	Information Technology
Lt Brian Scott Lieutenant, Safety Unit	Maine State Police	Crash/Citation TRCC Co-Chair
John Smith Manager	Maine Violations Bureau	Citation
Lauren Stewart Director	Maine Bureau of Highway Safety	Highway Safety TRCC Co-Chair TRCC Coordinator
James Tanner Contract Grants Specialist	Maine Bureau of Highway Safety	Highway Safety

2.4 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.

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

If so, how often does it meet? Three times a year minimum.

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.*

2.5 FFY2016 TRCC Schedule

The FFY2016 TRCC meetings are scheduled for:

November 4, 2015

February 16, 2016

May 3, 2016

2.6 FFY2015 Meetings

2.6.1 Meeting Minutes

State of Maine
Traffic Records Coordinating Committee
Meeting Minutes – Wednesday, September 24th, 2014

Participants: Jay Bradshaw (EMS), Chief Doug Bracy (ME Chiefs of Police), Linda Grant (SOS-Bureau of Motor Vehicles), Mike Knizeski (Appriss, Inc.), Al Leighton (Muskie School, USM), Emile Poulin (OIT), Daniel Schuessler (Appriss, Inc.), Lt. Brian Scott (Maine State Police), Lauren Stewart (BHS), John Smith (MJB), James Tanner (BHS)

405c Grant Status

Dan Schuessler presented to the group the current status of the 405c Grant. Dan indicated the application was submitted on July 1st, 2014. The application included two performance measures and eleven projects.

Lauren Stewart indicated that she has not received a status update from NHSTA regarding the grant.

Dan indicated that NHSTA must notify the States by September 30th, 2014.

Performance Measures

Dan Schuessler provided a quick overview of the performance measures submitted.

1. Improved Timeliness – A decrease in the amount of time a crash report is received by the State. The time decreased from 12.1 days to 8.5 days.

2. Improved Accuracy – Crash report accuracy improved by .8% (99.14% to 99.94%).

Dan indicated that the State has not heard back from NHSTA regarding any issues with the performance measures.

Future Assessment

Lauren Stewart received an email from NHTSA regarding a scheduled assessment for January 18th, 2016. NHTSA requires the States to perform an assessment every five years.

Dan indicated that the assessment is now an online process where the State answers a series of questions and provides supporting documentation via a web site (STRAP). An assessment team is assigned to review answers for each traffic records system.

Dan told the group that he had recently helped New Hampshire complete their assessment. The key to completing the assessment is being prepared beforehand. Dan suggested getting the

questions well before the actual assessment so that the State can gather all the necessary information to properly answer each question.

Dan indicated that there are several phases to the assessment. Once the initial questions are answered, the assessment team will rate each answer and provide feedback to the State. The State will then update their answers that were not accepted by the assessment team (through an iterative process) until all answers are accepted.

Dan described to the group that the answers are non-binding and that there is no penalty if the State does not meet various requirements for Traffic Systems.

Dan told the group about the Traffic Records Assessment Advisory document that provides recommendations for an ideal traffic records system.

Dan describe the overall process flow for the entire assessment (see meeting PowerPoint).

Dan provided a screen shot of the STRAP web site which showed how to answer questions including uploading supporting documentation.

Dan suggested sending the questions for each traffic records system to a designated lead at the State.

Dan indicated that ***ALL*** questions must be answered to complete the assessment.

Lauren indicated that there are over 400 questions to answer.

Dan described the type of personnel that should be used to answer the assessment questions.

Dan told the group that he would provide a set of word documents with the assessment questions to the group. Dan indicated that the documents will be provided once he confirms the questions.

As a side note, Dan told the group that TRIPRS is no longer available for submitting the 405c application.

EMS

Jay Bradshaw indicated that the State is currently planning for NEMSIS 3.0.

Jay indicated that the State is working with ImageTrend to complete the transition to NEMSIS 3.0 by April 1st, 2015.

Jay told the group the move to NEMSIS 3.0 will help the linkage of EMS data with health info-net and discharge data statewide.

Jay said that EMS is currently working with the Muskie School. The Muskie School is mining EMS data and is focused on improving data quality for EMS records.

DMV Online Registration Renewal

The number of towns participating in the DMV online registration renewal system has increased since last reported. Linda Grant indicated that over a million registrations have been processed online.

Maine Crash

Dan Schuessler updated the group on Maine Crash Phase 4 development.

Dan indicated that the mapping tool within MCRS has been updated to use the new Google Maps API.

Also, the Latitude/Longitude can be saved for any location including off roadway. The barcode reader interface has been improved.

All deleted reports are now automatically archived.

Installation software for servers supporting MCRS has been improved.

James Tanner asked the question why some departments are not recording the latitude/longitude.

Dan Schuessler indicated the IMC departments do not record latitude and longitude. Some departments using MCRS may not use the mapping feature to record a location resulting in a latitude/longitude not being recorded.

Emile Poulin suggested contacting IMC to modify their crash collection tool to record latitude/longitude.

Lt. Scott discussed with the group other potential upgrades.

The first upgrade was regarding distracted driving and selecting *Unknown*. There were different interpretations as to what selecting *Unknown* indicates. Lt. Scott believed *Unknown* indicated that there was a driver distraction, however, it could not be determined what it was. The MUCC definition describes *Unknown as* not being able to determine whether there was a distraction or not.

Lt. Scott asked the group as to what definition should be used going forward.

It was suggested to change the drop down list to include *Type of Distraction Unknown (6)* and *Unknown if distracted (2)*. The concern of adding new/modifying the selections would make the distracted driving element no longer MUCC compliant.

Dan suggested a follow-up conference call regarding the changes to the distracted driving selections.

Lt. Scott also discussed the federal requirements for license restrictions/ endorsements. Linda Grant suggested either enhancing the current restrictions/endorsements or to use the federal standards.

Dan Schuessler was concerned with using outdated codes from existing licenses.

Linda Grant indicated that July 8th, 2015 is the compliance date. Linda told the group that new licenses will have the definition of each restriction/ endorsement.

Dan told the group software changes would not be easy to base the list on an issue date and would cascade across all crash collection systems.

The group decided that this effort would require further discussion including a possible sub-committee.

Lt. Scott also asked about including the date of birth in the report for the owner. This is affecting data matching for the Bureau of Motor Vehicles. Owner records from crash reports are not matching up with BMV records because of no date of birth provided.

Dan Schuessler suggested making the owner date of birth required.

E-Citation

Lauren Stewart indicated there were no changes from the last e-citation committee working group meeting.

Muskie School

Codes

Al Leighton indicated that his statistician data analytics specialist will be building a database to examine ways to determine match cases when all data fields do not match.

Al said that his group was unable to get in touch with the CODES personnel to review the CODES design. Lauren Stewart offered to get in touch with the Region 1 administrator to help get in touch with CODES personnel.

Dan Schuessler indicated that New Hampshire is restarted their CODES program.

Public Access Reports

Mike Knizeski described the approach that Appriss is taking in developing the new Public Access Reports web site including using new technologies and storyboarding the site flow and navigation.

Electronic Collection of Highway Safety Data

Al indicated that his group designed web applications for CPS child passenger safety and HVE (High Visibility Enforcement). The sites should be made available soon.

Al also told the group that a fatalities database is being developed. There are still refinements being performed and the testing phase is also starting.

All said that all these systems will be tested and recommendations will be considered for future enhancements.

Lauren Stewart suggested demonstrating the various systems at the next TRCC meeting.

Lauren Stewart indicated that these new systems will replace manual systems and will provide more accurate and timely information.

Emile Poulin suggested integrating these systems with the State's new RMS system.

James Tanner discussed the limitations of the existing FARS system for performing queries. The system is unable to perform queries on a multi-year basis. Each query must be performed for one year and exported to MS-Excel.

Lauren Stewart indicated that FARS data cannot be used unless all states have submitted their FARS data for a given year.

It was suggested that the database being created for fatalities could be used to perform advanced queries.

Al also described to the group their analysis of EMS run report data review. Al's group was able to calculate the number and rate of validation errors for all EMS data elements. Al also told the group that these errors could be quantified to any given service provider.

Adjournment

Meeting Adjourned.

State of Maine
Traffic Records Coordinating Committee
Meeting Minutes – Thursday, January 22, 2015

Participants: Duane Brunell (DOT), Mike Knizeski (Appriss, Inc.), Al Leighton (Muskie School, USM), Emile Poulin (OIT), Daniel Schuessler (Appriss, Inc.), Lt. Brian Scott (Maine State Police), Lauren Stewart (BHS), James Tanner (BHS), Jessica Voisine (BHS/FARS Analyst)

405c Grant Status

Dan Schuessler presented to the group the current status of the 405c Grant.

The State received the Grant Award Letter on September 30th, 2014.

The State was awarded $202,498.57 for State Traffic Safety Information System Improvements.

Lauren Stewart told the group that the State should receive approximately the same amount as last year ($468,000).

Lauren Stewart also indicated that unused funds from Map 21 would be dispersed to the states under the 402 Grant. These funds can be used for any projects approved in the Highway Safety Plan.

NHTSA Traffic Records Assessment

Dan Schuessler told the group that the Traffic Records Assessment will begin January 18th, 2016.

Dan explained that the assessment questions were sent to all the committee members.

Dan suggested reviewing the *Traffic Records Advisory* document while reviewing the questions.

Dan indicated that the group develop a respondent list for answering the questions before the end of the year.

Dan also suggested that documents should be identified and compiled for backing-up any answers to the assessment questions.

Action Item: Identify respondents to answer assessment questions.

TRCC Project Status

MCRS Upgrade

Dan Schuessler told the group the MCRS upgrade is nearing completion, including the client application. The web site upgrades are also being worked on including the integrated delete

functionality between the Highway Safety and DOT databases. This process will replace the current manual process and will be administered by Deb McMaster as the central authority.

Lt. Scott asked about updating the violations list, distracted driving, license restrictions, and owner's date of birth in MCRS.

Lt. Scott also was concerned about tracking drug usage (especially Marijuana) since Maine may pass a law allowing recreational use of Marijuana in the near future.

The group reviewed the current MMUCC data elements for Drugs or Medications. It was suggested to extend and breakout the current data elements into separate categories. Dan warned the group that a data migration may be necessary for existing data or decide on a cut-off date to implement the new data elements.

Lauren Stewart suggested presenting Appriss with a set of data element changes.

The group reviewed the necessary changes to accommodate the new requirements for tracking license endorsements/restrictions. Dan suggested including the old code values in the description fields. Lt. Scott suggested including the effective date in the description.

Emile Poulin suggested providing IMC with the new license endorsements restriction requirements.

Muskie School

EMS Run Report Data

Al Leighton presented to the group the statistics based on EMS Run Report Data provided by Image Trend and Maine EMS.

Al first presented statistics based on timeliness of filed run reports. Al described the improvements from 2007 to 2013.

Al then presented the group with timeliness statistics based on the number and percent of services reporting on time. Al showed the changes since 2007.

Al's final presentation was based on 2014 data. This presentation described statistics showing data entry error validation rates based on approximately 19 million data items.

Lauren asked about using some of these statistics as a possible performance measure (if 2014 and 2015 data could be included).

Al indicated that he and his team will be looking at these statistics in more detail going forward.

Public Access Reports

Mike Knizeski demonstrated the Public Access Crash Report web site. The site was designed to operate by both novice and advanced users. The three primary components of the site that were demonstrated are:

1. *Statistics* – Provides various statistics in chart (line, bar, pie) formats based on location, Injury degree, and time constraints. Shows statistics for both a single year and trends.

2. *Mapping* – Presents crash locations in map format based on location, type of crash, Injury degree, and time constraints. The map automatically clusters crashes together based on the zoom level.

3. *High Crash Location* – Provides high crash location statistics in matrix format both section and intersections. Sections and intersections are ranked across town, county, and state.

Dan suggested running the site in-house for a period of time before exposing the site to the public.

The demonstration was well received by the group.

Next Meeting:

April 23, 2015, 1:00-3:00PM

- Discussion will include:
    - Project Priority
    - New Projects
    - Review Assessment Questions
        - Identify Respondents

Adjournment

Meeting Adjourned.

State of Maine
Traffic Records Coordinating Committee
Meeting Minutes – Thursday, April 23, 2015

Participants: Duane Brunell (DOT), Robyn Dumont (USM), Linda Grant (SOS/BMV), Al Leighton (Muskie School, USM), Emile Poulin (OIT), John Smith (Judicial Branch), Lauren Stewart (BHS), James Tanner (BHS), Jessica Voisine (BHS/FARS Analyst), Charlene Oakley (NHTSA – Region 1), Paul Logozzo (NHTSA – Region 1), Daniel Schuessler (Appriss, Inc.), Mike Knizeski (Appriss, Inc.), Patti Topalis (Appriss, Inc.)

Introductions were made to start off the meeting.

NHTSA Traffic Records Assessment

Daniel Schuessler stated that the NHTSA Traffic Records Assessment will begin on January 18, 2016. NHTSA's Assessment is now done through their website and is required every five years to qualify for Section 405c funds. The duration for this process is 14 weeks and ends in April 2016. There are several hundred questions that need to be answered and almost all require an evidence-based response (i.e. documents showing policies or procedures). Charlene Oakley suggested that in addition to having a facilitator/respondent for each project, there should be a secondary and third POC to go to for answers if possible. She could not emphasize enough to start preparing now. Dan advised everyone to look over these questions now, and if you can't answer them, you will have time to find the right person who can answer. It was suggested you read the Traffic Records Advisory that pertains to your data system. This will tell you what NHTSA perceives as an ideal data system and will help in answering questions. Charlene noted that the more questions that are answered in Phase 1, the less amount of questions will show up in Phase 2 and Phase 3.

There will be two workshops before September 30th. The first workshop is scheduled for Wednesday, July 8, 2015. The other workshop will be scheduled at a later date. There will be a dedicated time slot for each focus area. Dan said it would be beneficial to review the questions now and start gathering your back up documentation. Everyone is encouraged to bring electronic documentation for the evidence-based response with them to the workshop. Some of your answers may include: *Meets*, *Partially Meets* or *Does Not Meet.* The state does not get penalized for the results of the assessment. It is intended as a tool that the state can use to improve their systems.

Charlene recommended that the kick-off call should be done at a TRCC Meeting. It's important to remember that if just one question is not answered, the assessment will not be considered to be complete, therefore, no funding.

Lauren will provide NHTSA's facilitator a list of identified respondents that will then receive the link by email, which will happen after the kick-off call.

Dan went over the respondents list. The following list shows the primary POC for each focus area and any backup POC's.

TRCC	**Lauren Stewart**
Crash	**Lt. Brian Scott**, Duane Brunell, Emile Poulin
Vehicle	**Linda Grant**, Richard Nickless
Driver	**Linda Grant**
Roadway	**Duane Brunell**
Citation	**John Smith**, Lt. Brian Scott, Emile Poulin, Tom Reagan John Wilson
EMS	**Jay Bradshaw**
Injury Surveillance	**Jay Bradshaw**
Vital Records	**James Tanner**

TRCC Project Status

ME-P-00004 Online Registration Renewal – Linda said some towns were recently added. There are currently 196 municipalities and over a million registrations done online. A huge percentage of towns have already come on board, now working to get the smaller towns online.

ME-P-00006 MCRS Upgrade – Dan said that the BMV had requested changes to the license restrictions and endorsements at one of the prior meetings. The new AAMVA standard list is in effect beginning July 8th. The Crash system is being modified to accommodate those changes, as well as the requirement for date of birth on owner records for crash. Appriss is currently working with Lt. Scott and Linda on developing those changes.

Duane stated that there are two other reporting areas that they are looking at updating; distracted driving section and driver physical condition. When Maine adopted the newest version of the report, the MMUCC combined drugs, alcohol, and medications; now it's been reverted back to where they had it in the first place where drugs, medications, and alcohol were all separated.

ME-P-00011 E-Citation – Lauren asked John Smith if there were any updates. John said no significant updates. John said at the last group meeting back in December, there were a couple of emerging questions that needed to be resolved. After the data definition phase was completed, the phase of the project has shifted. Next, the group needs to revisit project management for the next phase of the project. Lauren asked what needs to be done to get E-Citation back on track. John said we need to clearly identify what outstanding E-Citation

questions remain. Two big components of whose going to own it and where will it reside. On the application side, who will be issuing the RFP? A level of effort is needed to write the RFP.

ME-P-00014 Maine CODES – Al Leighton said they were at a standstill and need to contact the CODES support person. Charlene was going to find out the status/contact info of the CODES support person.

ME-P-00024 Electronic Collection of Highway Safety Data – Al stated that Jamar is currently working on the application for the Child Seat project.

Al then presented the EMS run report statistics for accuracy and validation error rate for years 2007 through 2013 and partial statistics for year 2014. Some fields showed a high error rate percentage, due to missing data not filled in for some fields. Dan asked Al if he can get the full year of 2014 statistics in order to compare to prior years for measurable performance.

ME-P-00015 Public Access Reports – Traffic – Duane Brunell stated that Appriss demo'd the system at the last TRCC meeting. Appriss then re-demo'd the system to the stakeholders at DOT; Greg Costello and IT people were in attendance. Duane stated that the system was well received. Duane said that there were several things to still work through; one is how to get a pilot up and running relatively quickly. Once the system is out there and online, the question is who will maintain it.

ME-P-00022 Registration Barcode – Linda Grant stated that registrations are currently going through a redesign and she will inquire as to the status of barcodes.

Section 405c Grant Application

Dan said the TRCC needs to vote on the projects for FFY2016 for the Grant Application that is due July 1st.

Dan said the state used two performance measures last year. They used Crash Accuracy and Crash Timeliness. The Timeliness went from 8.5 days on average down to 7.5. Lauren asked Charlene if we should be submitting more than one performance measure. Charlene stated that you can submit as many as you would like. It is better to submit more than one performance measure in case NHTSA doesn't accept the first one. It was suggested that if using an accessibility performance measure, it would be good to add in a survey or add a query to track the usage to your project. This would show the accessibility of your project for a performance measure.

Since TRIPRS has gone away, Lauren asked how all the documentation will be submitted. Charlene stated that there will be a Dropbox for this. This is where you would put all the documentation that was input into TRIPRS in the past. A naming convention will be instituted for the Dropbox.

Charlene has provided Lauren a sample charter that meets the requirements of MAP-21. Lauren asked where is the guidance on who needs to sign the Charter. Charlene will check with headquarters for an answer.

Duane will check if there are any projects from his organization to add to the TRCC project list.

Emile brought up the northbound weigh station upgrade. Charlene recommended writing up a project description and submitting it to Lauren and the TRCC for review.

Lauren stated that the current list of active projects are EMS Run Reports, Crash Reporting, Public Access Reports, E-Citation, Electronic Collection of Highway Safety Data, and possibly the Registration Barcode.

The current project priority list is:

- **ME-P-00001 Electronic Collection of EMS Run Report Data**
- **ME-P-00004 Online Registration Renewal**
- **ME-P-00006 MCRS Upgrade**
- **ME-P-00011 E-Citation**
- **ME-P-00014 Maine CODES**
- **ME-P-00015 Public Access Reports – Traffic**
- **ME-P-00024 Electronic Collection of Highway Safety Data**
- **ME-P-00022 Registration Barcode**
- **ME-P-00009 Traffic Records Data Warehouse**
- **ME-P-00010 EMS Public Access/Data Mining**
- **ME-P-00020 CODES EMS Linkage**

Next Meeting

Conference call or email vote prior to May 22nd to approve TRCC Project Prioritization

Assessment Workshop #1 will be held on July 8th, 9:00AM – 4:00PM

Adjournment:

Meeting Adjourned.

3. Progress

'es

3.1.1 Crash Timeliness

Label: C-T-01B
Status of Improvement: Demonstrated Improvement
Active Status: Active
***Last Updated*:** 1-June-2015

Narrative

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: 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 April 1, 2013 to March 31, 2014 and a current period of April 1, 2014 to March 31, 2015. Note 1: Both the baseline and current periods are limited to reports entered into the database by April 30, 2014 (baseline) and April 30, 2015 (current).

Numbers in this performance measure represent all crashes entered into the state crash database from all state reporting agencies.

There were 37,588 crash reports during the baseline period with an average timeliness of 8.5 days. There were 38,845 crash reports during the performance period with an average timeliness of 7.5 days.

Measurements

Start Date	End Date	Total Reports	Average Number of Days
April 1, 2012	March 31, 2013	34,271	12.1
April 1, 2013	March 31, 2014	37,588	8.5
April 1, 2014	March 31, 2015	38,811	7.5

Supporting Materials (Backup)

--Maine Crash Timeliness Query Supporting Details

--2013

```
SELECT   Round(SUM(case when DATEDIFF(day,  a.crashdate, b.uploaddatetime )<0 then 0 else DATEDIFF(day,
a.CrashDate, b.uploaddatetime ) end),3) as DayCount,
 round(AVG(case when DATEDIFF(day,  a.crashdate, b.uploaddatetime )<0 then 0.00 else DATEDIFF(day,
a.CrashDate, b.uploaddatetime ) end),1) AS "Avg Number of Days for Submittal",
  count(*) "Number of Report"
FROM        CrashReport AS a INNER JOIN
                    (SELECT     Min(ReceivedDateAndTime) AS uploaddatetime, ReportingAgency, ReportNumber
                      FROM         UploadLog
                      GROUP BY ReportingAgency, ReportNumber) AS b ON a.ReportingAgency = b.ReportingAgency
AND a.ReportNumber = b.ReportNumber INNER JOIN
                 refReportingAgency ON a.ReportingAgency = refReportingAgency.Id
 where CrashDate between '04/01/2012' and '03/31/2013' and uploaddatetime<'04/30/2013'
```

--2014

```
 SELECT   Round(SUM(case when DATEDIFF(day,  a.crashdate, b.uploaddatetime )<0 then 0 else DATEDIFF(day,
a.CrashDate, b.uploaddatetime ) end),3) as DayCount,
 round(AVG(case when DATEDIFF(day,  a.crashdate, b.uploaddatetime )<0 then 0.00 else DATEDIFF(day,
a.CrashDate, b.uploaddatetime ) end),1) AS "Avg Number of Days for Submittal",
  count(*) "Number of Report"
FROM        CrashReport AS a INNER JOIN
                    (SELECT     Min(ReceivedDateAndTime) AS uploaddatetime, ReportingAgency, ReportNumber
                      FROM         UploadLog
                      GROUP BY ReportingAgency, ReportNumber) AS b ON a.ReportingAgency = b.ReportingAgency
AND a.ReportNumber = b.ReportNumber INNER JOIN
                 refReportingAgency ON a.ReportingAgency = refReportingAgency.Id
 where CrashDate between '04/01/2013' and '03/31/2014' and uploaddatetime<'04/30/2014'
```

--2015

```
 SELECT   Round(SUM(case when DATEDIFF(day,  a.crashdate, b.uploaddatetime )<0 then 0 else DATEDIFF(day,
a.CrashDate, b.uploaddatetime ) end),3) as DayCount,
 round(AVG(case when DATEDIFF(day,  a.crashdate, b.uploaddatetime )<0 then 0.00 else DATEDIFF(day,
a.CrashDate, b.uploaddatetime ) end),1) AS "Avg Number of Days for Submittal",
  count(*) "Number of Report"
FROM        CrashReport AS a INNER JOIN
                    (SELECT     Min(ReceivedDateAndTime) AS uploaddatetime, ReportingAgency, ReportNumber
                      FROM         UploadLog
                      GROUP BY ReportingAgency, ReportNumber) AS b ON a.ReportingAgency = b.ReportingAgency
AND a.ReportNumber = b.ReportNumber INNER JOIN
                 refReportingAgency ON a.ReportingAgency = refReportingAgency.Id
 where CrashDate between '04/01/2014' and '03/31/2015' and uploaddatetime<'04/30/2015'
```

--2015 - Total crashes during current period

```
select count(*) from crashreport c
 inner join vMaxCrashReportReceivedDate v
  on c.crashreportid=v.crashreportid
   where c.crashdate between '04/01/2014' and '03/31/2015'
   and v.MaxReceivedDateAndTime < '04/30/2015'
```

3.1.2 Crash Accuracy

Label: C-A-01
Status of Improvement: Demonstrated Improvement
Active Status: Active
***Revision Date*:** 29-MAY-2015

Narrative

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

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

The percentage of crash records with no errors in critical data elements. An error is defined as a crash report not meeting the State's MMUCC-compliant data standard.

The state will show measureable progress using the following method: The percentage of crash records with no errors in critical data elements. An error is defined as a crash report not meeting the State's MMUCC-compliant data standard.

Count the number of crash reports with no errors in critical data elements as defined by the State's MMUCC-compliant data standard (schema and audit rules) during the baseline period and the current performance period. Then, count the total number of reports for the same periods. Divide the total number of reports by the count of reports with no errors and multiply by 100 to get the percentage of reports with no critical errors for each period.

The baseline period is from April 1, 2013 to March 31, 2014 limited to reports entered into the database by April 30, 2014.

The current performance period is from April 1, 2014 to March 31, 2015 limited to reports entered into the database by April 30, 2015.

Numbers in this performance measure represent all crashes entered into the state crash database from all state reporting agencies.

The baseline period had 24 reports with critical errors plus 37,564 reports with no errors for a total 37,588 reports resulting in an accuracy of 99.94%.

The current period had 12 reports with critical errors plus 38,799 reports with no errors for a total 38,811 reports resulting in an accuracy of 99.97%.

The result is an increase in accuracy of 0.03%.

Measurements

Start Date	End Date	Errors	Total Reports	Accuracy (%)
April 1, 2012	March 31, 2013	296	34,271	99.14%
April 1, 2013	March 31, 2014	24	37,588	99.94%
April 1, 2014	March 31, 2015	12	38,811	99.97%

Supporting Materials (Backup)

```
--2013
select COUNT(*) from
(
select  ReportingAgency + ReportNumber as ReportNumber, COUNT(*) as NumberOfErrorsPerReport from
UploadLog where
cast(convert(varchar(10),substring(REPLACE(REPLACE(CAST(CAST( OriginalCrashReport as
XML).query('/MaineCrashReport/CrashReport/CrashDate') as
VARCHAR(MAX)),'<CrashDate>',''),'</CrashDate>',''),1,10),101) as DateTime)
 between '04/01/2013' and '03/31/2014' and ReceivedDateAndTime < '04/30/2014' and  UploadStatus in  (4,5)
 group by ReportingAgency + ReportNumber
) a

--2014
select COUNT(*) from
(
select  ReportingAgency + ReportNumber as ReportNumber, COUNT(*) as NumberOfErrorsPerReport from
UploadLog where
cast(convert(varchar(10),substring(REPLACE(REPLACE(CAST(CAST( OriginalCrashReport as
XML).query('/MaineCrashReport/CrashReport/CrashDate') as
VARCHAR(MAX)),'<CrashDate>',''),'</CrashDate>',''),1,10),101) as DateTime)
 between '04/01/2014' and '03/31/2015' and ReceivedDateAndTime < '04/30/2015' and  UploadStatus in  (4,5)
 group by ReportingAgency + ReportNumber
) a

--2015 - Total crashes during current period
select count(*) from crashreport c
 inner join vMaxCrashReportReceivedDate v
  on c.crashreportid=v.crashreportid
   where c.crashdate between '04/01/2014' and '03/31/2015'
   and v.MaxReceivedDateAndTime < '04/30/2015'
```

4. TRCC 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 11 projects listed in the following table.

State of Maine TRCC FFY 2016 Budget

Project	Section 408 Carry Over Funds	405c Carry Over Funds	FFY 2016 405c Funds	Total
ME-P-00001 Electronic Collection of EMS Run Report Data	150,000.00			150,000.00
ME-P-00004 Online Registration Renewal				
ME-P-00006 MCRS Upgrade	308,908.99		200,000.00	508,908.99
ME-P-00011 E-Citation		500,000.00		500,000.00
ME-P-00014 Maine CODES		50,000.00		50,000.00
ME-P-00015 Public Access Reports – Traffic		251,211.55		251,211.55
ME-P-00024 Electronic Collection of Highway Safety Data		200,000.00		200,000.00
ME-P-00022 Registration Barcode				
ME-P-00009 Traffic Records Data Warehouse				
ME-P-00010 EMS Public Access/Data Mining				
ME-P-00020 CODES EMS Linkage				
TOTAL	**$458,908.99**	**$1,001,211.55**	**$200,000.00**	**$1,660,120.54**

Section 408 estimated carry over 6/3/2015	=	$458,908.99
Section 405c estimated carry over 6/3/2015	=	$1,001,211.55
Section 405c estimated FFY 2016 Award	=	$200,000.00
Total estimated for project obligation	=	$1,660,120.54

5. TRCC Projects

ection of EMS Run Report Data

5.1.1 Contact

Mr. Jay Bradshaw
Title: Director
Agency: Emergency Medical Services, Department of Public Safety
Address: 152 State House Station
City, Zip: Augusta 04333-0152
Phone: 207-626-3860
Email: jay.bradshaw@maine.gov

5.1.2 Lead Agency

Maine Emergency Medical Services, Department of Public Safety

5.1.3 Status

Active

5.1.4 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.

5.1.5 Schedule

December 2015 – Implement NEMSIS Version 3.

5.1.6 Budget

Budget Source	Budget Year	Total Budget
NHTSA 408	2016	$150,000.00

5.1.7 Activity Reporting

Report Start	Report End	Provided By
06-17-2006	06-16-2007	Jay Bradshaw
Activity	*75 Tablet PC 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.*	
Problems	*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*	

Report Start	Report End	Provided By
06-17-2006	06-16-2007	Jay Bradshaw
	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.	
Plans	*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.*	
Comments	*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.*	

Report Start	Report End	Provided By
06-16-2007	06-15-2008	Jay Bradshaw
Activity	*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.*	

Report Start	Report End	Provided By
09-16-2008	12-15-2008	Jay Bradshaw
Activity	*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.*	

Report Start	Report End	Provided By
09-16-2008	12-15-2008	Jay Bradshaw
Plans	*EMS staff is actively working to help all services comply in a timely manner.*	
Comments	*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.*	

Report Start	Report End	Provided By
12-16-2008	03-15-2009	Jay Bradshaw
Activity	*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).* *Maine Bureau of Highway Safety is now set up with access to the Electronic EMS Run Report system for use with FARS.*	
Plans	*EMS staff is working aggressively toward the deadline of 4/1/09 for 100% electronic reporting.*	

Report Start	Report End	Provided By
06-16-2009	09-15-2009	Jay Bradshaw
Activity	*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.*	
Problems	*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.*	
Plans	*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.*	

Report Start	Report End	Provided By
09-16-2009	12-15-2009	Jay Bradshaw
Activity	*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*	

Report Start	Report End	Provided By
09-16-2009	12-15-2009	Jay Bradshaw
	are available. *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.* *We are working with services exporting data from other systems to assure that the values being submitted are consistent with NEMSIS.* *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.*	

Report Start	Report End	Provided By
12-16-2009	03-15-2010	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.*	
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.*	

Report Start	Report End	Provided By
03-16-2010	06-15-2010	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.*	
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*	

Report Start	Report End	Provided By
03-16-2010	06-15-2010	Jay Bradshaw
	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.*	

Report Start	Report End	Provided By
10-01-2010	12-31-2010	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.*	
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.*	

Report Start	Report End	Provided By
01-01-2011	03-31-2011	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.* *There are currently over 800,000 reports in the EMS Run Reporting System.* *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.* *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.*	

Report Start	Report End	Provided By
05-25-2011	11-03-2011	Jay Bradshaw
Activity	*The EMS Run Reporting system project is progressing and is approaching 1 million*	

Report Start	Report End	Provided By
05-25-2011	11-03-2011	Jay Bradshaw
	records since beginning of electronic data collection. *Some of the larger services who were initially resistant to using the recommended software package have since signed on.* *The EMS Run Reporting software will be upgraded to NEMSIS 3.0 compliance shortly.*	

Report Start	Report End	Provided By
11-4-2011	01-19-2012	Jay Bradshaw
Activity	*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 is easier for users to create ad hoc reports.*	
Plans	*The EMS software vendor is one of the leading providers of EMS software and is compliant with NEMSIS 3.0 which will eventually allow for connecting with Hospital Language 7 (HL7) in the future.* *Maine BEMS is evaluating the degree of mismatch between Maine's NEMSIS version 2.2 system versus what NEMSIS 3.0 specifies. There is currently no specific timeline for implementing NEMSIS 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).*	

Report Start	Report End	Provided By
01-20-2012	03-15-2012	Jay Bradshaw
Activity	*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.*	
Plans	*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.*	

Report Start	Report End	Provided By
03-12-2012	06-28-2012	Jay Bradshaw
Activity	*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*	

Report Start	Report End	Provided By
03-12-2012	06-28-2012	Jay Bradshaw
	EMS system with HealthInfoNet.	

Report Start	Report End	Provided By
06-29-2012	01-17-2013	Jay Bradshaw
Activity	*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.*	
Plans	*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.*	

Report Start	Report End	Provided By
01-18-2013	06-12-2013	Jay Bradshaw
Activity	*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.* *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.* *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.* *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.* *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.*	
Plans	*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.*	

Report Start	Report End	Provided By
06-13-2013	02-26-2014	Jay Bradshaw
Activity	*Maine EMS has recently deployed more Toughbook laptop computers using Section 402 and 408 grant funds to EMS services that had older computers.* *Maine EMS continues its efforts on improving data quality and preparing for NEMSIS 3.0 for the current calendar year. EMS is also working with Maine Health Infonet to link EMS with hospital data which will allow hospital personnel to see EMS information as part of a patient's record. Maine is one of only a few states working on this linkage and the State's EMS system has over 1.6 million records in their database.*	

Report Start	Report End	Provided By
02-27-2014	09-24-2014	Jay Bradshaw
Activity	*The State is currently planning for NEMSIS 3.0.* *The State is working with ImageTrend to complete the transition to NEMSIS 3.0 by April 1st, 2015.* *The move to NEMSIS 3.0 will help the linkage of EMS data with health info-net and discharge data statewide.* *EMS is currently working with the Muskie School. The Muskie School is mining EMS data and is focused on improving data quality for EMS records.*	

Report Start	Report End	Provided By
09-25-2014	01-22-2015	Al Leighton
Activity	*Al Leighton presented to the group the statistics based on EMS Run Report Data provided by Image Trend and Maine EMS.* *Al first presented statistics based on timeliness of filed run reports. Al described the improvements from 2007 to 2013.* *Al then presented the group with timeliness statistics based on the number and percent of services reporting on time. Al showed the changes since 2007.* *Al's final presentation was based on 2014 data. This presentation described statistics showing data entry error validation rates based on approximately 19 million data items.*	

Report Start	Report End	Provided By
01-23-2015	06-04-2015	Jay Bradshaw
Activity	*NEMSIS 3 implementation. Data elements have been selected and approved by the Maine Board of EMS. The Maine EMS Run Reporting System is integrated with the licensing system and online learning management system, and during a beta test of the new v3 software, compatibility issues were identified. These issues are being*	

Report Start	Report End	Provided By
01-23-2015	06-04-2015	Jay Bradshaw
	resolved and the current plan is to implement v3 in the fall 2015. *There are two EMS services pilot testing accessing Maine Health InfoNet. Integration of Maine EMS Run Reports into the Maine Health InfoNet will resume after implementation of NEMSIS 3 is complete.* *Work continues to assess and improve the data quality and timeliness of reports. Maine EMS Rules require reports be submitted within one business day, and efforts continue to help services get closer to real time.* *See the current system summary –we're closing in on 2,000,000 records.*	

5.1.8 Performance Measures

I-A-01 - EMS Accuracy

Status of Improvement: No new data
Active Status: On Hold
Last Updated: 17-JUN-2015

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

Maine will improve the Accuracy of the Injury Surveillance / EMS system as measured in terms of an 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.

5.2 ME-P-00004 – Online Registration Renewal

5.2.1 Contact

Ms. Linda Grant
Title: Senior Section Manager
Agency: Bureau of Motor Vehicles, Maine Office of the Secretary of State
Address: 101 Hospital Street
City, Zip: Augusta 04333-0152
Phone: 207-624-9095
Email: linda.grant@maine.gov

5.2.2 Lead Agency

Bureau of Motor Vehicles

5.2.3 Status

Active

5.2.4 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 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.

5.2.5 Schedule

System implemented; continually adding municipalities to the service.

5.2.6 Budget

Budget Source	Budget Year	Total Budget
NHTSA 405c	2016	$0.00

5.2.7 Activity Reporting

Report Start	Report End	Provided By
06-16-2007	06-15-2008	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.*	

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

Report Start	Report End	Provided By
03-16-2009	06-15-2009	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.*	
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.*	

Report Start	Report End	Provided By
06-16-2009	09-15-2009	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.*	
Plans	*Efforts are underway to encourage additional towns to join the Online Registration Renewal System. The number of towns offering rapid renewal service is 13, 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.*	

Report Start	Report End	Provided By
06-16-2009	09-15-2009	Richard Nickless
Comments	*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.*	

Report Start	Report End	Provided By
09-16-2009	12-15-2009	Richard Nickless
Activity	*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.*	
Plans	*Efforts are underway to encourage additional towns to join the Online Registration Renewal System. The number of towns offering rapid renewal service is 13, 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.* *In 2008, BMV added 4 towns to the Online Registration Renewal project. So far, in 2009, BMV has added five additional towns.*	
Problems	*Online Registration Renewals are a well-established customer service within Maine municipalities and the BMV does not anticipate any problems.*	
Plans	*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.*	
Comments	*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%.*	

Report Start	Report End	Provided By
12-16-2009	03-15-2010	Richard Nickless
Activity	*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*	

Report Start	Report End	Provided By
12-16-2009	03-15-2010	Richard Nickless
	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%.*	
Problems	*Online Registration Renewals are a well-established customer service within Maine municipalities and the BMV does not anticipate any problems.*	
Plans	*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.*	
Comments	*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 (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.*	

Report Start	Report End	Provided By
03-16-2010	06-15-2010	Richard Nickless
Activity	*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.* *As of April 30, 2010, no additional towns have been added to the system.* *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*	

Report Start	Report End	Provided By
03-16-2010	06-15-2010	Richard Nickless
	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%* *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.*	
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 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	*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.*	

Report Start	Report End	Provided By
10-01-2010	12-31-2010	Linda Grant
Activity	*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.*	

Report Start	Report End	Provided By
10-01-2010	12-31-2010	Linda Grant
	In 2009, BMV added 5 additional towns. *As of April 30, 2010, no additional towns have been added to the system.* *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%* *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.*	
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 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	*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.*	

Report Start	Report End	Provided By
01-01-2011	03-31-2011	Richard Nickless
Activity	*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 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.* *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:* *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%.*	
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.*	
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 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).* *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*	

Report Start	Report End	Provided By
01-01-2011	03-31-2011	Richard Nickless
	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.*	

Report Start	Report End	Provided By
11-04-2012	01-19-2012	Linda Grant
Activity	*Online registration project continues and is steadily adding new towns.*	

Report Start	Report End	Provided By
01-20-2012	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.*	

Report Start	Report End	Provided By
03-15-2012	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.*	

Report Start	Report End	Provided By
06-29-2012	09-19-2012	Linda Grant
Activity	*Two towns have been added to the Rapid Renewal system.*	

Report Start	Report End	Provided By
09-20-2012	01-17-2013	Linda Grant
Activity	*An additional two towns have been added to the Rapid Renewal system.*	

Report Start	Report End	Provided By
01-18-2013	06-12-2013	Linda Grant

Report Start	Report End	Provided By
01-18-2013	06-12-2013	Linda Grant
Activity	*An additional three towns have been added to the Rapid Renewal system.*	

Report Start	Report End	Provided By
06-13-2013	02-26-2014	Linda Grant
Activity	*Maine BMV reported that there were 178 towns participating in the online registration rapid renewal program and there were approximately 940,000 renewals processed online.*	

Report Start	Report End	Provided By
02-27-2014	09-24-2014	Linda Grant
Activity	*The number of towns participating in the DMV online registration renewal system has increased since last reported, over a million registrations have been processed online.*	

Report Start	Report End	Provided By
09-24-2014	01-22-2015	Linda Grant
Activity	*Towns were recently added. There are currently 196 municipalities and over a million registrations done online. A huge percentage of towns have already come on board, now working to get the smaller towns online.*	

5.2.8 Performance Measures

V-T-02 - Vehicle Registration Timeliness

Status of Improvement: No new data
Active Status: On Hold
Last Updated: 17-JUN-2015

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.

5.3 ME-P-00006 – Maine Crash Reporting System Upgrade

5.3.1 Contact

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

5.3.2 Lead Agency

Department of Public Safety

5.3.3 Status

Active

5.3.4 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 the following three phases.

MCRS Phase I 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
- Auto-narrative
- VIN Decoding
- Alcohol and Drug Alert Notification
- DOT Corrective Feedback

5.3.5 Schedule

October 1, 2015 through September 30, 2016

5.3.6 Budget

Budget Source	Budget Year	Total Budget
NHTSA 408	2016	$308,908.99
NHTSA 405c	2016	$200,000.00
TOTAL		$508,908.99

5.3.7 Activity Reporting

Report Start	Report End	Provided By
06-16-2009	09-15-2009	Lauren Stewart
Activity	*The MCRS Upgrade Phase II amendment was signed at the end of August 2009.*	

Report Start	Report End	Provided By
09-16-2009	12-15-2009	Lauren Stewart
Activity	*Began development of the BMV XML Export service.* *Began development of the MDOT Crash Analysis System Update.* *Began development of the MDOT Synchronization Update.*	
Plans	*Continue development of the MDOT and MDPS components of the Maine Crash Reporting System Upgrade project.*	

Report Start	Report End	Provided By
12-16-2009	03-15-2010	Lauren Stewart

Report Start	Report End	Provided By
12-16-2009	03-15-2010	Lauren Stewart
Activity	*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.*	
Plans	*Continue development of the Maine Crash Reporting System Upgrade.*	

Report Start	Report End	Provided By
03-16-2010	06-15-2010	Lauren Stewart
Activity	*Continued development of the Crash Analysis System Update.* *Completed development of the MDOT Synchronization Update.* *Completed development of the BMV XML Export service.*	
Plans	*Complete development of the Crash Analysis System Update.* *Complete development of the MCRS Reporting and Analysis components.*	

Report Start	Report End	Provided By
10-01-2010	12-31-2010	Lauren Stewart
Activity	*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.*	
Plans	*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.*	
Comments	*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*	

Report Start	Report End	Provided By
10-01-2010	12-31-2010	Lauren Stewart
	satellite imagery.	

Report Start	Report End	Provided By
10-01-2010	12-31-2010	Lauren Stewart
Activity	*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* *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.*	
Plans	*Continue with implementation of remaining Phase III tasks.*	

Report Start	Report End	Provided By
01-01-2011	03-31-2011	Lt. Brian Scott
Activity	*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*	

Report Start	Report End	Provided By
01-01-2011	03-31-2011	Lt. Brian Scott
	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. *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.*	
Plans	*Continue the rollout of MCRS 2 to local Maine police agencies.*	

Report Start	Report End	Provided By
04-01-2011	06-08-2011	Lt. Brian Scott
Activity	*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.*	
Plans	*Continue local deployments until all agencies are submitting MCRS 2 data.*	

Report Start	Report End	Provided By
04-01-2011	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.*	

Report Start	Report End	Provided By
11-04-2012	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.*	
Plans	*Complete production data migration from MCRS 1 to MCRS 2.*	

Report Start	Report End	Provided By
01-20-2012	03-15-2012	Lt. Brian Scott
Activity	*Lt. Brian Scott stated that the rollout of MCRS 2 has completed and is deployed statewide.*	
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.*	

Report Start	Report End	Provided By
03-16-2012	06-28-2012	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.*	

Report Start	Report End	Provided By
03-26-2013	06-17-2013	Duane Brunell

Report Start	Report End	Provided By
03-26-2013	06-17-2013	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.*	

Report Start	Report End	Provided By
06-18-2013	02-26-2014	Lt. Brian Scott
Activity	*Maine Crash Reporting System Phase 4 development report: All crash software has been upgraded to the latest version of Visual Studio (.net), implemented FIPS Security Standard 140-2. Next will be adding the client based standard reports. Google maps stopped supporting the older mapping API used in the MCRS client application and this resulted in satellite images not being displayed on the location map component; a fix is currently being worked on.*	

Report Start	Report End	Provided By
02-27-2014	05-07-2014	Lt. Brian Scott
Activity	*The development environment for Maine Crash has been updated to the latest version of Visual Studio (2013). Dan also mentioned that the MCRS application now includes the following enhancements:* *Standard reports displaying various statistics.* *FIPS 140-2* *Ambulance Codes Favorites* *Enhance Search* *License Endorsements and Restrictions Audit check* *Auto Update* *Barcode Enhancements* *An update is being done to the Map feature in MCRS to allow the officer to enter the offset from an intersection.*	
Plans	*An update is being done to the Map feature in MCRS to allow the officer to enter the offset from an intersection.*	

Report Start	Report End	Provided By
05-07-2014	09-24-2014	Lt. Brian Scott
Activity	*Updated the group on Maine Crash Phase 4 development.* *The mapping tool within MCRS has been updated to use the new Google Maps API.* *The Latitude/Longitude can be saved for any location including off roadway. The*	

Report Start	Report End	Provided By
05-07-2014	09-24-2014	Lt. Brian Scott
	barcode reader interface has been improved. *All deleted reports are now automatically archived.* *Installation software for servers supporting MCRS has been improved.* *Lt. Scott also asked about including the date of birth in the report for the owner. This is affecting data matching for the Bureau of Motor Vehicles. Owner records from crash reports are not matching up with BMV records because of no date of birth provided.* *Dan Schuessler suggested making the owner date of birth required.*	

Report Start	Report End	Provided By
09-25-2014	01-22-2015	Lt. Brian Scott
Activity	*The MCRS upgrade is nearing completion, including the client application. The web site upgrades are also being worked on including the integrated delete functionality between the Highway Safety and DOT databases. This process will replace the current manual process and will be administered by Deb McMaster as the central authority.*	

Report Start	Report End	Provided By
01-22-2015	04-23-2015	Lt. Brian Scott
Activity	*Lt. Scott said that the BMV had requested changes to the license restrictions and endorsements at one of the prior meetings. The new AAMVA standard list is in effect beginning July 8th. The Crash system is being modified to accommodate those changes, as well as the requirement for date of birth on owner records for crash. Appriss is currently working with Lt. Scott and Linda on developing those changes.*	

5.3.8 Performance Measures

See Section 3.1.1 Crash Timeliness.
See Section 3.1.2 Crash Accuracy.

5.4 ME-P-00011 – E-Citation

5.4.1 Contact

Ms. Lauren Stewart
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5.4.2 Lead Agency

Maine Department of Public Safety

5.4.3 Status

Active

5.4.4 Project Description

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

E-Citation legislative efforts,
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.

5.4.5 Schedule

October 1, 2015 through September 30, 2016

5.4.6 Budget

Budget Source	Budget Year	Total Budget
NHTSA 405c	2016	$500,000.00

5.4.7 Activity Reporting

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

Report Start	Report End	Provided By
04-15-2011	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.*	

Report Start	Report End	Provided By
11-04-2012	01-19-2012	Lauren Stewart
Activity	*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.* *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.* *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*	

Report Start	Report End	Provided By
11-04-2012	01-19-2012	Lauren Stewart
	standard is to define the data elements to be collected and to define a common format for data transfer and exchange within the state.	

Report Start	Report End	Provided By
01-20-2012	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.*	

Report Start	Report End	Provided By
03-15-2012	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.*	

Report Start	Report End	Provided By
06-29-2012	03-05-2013	Lauren Stewart
Activity	*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.*	

Report Start	Report End	Provided By
03-06-2013	06-12-2013	Lauren Stewart
Activity	*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.*	

Report Start	Report End	Provided By
06-13-2013	02-26-2014	Lauren Stewart
Activity	*The Maine TRCC E-Citation Working Group has developed a draft set of recommendations and requirements. One of the requirements developed was a data exchange standard for transferring e-citations. Other requirements revolved around paper specifications and formats, security, and signature requirements. There were*	

Report Start	Report End	Provided By
06-13-2013	02-26-2014	Lauren Stewart
	several phone conferences revolving around security. Legislation has been enacted to enable e-citation. The defendant's signature was no longer required on the citation. A key issue was the signature requirement of the officer. The Chief Judge was provided various options regarding security requirements for an ecitation system.	

Report Start	Report End	Provided By
02-26-2014	05-07-2014	Lauren Stewart
Activity	*The TRCC Working Group meeting held on May 7, 2014 established a timeline for the entire e-citation project which will provide a roadmap for completion.* *There were also comments and suggestions that were discussed and will be incorporated into the final requirements and RFP.*	

Report Start	Report End	Provided By
05-07-2014	04-23-2015	Lauren Stewart
Activity	*Lauren Stewart asked John Smith if there were any updates. John said no significant updates. John said at the last group meeting back in December, there were a couple of emerging questions that needed to be resolved. After the data definition phase was completed the phase of the project has shifted. Next, the group needs to revisit project management for the next phase of the project. Lauren asked what needs to be done to get E-Citation back on track. John said we need to clearly identify what outstanding E-Citation questions remain. Two big components of whose going to own it and where will it reside. On the application side, who will be issuing the RFP? A level of effort is needed to write the RFP.*	

5.4.8 Performance Measures

CA-C-01 – Citation Completeness

Status of Improvement: Planned
Status: Planned
Revision Date: 17-June-2015

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

The State will improve the Completeness of the Citation / Adjudication system as measured in terms of an Increase of:

- The percentage of citation records with no missing critical data elements. This measure is also applicable to the adjudication file.

5.5 ME-P-00014 – Maine CODES

5.5.1 Contact

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5.5.2 Lead Agency

University of Southern Maine, Muskie School of Public Service

5.5.3 Status

Active

5.5.4 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.

5.5.5 Schedule

October 1, 2015 through September 30, 2016

5.5.6 Budget

Budget Source	Budget Year	Total Budget
NHTSA 405c	2016	$50,000.00

5.5.7 Activity Reporting

Report Start	Report End	Provided By
		Joseph Riddick
Activity	*The Maine CDC CODES project has received 2009 hospital data and ED data from the Maine Health Data Organization.*	
Problems	*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.*	
Plans	*Maine CDC is in final negotiations with MHDO on hospital discharge data.*	
Comments	*In August, CODES will be finishing up a three-year cooperative agreement with NHTSA.*	

Report Start	Report End	Provided By
04-15-2012	01-19-2012	Joseph Riddick

Report Start	Report End	Provided By
04-15-2012	01-19-2012	Joseph Riddick
Activity	*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.*	

Report Start	Report End	Provided By
01-20-2012	03-15-2012	Joseph Riddick
Activity	*Maine CODES has recently completed one year of data linkage and are waiting on feedback on that linkage.*	
Problems	*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.*	
Plans	*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.*	
Comments	*There has been some discussion of performing linking using other means besides CODES software.*	

Report Start	Report End	Provided By
03-15-2012	06-28-2012	Joseph Riddick
Activity	*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.* *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.*	
Problems	*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*	

Report Start	Report End	Provided By
03-15-2012	06-28-2012	Joseph Riddick
	continues funding.	

Report Start	Report End	Provided By
03-26-2013	06-12-2013	Al Leighton
Activity	*The University of Maine, Muskie School 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.*	

Report Start	Report End	Provided By
06-13-2013	02-26-2014	Al Leighton
Activity	*Muskie School is planning to have a conference call with CODES users in Nebraska and Rhode Island. This will assist in developing a strategy on how to link the various data sources.* *The Northeast Mobile Health ambulance service and South Portland are in the process of implementing a data linkage between EMS and hospital data.*	

Report Start	Report End	Provided By
02-27-2014	05-7-2014	Al Leighton
Activity	*Muskie School is in various discussions with CODES personnel from other states and is evaluating all of the variables for the process of linking data with the assistance of a statistician to create a CODES system.* *Muskie School is currently evaluating the latest version of CODES versus developing a customized in-house system.*	

Report Start	Report End	Provided By
05-08-2014	09-24-2014	Al Leighton
Activity	*Al Leighton indicated that his statistician data analytics specialist will be building a database to examine ways to determine match cases when all data fields do not match.* *Al said that his group was unable to get in touch with the CODES personnel to review the CODES design. Lauren Stewart offered to get in touch with the Region 1 administrator to help get in touch with CODES personnel.*	

Report Start	Report End	Provided By
09-25-2014	04-23-2015	Al Leighton
Activity	*Al Leighton said they were at a standstill and need to contact the CODES support person. Charlene was going to find out the status/contact info of the CODES support person.*	

5.5.8 Performance Measures

Crash/EMS Integration

Label: I-I-1
Status of Improvement: Planned
Active Status: Planned
Revision Date: 09-APRIL-2015

This performance measure is based on the I-I-1 standard performance measure from NHTSA document "Model Performance Measures for State Traffic Records Systems".

The state will improve the Integration of the Crash/EMS systems as measured in terms of an increase of the percentage of appropriate records in the EMS system that are linked to the crash system. Specifically, the percentage of records linked between Maine's pre-hospital electronic patient care reporting system and crash system.

The state will show measureable progress using the following method: The percentage of records from the pre-hospital electronic patient care reporting system that are linked with crash report records.

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

5.6.1 Contact

Mr. Duane Brunell
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5.6.2 Lead Agency

Maine Department of Transportation

5.6.3 Status

Active

5.6.4 Project Description

Maine Crash information is only currently available on a queryable 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.

5.6.5 Schedule

October 1, 2015 through September 30, 2016

5.6.6 Budget

Budget Source	Budget Year	Total Budget
NHTSA 405c	2016	$251,211.55

5.6.7 Activity Reporting

Report Start	Report End	Provided By
03-15-2012	06-28-2012	Duane Brunell
Activity	*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.* *Mr. Brunell said that they have a starting point for this effort with the existing MCRS Standard Reports and also the mapping tools.*	

Report Start	Report End	Provided By
03-15-2012	06-28-2012	Duane Brunell
	Ms. Stewart said she and Duane would work on forming the working group.	
Comments	*Ms. Stewart said she and Duane would work on forming the working group.*	

Report Start	Report End	Provided By
06-29-2012	03-05-2013	Duane Brunell
Activity	*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.*	

Report Start	Report End	Provided By
03-06-2013	06-12-2013	Duane Brunell
Activity	*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.* *The existing query tools were not intended for the general public.* *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.* *A number of solutions are being reviewed including ones from both Michigan and Connecticut.*	

Report Start	Report End	Provided By
06-13-2013	02-26-2014	Lauren Stewart
Activity	*The site will be designed to allow public access to crash data. Other data users with special permissions will have access to more functionality and analysis. The State intends to amend the existing Crash contract to complete the work.*	

Report Start	Report End	Provided By
02-27-2014	05-07-2014	Lauren Stewart
Activity	*Purchasing has approved an amendment to the existing contract with Appriss, Inc. for developing the Public Access Web Site.* *Some of the features in the new site include a mapping feature that will display crashes on a Google Map.* *The development will begin sometime in July and will be focused on ease-of-use for public users.*	

Report Start	Report End	Provided By
02-27-2014	05-07-2014	Lauren Stewart
	Lt. Scott told the group that he hopes the site will help explain the strategy for law enforcement in terms of resources used in areas of high crash locations. It was decided by the group that the data source for the public access web site will be the DOT crash repository.	

Report Start	Report End	Provided By
05-08-2014	09-24-2014	Lauren Stewart
Activity	*Appriss, Inc. is developing the new Public Access Reports web site including using new technologies and storyboarding the site flow and navigation.*	

Report Start	Report End	Provided By
09-25-2014	01-22-2015	Lauren Stewart
Activity	*Appriss, Inc. demonstrated the Public Access Crash Report web site. The site was designed to operate by both novice and advanced users. The three primary components of the site that were demonstrated are:* *Statistics – Provides various statistics in chart (line, bar, pie) formats based on location, Injury degree, and time constraints. Shows statistics for both a single year and trends.* *Mapping – Presents crash locations in map format based on location, type of crash, Injury degree, and time constraints. The map automatically clusters crashes together based on the zoom level.* *High Crash Location – Provides high crash location statistics in matrix format both section and intersections. Sections and intersections are ranked across town, county, and state.* *Dan suggested running the site in-house for a period of time before exposing the site to the public.*	

Report Start	Report End	Provided By
01-23-2015	04-23-2015	Lauren Stewart
Activity	*Duane Brunell stated that Appriss demo'd the system at the last TRCC meeting. Appriss then re-demo'd the system to the stakeholders at DOT; Greg Costello and IT people were in attendance. Duane stated that the system was well received. Duane said that there were several things to still work through; one is how to get a pilot up and running relatively quickly. Once the system is out there and online, the question is who will maintain it.*	

5.6.8 Performance Measures

C-X-1 – Crash Accessibility

Status of Improvement: Planned
Status: Planned
Revision Date: 17-June-2015

This performance measure is based on the C-X-1 model.

Maine will improve the accessibility of the crash system and its data.

The state will show measureable progress using the following method:

Identify the principal users of crash data, query the users to assess their ability to obtain the data and record their satisfaction with the timeliness of the response to their request.

The State will also document the method of data collection and the principal users' responses.

5.7 ME-P-00024 – Electronic Collection of Highway Safety Data

5.7.1 Contact

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5.7.2 Lead Agency

Maine Bureau of Highway Safety

5.7.3 Status

Active

5.7.4 Project Description

The Highway Safety Office plans to use data from various traffic records sources to collect in databases to facilitate highway safety reports and analyses.

5.7.5 Schedule

October 1, 2015 through September 30, 2016

5.7.6 Budget

Budget Source	Budget Year	Total Budget
NHTSA 405c	2016	$200,000.00

5.7.7 Activity Reporting

Report Start	Report End	Provided By
02-27-2014	05-07-2014	Al Leighton

Activity	*EMS Data Records Review* *Al updated everyone that his group had not received the necessary EMS data from Image Trend to calculate the accuracy and timeliness of EMS reports.* *HVE (High Visibility Enforcement)* *Al indicated that his group is in the external testing phase of the HVE application. The application will ease the recording of HVE information. The State Police/York County Sheriffs will begin testing the application soon.* *Child Passenger Safety Application* *Al told the group the Child Passenger Safety Application is completed and historical data is currently being entered.* *Fatalities Database* *Al indicated that a fatalities database is being created based on the MCRS schema.* *Highway Safety Reports Robyn Dumont has been working on reports using 2013 data which should be completed by the end of June 2014.*

Report Start	Report End	Provided By
05-08-2014	09-24-2014	Al Leighton
Activity	*Al Leighton indicated that his group designed web applications for CPS child passenger safety and HVE (High Visibility Enforcement). The sites should be made available soon.* *Al also told the group that a fatalities database is being developed. There are still refinements being performed and the testing phase is also starting.* *All said that all these systems will be tested and recommendations will be considered for future enhancements.* *Lauren Stewart suggested demonstrating the various systems at the next TRCC meeting.* *Lauren Stewart indicated that these new systems will replace manual systems and will provide more accurate and timely information.* *Emile Poulin suggested integrating these systems with the State's new RMS system.* *James Tanner discussed the limitations of the existing FARS system for performing queries. The system is unable to perform queries on a multi-year basis. Each query must be performed for one year and exported to MS-Excel.* *Lauren Stewart indicated that FARS data cannot be used unless all states have submitted their FARS data for a given year.* *It was suggested that the database being created for fatalities could be used to perform advanced queries.* *Al also described to the group their analysis of EMS run report data review. Al's group was able to calculate the number and rate of validation errors for all EMS data elements. Al also told the group that these errors could be quantified to any given service provider.*	

Report Start	Report End	Provided By
09-25-2014	04-23-2015	Al Leighton
Activity	*Al Leighton stated that Jamar is currently working on the application for the Child Seat project.*	

5.8 ME-P-00022 – Registration Barcode

5.8.1 Contact

Ms. Linda Grant
Title: Senior Section Manager
Agency: Bureau of Motor Vehicles, Maine Office of the Secretary of State
Address: 101 Hospital Street
City, Zip: Augusta 04333-0152
Phone: 207-624-9095
Email: linda.grant@maine.gov

5.8.2 Lead Agency

Bureau of Motor Vehicles

5.8.3 Status

Planned

5.8.4 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.

5.8.5 Schedule

Planned

5.8.6 Budget

Budget Source	Budget Year	Total Budget
NHTSA 405c	2016	$0.00

5.8.7 Activity Reporting

Report Start	Report End	Provided By
04-23-2015	04-23-2015	Linda Grant
Activity	*Linda Grant stated that registrations are currently going through a redesign and she will inquire as to the status of barcodes.*	

5.9 ME-P-00009 – Traffic Records Data Warehouse

5.9.1 Contact

Ms. Lauren Stewart
Title: Director
Agency: Bureau of Highway Safety, Department of Public Safety
Address: 164 State House Station
City, Zip: Augusta 04333
Phone: 207-626-3840

Email: lauren.v.stewart@maine.gov

5.9.2 Lead Agency
Bureau of Highway Safety

5.9.3 Status
Planned

5.9.4 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.

5.9.5 Schedule
Planned

5.9.6 Budget

Budget Source	Budget Year	Total Budget
NHTSA 405c	2016	$0.00

5.9.8 Performance Measures
C-I-1 Integration – Crash, Citation, Driver, Vehicle, EMS

The percentage of appropriate records in the crash database that are linked to another system or file. Linking the crash database with the five other core traffic records databases can provide important information. For example, a State may wish to determine the percentage of in-State drivers on crash records that link to the driver file.

The percentage of appropriate records in the crash database that are linked to another traffic records database (e.g. Citation, EMS, Driver, Vehicle, and Roadway).

5.10 ME-P-00010 – EMS Public Access and Data Mining

5.10.1 Contact

Mr. Jay Bradshaw
Title: Director
Agency: Emergency Medical Services, Department of Public Safety
Address: 152 State House Station
City, Zip: Augusta 04333-0152
Phone: 207-626-3860
Email: jay.bradshaw@maine.gov

5.10.2 Lead Agency

Bureau of Highway Safety

5.10.3 Status

Planned

5.10.4 Project Description

The EMS Public Access and 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 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.

5.10.5 Schedule

Planned

5.10.6 Budget

Budget Source	Budget Year	Total Budget
NHTSA 405c	2016	$0.00

5.10.7 Activity Reporting

Report Start	Report End	Provided By
01-15-2012	03-15-2015	Jay Bradshaw

Report Start	Report End	Provided By
01-15-2012	03-15-2015	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.*	

5.10.8 Performance Measures

I-X-1 – EMS Accessibility

Status of Improvement: Planned
Status: Planned
Revision Date: 17-June-2015

This performance measure is based on the I-X-1 model.

Maine will improve the accessibility of the EMS system and its data.

The state will show measureable progress using the following method:

Identify the principal users of EMS data, query the users to assess their ability to obtain the data and record their satisfaction with the timeliness of the response to their request.

The State will also document the method of data collection and the principal users' responses.

5.11 ME-P-00020 – CODES EMS Linkage

5.11.1 Contact

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

5.11.2 Lead Agency

Maine Department of Public Safety

5.11.3 Status

Planned

5.11.4 Project Description

The CODES EMS Linkage project will provide for the inclusion of EMS data into the CODES data set.

5.11.5 Schedule

Planned

5.11.6 Budget

Budget Source	Budget Year	Total Budget
NHTSA 405c	2016	$0.00

5.11.8 Performance Measures

EMS Integration

Label: I-I-1
Status of Improvement: Planned
Active Status: Planned
Revision Date: 09-APRIL-2015

This performance measure is based on the I-I-1 standard performance measure from NHTSA document "Model Performance Measures for State Traffic Records Systems".

The state will improve the Integration of the Crash/EMS systems as measured in terms of an increase of the percentage of appropriate records in the EMS system that are linked to the crash system. Specifically, the percentage of records linked between Maine's pre-hospital electronic patient care reporting system and crash system.

6. Traffic Records Assessment Update

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6.1 State of Maine Assessment Update – 6/5/2015

Id	Recommendation	Status	State Comments
METRA11001	Showcase data quality improvements as a means of marketing use of the data.	C	Limited resources.
METRA11002	Hold at least an annual meeting with the Executive Committee to brief them on the efforts and progress of the larger Traffic Records Coordinating Committee.	K	Executives are updated by upper level management outside of formal meetings.
METRA11003	Revisit the Traffic Records Coordination Committee's mission and vision and perform an environmental scan before determining the appropriate next step in strategic planning.	K	The TRCC does this periodically.
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 meeting.	J	EMS provides data quality metrics at TRCC meetings. Crash Data quality improvements are also discussed at TRCC meetings.
METRA11005	Charge the TRCC with the development of a new Strategic Plan for Traffic Records System Improvements addressing the recommendations in this traffic records assessment.	K	The TRCC strategic plan is reviewed, updated and changed annually.
METRA11006	Identify deficiencies apart from those noted in the Traffic Records Assessment by canvassing each traffic records system component custodian for input.	K	The TRCC composition includes representatives from all major traffic records data systems and this is done as part of normal TRCC operations. For example, MDPS and MDOT have partnered in an effort to improve crash timeliness, completeness, and accuracy by working with local law enforcement to discover deficiencies in the reporting process and then resolving

Id	Recommendation	Status	State Comments
			issues.
METRA11007	Assure that all TRCC members participate in the development of the Strategic Plan for the Traffic Records System Improvement and the selection and priority setting of the projects in the Plan. (As mentioned it is advisable to acquire the skills of a facilitator to conduct workshops for the Plan development.)	K	The TRCC composition includes representatives from all major traffic records data systems and this is done as part of normal TRCC operations.
METRA11008	Include items in each TRCC meeting agenda that address progress reports on each system and project, as well as the status of the quality metrics.	K	Project updates are performed at each TRCC meeting.
METRA11009	Review the Strategic Plan periodically and update as needed.	K	Plan updates are performed at each TRCC meeting.
METRA11010	Develop a formal quality control program for each component of the traffic records system.	J	See answer to METRA11026.
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 data seamlessly.	K	The TRCC created an E-Citation Working Group that includes representatives from each stakeholder agency, including State Police. State Police oversee the operation of the MCRS system.

Id	Recommendation	Status	State Comments
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 location coding and validation by MaineDOT, the SafetyNet process, DDACTS, CODES, and new quality improvement efforts by the crash records custodians. Ideally, this single file would contain all of the original data as submitted plus a log of all changed data identifying the corrected data, the date of the change, and the individual making the change. This requires adding data elements to the database (preferably in a separate data table) rather than replacement or overwriting of data in the as-submitted records. MCRS is the ideal location for this single official resource because of its superior analytic capabilities; however, the State may decide that Maine DOT should house this file.	E	At this point in time the requirements and business operations for the law enforcement MCRS database are significantly different from the requirements and business operations for the MaineDOT crash database. Combining the two would have performance implications as well. The DPS MCRS database is currently the official repository for law enforcement crash records and data gets distributed to other agencies to be used for their business needs.
METRA11015	Develop effective means of providing crash data to law enforcement agency records management systems.	E	There was some discussion regarding past efforts to accomplish this and the ability to provide the data was offered but it seems the RMS system vendors have not implemented a method of receiving the data. This is a low priority item.
METRA11016	Evaluate the suitability of the MCRS data analysis tools for meeting general users' needs.	J	The TRCC has formed a working group to study public access to crash data. The working group has developed a set of requirements for a public portal and has completed its work. The MCRS vendor has been tasked with developing a public portal for crash statistics.

Id	Recommendation	Status	State Comments
METRA11017	Consider adding MRCS-style data analysis tools to the public portal of the Maine DOT TIDE system so that users can have an easy-to-use query building tool and the ability to generate their own frequency tables and cross-tabulations.	G	The general consensus was that adding the ability to run Standard Reports from a public portal would be good to add to the list. However, more advanced query tools would not be desirable due to the strong possibility of users getting incorrect results from poorly built queries. Update; The State is developing a public portal that will provide basic data query features to the public.
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.	D	The TRCC has a Traffic Records Data Warehouse project in the strategic plan.
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.	H	The State is developing a public portal that will provide basic crash data query features to the public.
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.	J	EMS data are being used for a number of IRB approved research projects, and work is continuing on developing a publicly accessible portal that provides information and protects patient confidentiality.
METRA11021	Conduct a regional traffic records meeting/forum to share ideas for use and improvement of data.	J	Maine Bureau of Highway Safety, Maine DOT met with NPOs, Regional Planning Organizations to develop requirements for public crash data portal.
METRA11022	Develop and make available within the traffic safety community an inventory of data that are available, including lists of all data elements.	H	The TRCC addressed updating an existing list of data sources. Additionally, the public access portal for crash data will be available.
METRA11023	Promote expanded use of the crash data by making it accessible to the research community, safety stakeholders, and others.	H	The State is developing a public portal that will provide basic crash data query features to the public.

Id	Recommendation	Status	State Comments
METRA11024	Develop analytic capabilities within the safety program management staff in the Bureau of Highway Safety.	K	Maine Bureau of Highway Safety has contracted with University of Southern Maine, Muskie School for data analyst services.
METRA11025	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 location coding and validation by Maine DOT, the SafetyNet process, DDACTS, CODES, and new quality improvement efforts by the crash records custodians. Ideally, this single file would contain all of the original data as submitted plus a log of all changed data identifying the corrected data, the date of the change, and the individual making the change. This requires adding data elements to the database (preferably in a separate data table) rather than replacement or overwriting of data in the as-submitted records. MCRS is the ideal location for this single official resource because of its superior analytic capabilities; however, the State may decide that Maine DOT should house this file.	E	Due to data quality issues, requirements for keeping the original official report and other factors, there will continue to be two crash databases. Also, Maine BHS uses the data that is supplied from the MDOT database as opposed to doing evaluations off of the raw data contained in the DPS database. This eliminates the issue identified in the 2006 assessment where BHS may have had different numbers than DOT.

Id	Recommendation	Status	State Comments
METRA11026	Increase the formal nature of the quality control program. In particular, the following features of the current quality control program could be enhanced: Keep a log of errors and their frequency of occurrence. Use this log as the basis for developing new training content and additional edit checks. Provide feedback to law enforcement both on a case-by-case basis and reflecting aggregate analysis of error logs. Track reports returned for correction to ensure that they are resubmitted in a timely fashion. Conduct periodic audits of crash reports for logical consistency between the narrative, diagram, and the coded information on the form. Develop additional data quality metrics to address the aspects of quality (completeness, consistency, integration, and accessibility) that are not measured now. Provide data quality reporting to stakeholders including the Traffic Records Coordinating Committee, users of the TIDE and MCRS data utilities, and safety decision makers who are using the crash data.	J	There are essentially three levels of data screening, the vendor, the Maine State Police, and the Maine DOT. Each level scans for different types of data quality issues; however, with the new system being recently put into production the level of scrutiny is higher. There are certain elements that could be formalized and certain ones that are done as a matter of current practice, such as comparing agency crash activity to ensure there are no gaps in reporting. MDOT provides quarterly reports to law enforcement agencies showing the past three year crash submission counts by month so agencies can determine if there is a dropoff in reporting. A feature has been implemented into MCRS to track the MDOT data corrections and aggregate them in reports that could then be used to provide improved training and improve the crash report audit rules. These reports could be used to track decreases in the error rates and may be useful for a traffic records performance measure. The plan is to send this feedback to the originating law enforcement agency for training purposes.

Id	Recommendation	Status	State Comments
METRA11027	Provide access to the TIDE warehouse, specifically crash and location data, to all legitimate safety stakeholders, especially the Metropolitan Planning Organizations (MPO).	E	There are a few selected outside organizations that have access to TIDE. This is not widespread because inexperienced users tend to get incorrect results from their queries. This is related to the earlier recommendation that suggested providing standard reports online. Having a set of publicly available reports based on corrected crash data would satisfy the average user and the State is developing a public portal query tool for crash data that will satisfy this need.
METRA11028	Develop a strategy to address enhancements and/or modifications to the METRANS for the use of the analytic software tools recommended in the Highway Safety Manual, in particular Safety Analyst.	0	MDOT uses internal tools and the Highway Safety Manual to accomplish these goals.
METRA11029	Record the adverse driver histories from previous states-of-record on non-commercial drivers (as required for commercial driver records).	E	This is not a trivial undertaking and could be problematic to implement.
METRA11030	Work closely with the Administrative Office of the Courts to facilitate the direct input of convictions into the driver file and to provide access to driver data for the courts and prosecutors.	I	At this time there is a MJISA (Maine Justice Information Sharing Architecture) project with oversight by the Integration Steering Committee (ISC) who has been tasked with relocation of the Criminal Justice Data Broker. The scope of the project is to determine the location of the broker and to migrate to a new operating environment to support existing functions as well as to expand the existing service to meet other stakeholder's needs. BMV is at the table as a stakeholder in what will be a new function of the data broker to transmit conviction information electronically. The initial scope of the project will be complete within 2 years but expanded

Id	Recommendation	Status	State Comments
			services will most likely be outside that window.
METRA11031	Provide electronic certified driver records for courts and prosecutors when enabling agreements (and enabling legislation if needed) are established.	J	There have been significant improvements to the process of supplying certified driver records; however, the final point of delivery to the courts is manual. The process was fairly time consuming (weeks) and court dates would need to be scheduled accordingly. The BMV internal process has significantly improved and is now a day to day process.
METRA11032	Introduce the type of bar code for all registration documents to be consistent with those produced through the Rapid Renewal process.	E	This is a current project in the strategic plan and remains a goal of the TRCC. There are concerns; however, regarding implementation and the resources necessary.
METRA11033	Extend the use of VIN extraction software to the registration procedures.	C	
METRA11034	Explore the efficiencies of an electronic data interchange with auto dealers and banks.	I	A pilot will soon be in place to allow for electronic transmittal of lien releases. Insufficient funding and resources will restrict additional interchanges at this time.

Id	Recommendation	Status	State Comments
METRA11035	Extend the use of the Rapid Renewal process to the towns and counties processing registrations.	K	There is an on-going effort to extend Rapid Renewal to additional towns and counties.
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.	K	The TRCC created an E-Citation Working Group that includes representatives from each stakeholder agency, including State and Local Police. An E-Citation Requirements and Data Dictionary have been developed.
METRA11037	Provide TRCC support for the integration of the two Court Case Management Systems.	B	No longer applicable.
METRA11038	Study the feasibility of using the new Case Management System as a DUI tracking system for the State.	C	
METRA11039	Establish a TRCC working group to review OUI paperwork and to examine the feasibility of either developing forms that act as templates, thus calling for less extensive narratives or of developing, concurrent with the e-citation, an electronic OUI process.	E	The current OUI paperwork is about 15 pages, is pretty laborious, and the recommendation includes calling for less extensive narratives by going to a checkbox type of approach. It has been tried before in southern Maine and not sure of Judicial Branch acceptance. Update: The State does not want to slow down the development of an E-Citation solution by adding OUI functionality at this point.
METRA11040	Institute formal policies and procedures for the submission of timely, complete, and accurate EMS data, including sanctions for non-compliance.	K	The State currently has formal policies for this, including a rule that EMS Run Reports have to be submitted within one business day of the event.
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 submitted by the EMS agencies.	K	Validity scores are part of the run report system and provided as reports are input. Summary validity and timeliness reports are sent quarterly to every EMS service. The NEMSIS acceptance rate has increased for 2013.

Id	Recommendation	Status	State Comments
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 quality reports back to the EMS services for quality improvement purposes.	I	Maine EMS and the Bureau of Highway safety have entered into a contract with USM Muskie school to conduct an assessment of EMS and MCRS data quality. That work is in progress.
METRA11043	Employ, directly or indirectly, an EMS data analyst to measure the data quality on a continuing basis; use the data quality analysis to inform training and education programs.	H	Discussions underway to address this issue.
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 Maine EMS.	J	MEMS no longer publishes the Journal of Maine EMS, but provides ongoing education to services about the importance of quality EMS data. MEMS is also working with Maine Health InfoNet to integrate EMS data with hospital and provider patient records, and to pilot test EMS having access to HIN. Maine will be the first state in the country to do so.
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 levels. Consider an online query system in lieu of a dataset or standard and ad hoc reports.	K	Accomplished and ongoing. MEMS provides a daily data update to Maine CDC.
METRA11046	Provide the EMS data to the CODES project to be included in the crash and hospital discharge data integration.	K	Maine's participation in the National CODES program has ended for the present. Maine is planning on a replacement project that will perform CODES-like analysis within the state.

Id	Recommendation	Status	State Comments
METRA11047	Establish a trauma registry within the Maine EMS agency to collect complete trauma records from the three trauma centers in the State and the trauma records for Maine residents that are treated in New Hampshire hospitals. Determine the feasibility of expanding the trauma registry to include all acute care hospitals statewide, leading to population-based incidence and outcome data.	G	Maine has three trauma hospitals who contribute to the National Trauma Databank (NTR) and Maine uses the NTR as the states registry. Maine did have a registry at one point, but maintaining it was a challenge. Extending any future state registry to acute care hospitals would be another challenge due to the number of very small hospitals.
METRA11048	Develop and formalize data quality metrics for the trauma registry data to ensure completeness, accuracy, and timeliness.	C	
METRA11049	Challenge the MHDO to provide health data in a timelier manner thereby making the statistics and reports created from the data, more relevant.	F	One of the issues is how often the hospitals provide data. The new HL7 and Health InfoNet hospital data standards may improve this issue.
METRA11050	Create a Data Users subcommittee of the TRCC to identify gaps in data needs, brainstorm on ways to fill the gaps, and 'lobby' for change to capture the needed data. This committee should be comprised of the epidemiologists, data analysts, and program managers who use crash and injury data on a regular basis.	K	This will be resolved through the implementation of the data analyst recommendation without the need of a subcommittee.
METRA11051	Canvass the traffic safety stakeholders and add those who are missing from the rolls of the Traffic Records Coordinating Committee, particularly those from the injury surveillance system and the prevention communities.	J	The TRCC has added members from Muskie School, University of Southern Maine. Muskie School will be involved in Maine CODES as well as other highway safety related efforts.

Status Code	Description
A	Not Addressed - Never Reviewed / Considered
C	Not Addressed - Insufficient Funding / Resources

D	Not Addressed - Time Constraints / Competing Commitments
E	Not Addressed - Concerns about Feasibility and / or Implementation
B	Not Addressed - Disagree with Recommendation
F	Not Addressed - Other
K	Addressed - Completed
J	Addressed - Significant progress
I	Addressed - Some Progress
H	Addressed - Pending Action
G	No Progress

Appendix 2: Critical Insights Study



Critical Insights on Maine™ Tracking Survey

~ Fall 2013 ~

Summary Report of Findings from Proprietary Items

Prepared for:
NL Partners and Maine Bureau of Highway Safety

October 2013

Full Service Market Research and Public Opinion Polling

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Introduction

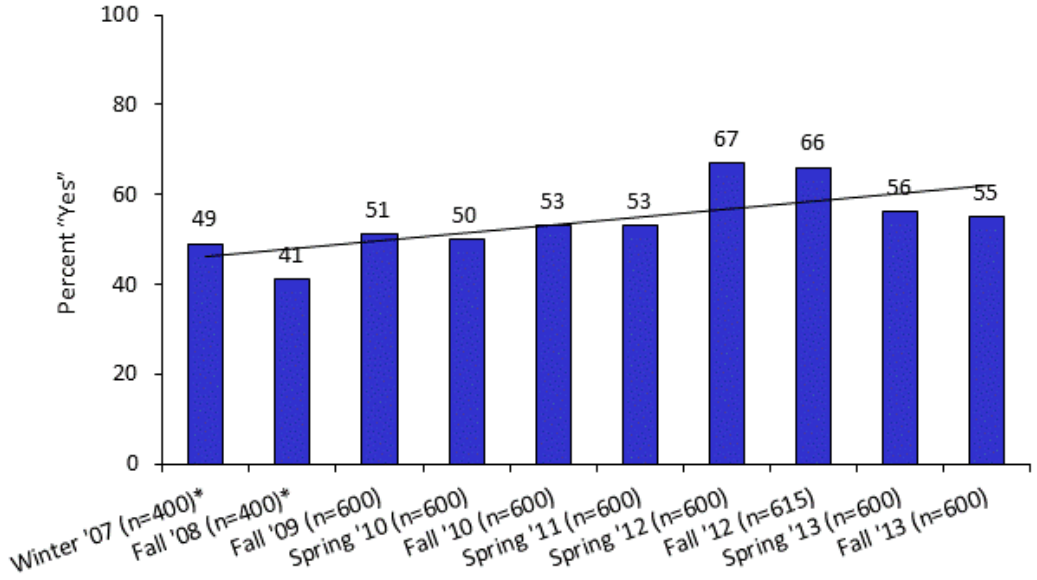
Background & Methodology

- 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.
- *Critical Insights on Maine™* has been documenting the attitudes, perceptions, and preferences of Maine's residents for over 17 years, making it the longest running consistently administered Tracking Survey in the Northeast.
  - In addition to general interest items (the results of which are released to the media as a public service) the survey also includes a number of proprietary items included in the poll on behalf of sponsoring entities, with results of those items released only to those sponsors.
- For the current wave of the study, Critical Insights completed a total of 600 telephone interviews (including cell phones) with randomly selected likely voters across the state between September 27th – 30th, 2013.
  - With a sample of 600 interviews, results presented here have an associated sampling error of +/- 4 percentage points at the 95% confidence level.
  - All interviews were conducted with self-reported registered and likely voters; final data were 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 20 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

Results are consistent when compared to last Spring, with 55% of Maine residents polled claiming they recall seeing or hearing ads in the past year relating to a safe driving campaign.

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?

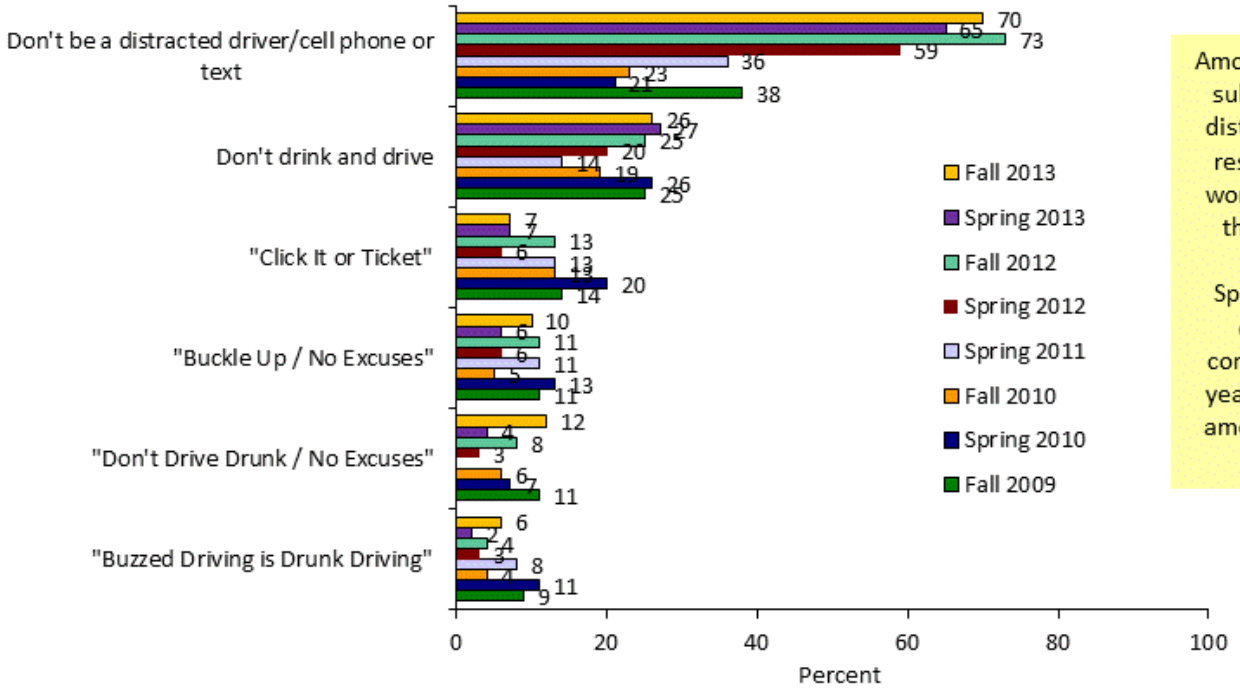


There is a direct relationship between age of residents and awareness with younger residents most likely to report awareness of safe driving messages.

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

Awareness of messages surrounding distracted driving / cell phone use has improved since the Spring survey (+5 percentage points), but still down from last year.

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



Among different audience subgroups, the general distracted driving theme resonates most among women and residents of the Southern Region.

Specific recall of "don't drink and drive" is consistent over the past year and most prevalent among the under 55 age groups.

* 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: 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 who report 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.
- Official safe driving campaign messages remain relatively constant. *"Click It or Ticket"* (4%), "*Buckle Up/No Excuses*" (6%), and *"Don't Drive Drunk/No Excuses"* (7%) have improved and continue to be the most frequently recalled top-of-mind campaign taglines.
- The messaging theme of "Don't be a distracted driver/Don't use cell phone or text" was mentioned by 38% of Mainers polled, virtually identical to last spring.

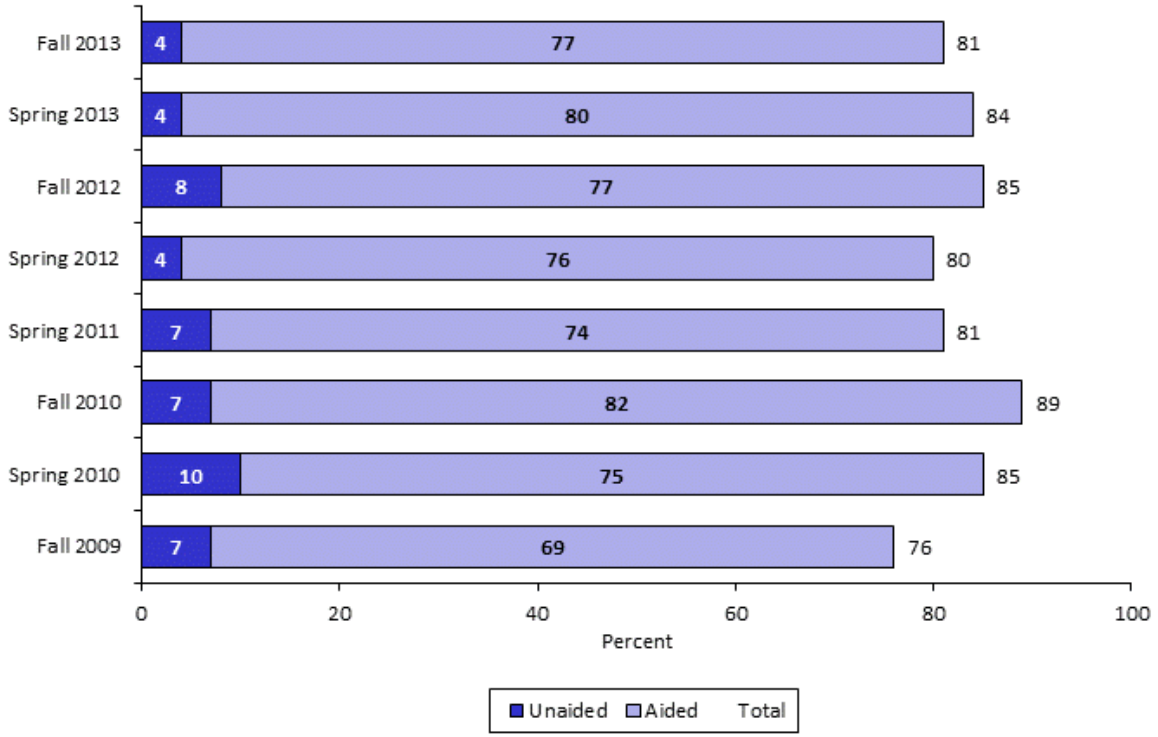
Unaided Awareness:
Official Safe Driving Campaign Messages

What were the messages of the ad(s) that you saw or heard? What was the ad about?	Fall '09	Spring '10	Fall '10	Spring '11	Spring '12	Fall '12	Spring '13	Fall '13
Don't Drive Drunk / No Excuses	5	4	3	4	2	5	2	7
Buckle Up / No Excuses	6	6	3	6	4	7	3	6
Click It or Ticket	7	10	7	7	4	8	4	4
Buzzed Driving is Drunk Driving	5	5	2	5	2	3	1	3
You Drink and Drive, You Lose	1	1	1	1	1	1	0	2
Friends Don't Let Friends Drive Drunk	1	1	1	1	<1	1	0	1
Think About It - a simple action...	<1	1	<1	1	<1	<1	0	1
Survive Your Drive	<1	<1	0	1	<1	<1	<1	1
Safe Guard	1	1	<1	<1	<1	0	<1	1
Vanishing Teens / Keep Teens Alive	1	<1	<1	1	1	1	1	0
Thinking Ahead	1	<1	<1	<1	<1	1	0	0
Be a Road Model / Flash	0	2	1	<1	<1	<1	0	0

Unaided Awareness:
General Campaign Messages

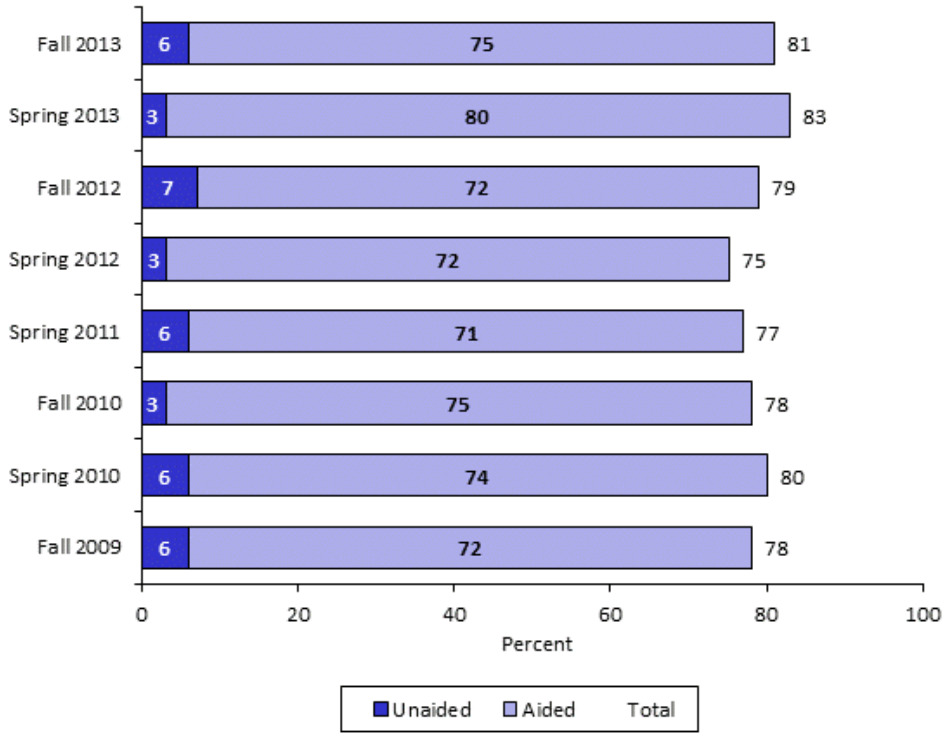
What were the messages of the ad(s) that you saw or heard? What was the ad about?	Fall '09	Spring '10	Fall '10	Spring '11	Spring '12	Fall '12	Spring '13	Fall '13
Don't be a distracted driver / Don't use cell phone/text while driving	19	9	12	19	39	49	37	38
Don't drink and drive	13	13	10	7	14	17	15	14
Use your seat belt	3	2	2	2	1	2	7	3
Safe teen drivers	3	3	1	2	5	2	1	2
Motorcycle safety	2	1	1	<1	<1	3	1	2
Don't speed	1	3	1	1	<1	1	1	1
Construction safety	2	2	1	1	1	<1	1	1
Smoking and driving	1	<1	<1	<1	<1	0	0	1

Total awareness of "Click It or Ticket" continues a relatively stable trend, but has declined slightly since last year.



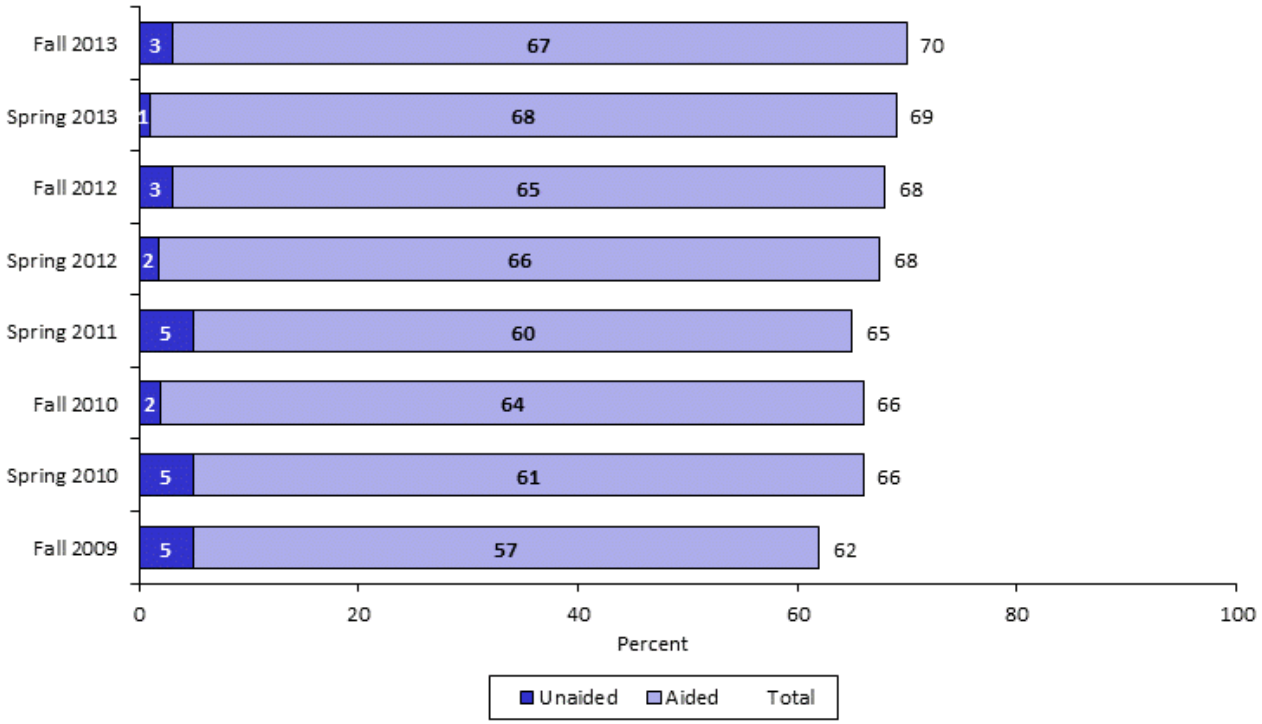
Note: Respondents were prompted for each campaign if they had not mentioned it unaided or if they said they had not seen any advertising in the past year.

Awareness of "Buckle Up / No Excuses" is consistent with the spring results, though unaided awareness has improved slightly.



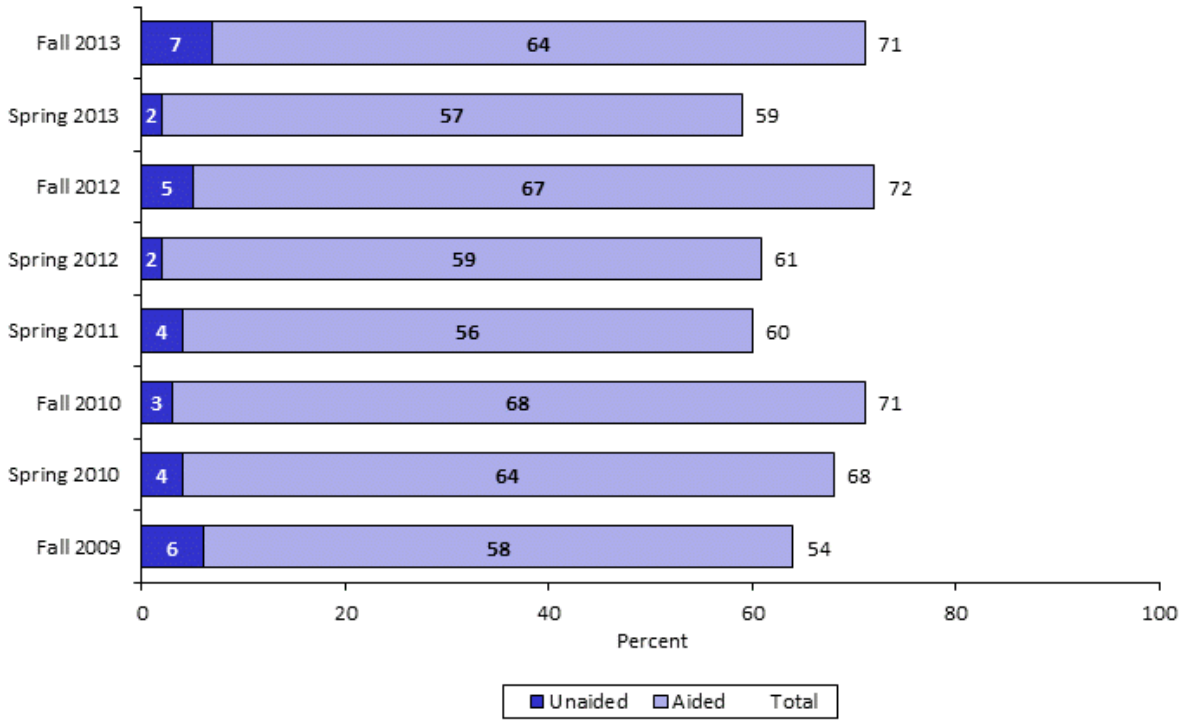
Note: Respondents were prompted for each campaign if they had not mentioned it unaided or if they said they had not seen any advertising in the past year.

Playback of "Buzzed Driving is Drunk Driving" has remained essentially stable over the past several iterations of the survey.



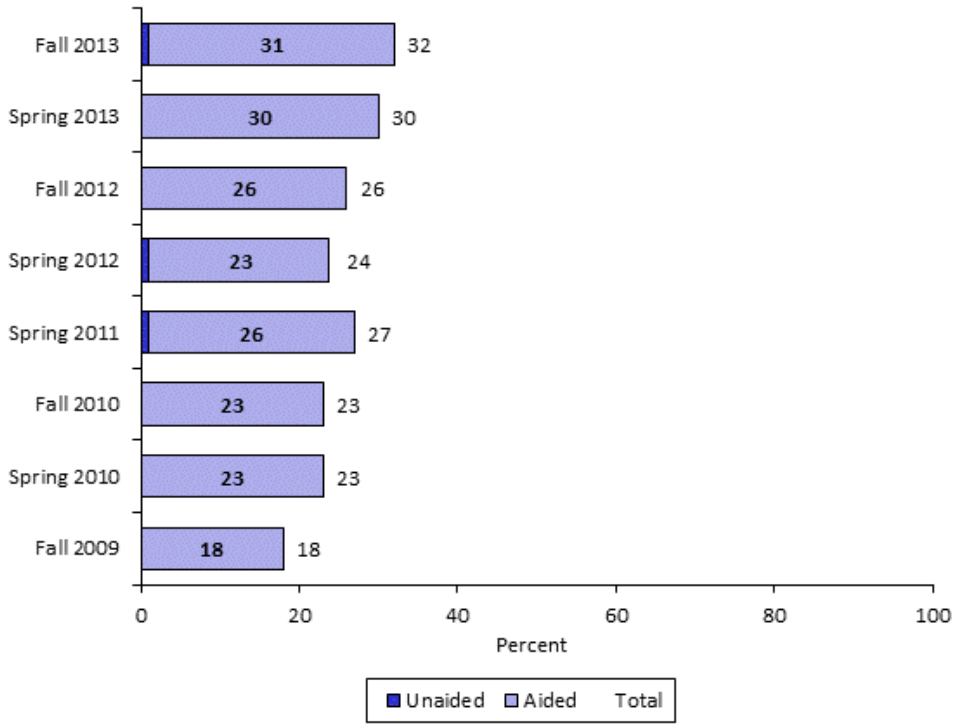
Note: Respondents were prompted for each campaign if they had not mentioned it unaided or if they said they had not seen any advertising in the past year.

Overall awareness of "Don't Drive Drunk/No Excuses" has rebounded dramatically since last spring and is on par with the Fall '12 results.



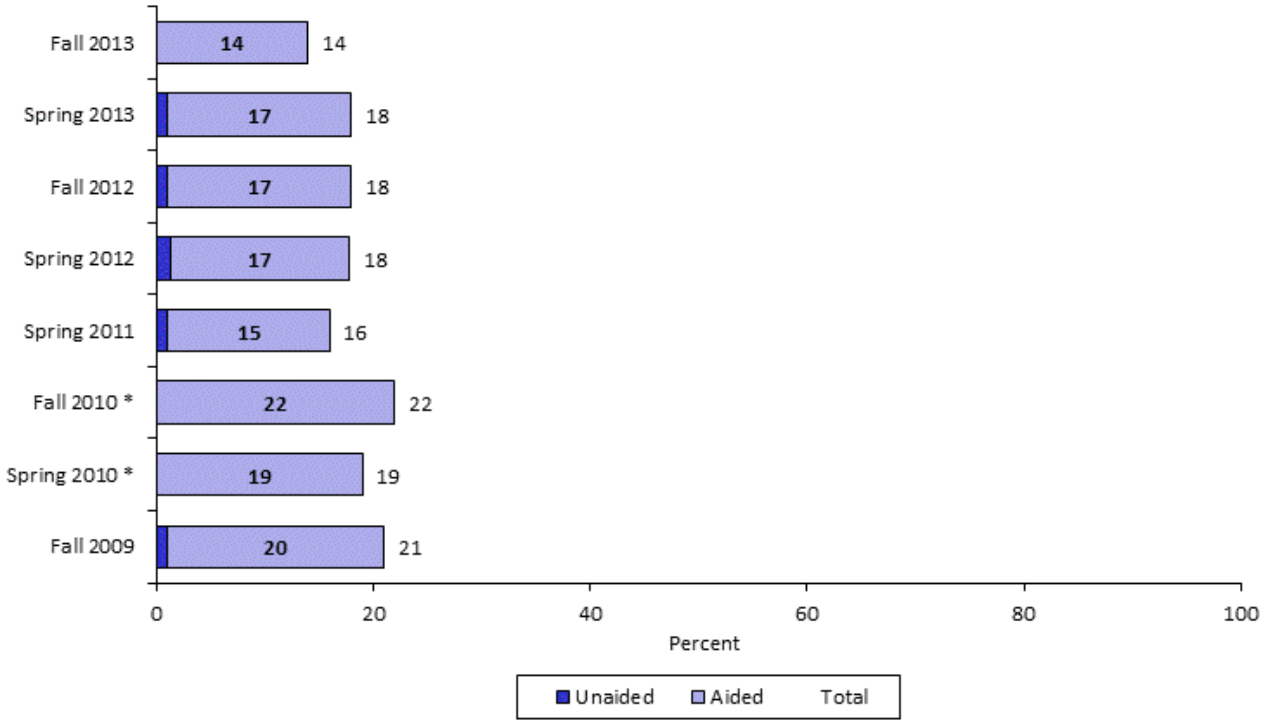
Note: Respondents were prompted for each campaign if they had not mentioned it unaided or if they said they had not seen any advertising in the past year.

Awareness of "Survive Your Drive" continues to show moderate improvement since the Spring '12 survey, but is still at lower levels of awareness than other specific media campaigns.



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.

Dropping from last spring, awareness of "Vanishing Teens / Keep Teens Alive" is less robust than other taglines tested.



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.

* In both 2010 waves of measurement, while unaided awareness is noted as "0" actual mentions total < 1%.

Appendix 3: Public Relations & Marketing Events

Event Recap

ALLIANCE SPORT MARKETING

ONE TEXT OR CALL COULD WRECK IT ALL

Waterville vs Mount Desert

October 11, 2014
Waterville High School Football
Waterville, ME

SURVIVE YOUR DRIVE. Buckle Up. No Excuses!






Saturday afternoon's event was held at Waterville High School, which was hosting Mount Desert Island High School and their fall sports senior day. Athletics Director Heidi Bernier and other members of the football boosters club help us set up near the concessions stand, which was a popular place for parents and students to watch the games from, allowing us to share the One Text or Call Could Wreck it All with the majority of the crowd. We talked with several parents about the program, all who agreed with the message and were happy that we brought the booth to Waterville. Several parents shared that they made this a point of emphasis in talking to their kids about driving safety and gladly took the information cards to share with their teen drivers. We also had some parents admit that they were struggling to break the habit of using their phone while driving. They did share that their teenagers were often the ones who pointed the distraction out to them and would take their phones away for the duration of the trip. It was fantastic to hear that teens were taking the initiative to teach their parents about the dangers of distracted driving, making Saturday another successful visit for the campaign.

Event Recap

ALLIANCE SPORT MARKETING

Wiscasset Speedway

May 16, 2015
Watch For Motorcycles Campaign
Wiscasset, ME






While it was a cold and overcast night at Wiscasset Speedway, fans still showed up in force, making it a great night for us to share the message to watch out for motorcycles with large groups of fans. Visible from the parking lot of Wiscasset Speedway, fans made their way to the Watch for Motorcycles tent to talk about the campaign with us, as well as take home sunglasses and keychains. The message was a big hit with race fans, as a majority of them who visited the tent were motorcycle riders themselves or knew someone who was. Many of the the riders who spoke with us shared some of their bad experiences from the road, mainly accidents they had been in because another driver was not paying attention to the road, causing them to abandon their bikes or get in to a serious wreck. One fan told us about a wreck that he was involved in as a result of a car pulling out in front of him, in which he laid his bike down and hit a truck. He broke several bones as a result and required over 10 surgeries to repair the damage. He said that if the other car had only taken 1-2 more seconds to look around, the crash would have been avoided and he may still be riding a motorcycle today. We had a fantastic night in Wiscasset thanks largely in part to fans who were greatly appreciative of a message that is growing increasingly important as the weather improves.

Appendix 4:Title 29A Chapter 19 Section 2081

Requirement 2. Occupant Protection Laws

§2081. Use of safety seat belts

1. Definitions. As used in this section, unless the context otherwise indicates, the following terms have the following meanings.

A. "Child safety seat" means a child safety seat that meets the standards described in the Federal Motor Vehicle Safety Standards. [2001, c. 585, §1 (NEW); 2001, c. 585, §6

Federal Regulations, Part 571, in effect on January 1, 1981, as subsequently amended. [2001,

to be used as crash protection in vehicles and that meets the requirements of the Federal Motor Vehicle Safety Standard 213. [2003, c. 380, §1 (AMD); 2003, c. 380, §5 (AFF).]

transported in a motor vehicle that is required by the United States Department of Transportation to be equipped with safety seat belts, the operator must have the child properly secured in accordance with the manufacturer's instructions in a child safety seat. Violation of this subsection is a traffic infraction for which a fine of $50 for the first offense, $125 for the 2nd offense and $250 for the 3rd and subsequent offenses must be imposed. A fine imposed under this subsection may not be suspended by the court.
[2005, c. 12, Pt. AAA, §1 (AMD) .]

provisions apply to passengers less than 18 years of age riding in a vehicle that is required by the United States Department of Transportation to be equipped with seat belts. Violation of this subsection is a traffic infraction for which a fine of $50 for the first offense, $125 for the 2nd offense and $250 for the 3rd and subsequent offenses must be imposed. A fine imposed under this subsection may not be suspended by the court.

A. The operator shall ensure that a child who weighs at least 40 pounds but less than 80 pounds and who is less than 8 years of age is properly secured in a federally approved child restraint system. Nonprofit, municipal or contracted transportation service providers are exempt from this paragraph until February 1, 2005, except that the operator shall ensure that the child is properly secured in a seat belt. [2003, c. 380, §2 (AMD); 2003, c. 380, §5 (AFF).]

of age or who is less than 18 years of age and more than 4 feet, 9 inches in height is properly secured in a seat belt. [2007, c. 295, §2 (AMD).]

less than 100 pounds is properly secured in the rear seat of a vehicle, if possible. [2001, c.

age or older is a passenger in a vehicle that is required by the United States Department of Transportation to be equipped with seat belts, the passenger must be properly secured in a seat

belt. Each such passenger is responsible for wearing a seat belt as required by this subsection, and a passenger that fails to wear a seat belt as required by this subsection is subject to the enforcement provisions of subsection 4. The operator of a vehicle that is required by the United States Department of Transportation to be equipped with seat belts must be secured in the operator's seat belt. Violation of this subsection is a traffic infraction for which a fine of $50 for the first offense, $125 for the 2nd offense and $250 for the 3rd and subsequent offenses must be imposed. A fine imposed under this subsection may not be suspended by the court. A vehicle, the contents of a vehicle, the driver of or a passenger in a vehicle may not be inspected or searched solely because of a violation of this subsection.
[2007, c. 60, §1 (AMD) .]

A. Unless the vehicle is operated by a person under 21 years of age, the requirements do not apply to a passenger over one year of age when the number of passengers exceeds the vehicle seating capacity and all of the seat belts are in use. [1997, c. 737, §7 (AMD).]

medical condition that, in the opinion of a physician, warrants an exemption from the requirements of subsection 3-A and that medical condition and opinion are documented by a certificate from that physician. That certificate is valid for the period designated by the physician, which may not exceed one year. The Secretary of State may issue a removable windshield placard that is visible to law enforcement officers to a person with a certificate from a physician. A removable windshield placard is a 2-sided permit designed to hang from the rearview mirror when the vehicle is in motion without obstructing the view of the operator. The placard must be displayed by hanging it from the rearview mirror so that it may be viewed from the front and rear of the vehicle when the vehicle is in motion. If the vehicle is not equipped with a rearview mirror, the placard must be displayed on the dashboard. The placard must be identifiable as a seat belt placard as designed by the Secretary of State. A placard issued to a person under this paragraph expires when the physician's certificate expires. [2009, c. 436,

operator or passengers or the failure to secure a child is not admissible in evidence in a civil or criminal trial, except in a trial for violation of this section.
[1993, c. 683, Pt. A, §2 (NEW); 1993, c. 683, Pt. B, §5 (AFF) .]

A. A rural mail carrier of the United States Postal Service is not required to be secured in a seat belt while engaged in the delivery of mail; [2009, c. 34, §1 (AMD).]

passenger transported for a fee; and [2009, c. 34, §1 (AMD).]

the actual delivery of newspapers from a vehicle or performing newspaper delivery duties that require frequent entry into and exit from a vehicle. [2009, c. 34, §1 (NEW).]

[2009, c. 34, §1 (AMD) .]



MAINE

Occupant Protection Program Assessment

May 12 – 16, 2014

ASSESSMENT TEAM MEMBERS

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Lorrie Walker

Thomas Woodward

INTRODUCTION

The Maine Bureau of Highway Safety (MeBHS) strives to eliminate deaths, injuries, and economic losses resulting from traffic crashes. MeBHS is responsible for overseeing the disbursement of federal and state funding for the transportation programs of the State. This is accomplished by implementing programs designed to address motor vehicle occupant behaviors. MeBHS provides grant funding for highway safety programs, specifically to local and state level partners, and to non-profit organizations for the development and implementation of programs that help enforce traffic laws, educate the public in traffic safety, and provide varied and effective means of reducing fatalities, injuries, and economic losses from traffic crashes.

In 2012, 21,667 occupants of passenger vehicles died in motor vehicle traffic crashes in the United States. Of the 21,667 occupants killed, only 9,679 were restrained. Looking only at occupants where the restraint status was known, 52 percent were unrestrained at the time of the crash despite the observed seat belt use rate for the United States in 2012 being recorded at 86 percent. The lack of proper restraint use therefore remains a serious highway safety, public health, and societal issue. This is especially true in Maine, where in 2012, the number of unrestrained occupant fatalities increased from 53 to 76. Maine suffered 164 traffic fatalities overall in 2012, of which 100 percent of them occurred on rural roadways. Maine's traffic statistics at a glance in 2012 indicate the following:

- Traffic fatalities between 2011 and 2012 increased by 28.
- The fatality rate increased from 0.95 per 100 million vehicle miles traveled in 2011 to 1.16 in 2012. The rural rate also increased from 1.31 in 2011 to 1.60 in 2012.
- The number of unbelted fatalities increased from 53 in 2011 to 76 in 2012.
- Seat belt use was below the national average at 84.4 percent in 2012, and has since decreased to 83 percent in 2013.
- Seat belt use among pickup truck drivers continues to be significantly lower than any other vehicle type drivers with a rate of 71.6 percent in 2013.

Occupant protection is the foundation of any sound traffic safety program and wearing a seat belt is the single most effective habit and no-cost option that the people of Maine can adopt to protect themselves in motor vehicle crashes.

MeBHS, in cooperation with NHTSA and an expert team of evaluators, has undergone a comprehensive assessment of the occupant protection component of Maine's highway safety program. Based on the fundamental elements of the Uniform Guidelines for State Highway Safety Programs for Occupant Protection, this assessment report identifies Maine's strengths and challenges and provides recommendations for each of the following areas: Program Management; Legislation, Regulation, and Policy; Enforcement; Communications; Occupant Protection for Children; Outreach Programs; and Data and Evaluation.

The intent of this assessment is to provide a guide for MeBHS to look toward program enhancements and ultimately increase occupant protection and decrease unrestrained fatalities statewide.

The key recommendations presented in the first section of this report are those found to be the most critical for improving the State's occupant protection program. While Maine has many initiatives in place to increase occupant protection, there is room for growth. All recommendations presented in this report are intended to increase occupant protection and help MeBHS carry out its life-saving mission.

Maine is comprised of 35,385 square miles of land mass and is home to 1,328,302 residents, according to the latest population estimates, making Maine the least densely populated U.S. state east of the Mississippi River. Maine's roadways are 72 percent rural and 28 percent urban, with nearly 500 municipalities spread across the State. Based on the State's geography and population distribution, the challenges associated with deploying an effective occupant protection program are considerable.

The demographics of the State provide the following breakdowns: Males make up 49 percent of the population and females dominate at 51 percent of their population. The racial make-up of the state includes White: 94.4 percent; Black: 1.1 percent; American Indian: 0.6 percent; Asian: 1.0 percent; Other race: 0.1 percent; Two or more races: 1.4 percent; and Hispanic/Latino: 1.3 percent. Seventy-nine percent of the population is 18 years of age and older, and 16 percent is 65 years old and over, with the median age being 42.7.

Maine became the 23rd state as part of the Missouri Compromise in 1820. Maine produces 98 percent of the nation's low-bush blueberries. With almost 89 percent of its area forested, Maine is one of the world's largest pulp-paper producers and turns out wood products from boats to toothpicks. A scenic seacoast, beaches, lakes, mountains, and resorts make Maine a popular vacation destination. There are more than 2,500 lakes and 5,000 streams, plus more than 30 state parks to attract hunters, fishermen, skiers, and campers.

Major points of interest are Bar Harbor, Acadia National Park, Allagash National Wilderness Waterway, the Wadsworth-Longfellow House in Portland, Roosevelt Campobello International Park, and the St. Croix Island National Monument. According to the 2010 census data, the 10 largest cities are Portland, 66,194; Lewiston, 36,592; Bangor, 33,039; South Portland, 25,002; Auburn, 23,055; Biddeford, 21,277; Sanford, 20,792; Brunswick, 20,278; Augusta, 19,136; and Scarborough, 18,919. There are 16 counties in total, with the two largest counties by population and area being Cumberland and Aroostook.

ACKNOWLEDGEMENTS

The assessment team would like to acknowledge and thank the Governor's Highway Safety Representative, John Morris; Lauren Stewart, Director of the Maine Bureau of Highway Safety (MeBHS); Janet Cummings, Corey Perreault, James Tanner, and Johannah Oberg, MeBHS Highway Safety Program Coordinators for their support, level of effort, and commitment to occupant protection in Maine. A special thanks goes to Angela Roberts, MeBHS, for her logistical and administrative assistance to the overall assessment and especially to the team.

The team would also like to acknowledge the dedication and hard work of all those individuals who took time out of their schedules to participate in the assessment by sharing their knowledge, experiences, and expertise. Thanks go to them and to everyone else committed to saving lives on Maine's roadways.

This assessment also benefitted from the guidance and technical assistance provided by National Highway Traffic Safety Administration headquarters and regional staff: Liza Lemaster-Sandbank, Janice Hartwill-Miller, and Paul Logozzo; and support from their supervisors, Occupant Protection Division Chief Maria Vegega and Regional Administrator Michael Geraci.

Special recognition and appreciation also goes to the team's administrative consultant, Belinda Oh, for her able assistance throughout the assessment process and in producing this report.

Each member of the team appreciates the opportunity to have served on this assessment and hopes that consideration and implementation of the proposed recommendations will enable Maine to continue to improve its occupant protection program.

Note:

The information included in this document has been collected from a variety of sources including interviews, official documents, websites and other materials. Sources may not be consistent.

Some copyrighted material has been used under the “Fair Use” Doctrine of the US copyright statute.

ASSESSMENT BACKGROUND

The purpose of the Occupant Protection Program Assessment is to provide the Maine Bureau of Highway Safety (MeBHS) with a review of its statewide occupant protection program through the identification of the program's strengths and accomplishments, the identification of challenge areas, and recommendations for enhancement or improvement. The assessment is intended to serve as a tool for occupant protection program planning, development, and implementation purposes and for making decisions about how to best prioritize programs and use available resources. The assessment process provides an organized approach for measuring program progress.

National Highway Traffic Safety Administration (NHTSA) Headquarters and Regional Office staff facilitated this Occupant Protection Program Assessment. Working with MeBHS, NHTSA recommended a team of five individuals with demonstrated expertise in various aspects of occupant protection program development, implementation, and evaluation.

This assessment report follows the format of the *Uniform Guidelines for State Highway Safety Programs, Highway Safety Program Guideline No. 20, Occupant Protection* (November 2006). The guidelines that start each section of this report are taken from this document. The U.S. Department of Transportation developed the guidelines in collaboration with the States to support technical guidance for the States.

In addition, the team consulted the NHTSA Interim Final Rule (IFR) for Moving Ahead for Progress in the 21st Century (MAP-21). MAP-21 was passed in 2013, and the IFR specifies several requirements that must be met by States in order to receive occupant protection funds under this authorization. Some of the requirements differ from earlier authorizations; therefore, team members also considered these new requirements when writing the assessment report.

The Occupant Protection Program Assessment uses established criteria against which statewide and community programs are measured. The assessment examined significant components of the State's occupant protection program. All states, in cooperation with their political subdivisions, should have a comprehensive occupant protection program that educates and motivates its citizens to use available motor vehicle occupant protection systems. A combination of use requirements, enforcement, public information, education, and outreach is necessary to achieve significant, lasting increases in seat belt and child restraint use, which will prevent fatalities and decrease the number and severity of injuries.

The assessment consisted of a thorough review of State-provided occupant protection program briefing materials and interviews with state and community level program directors, coordinators, advocates, traffic safety partners, law enforcement personnel, and MeBHS staff. The conclusions drawn by the assessment team were based upon, and limited by, the facts and information provided in the briefing materials and by the various stakeholders who made presentations to the team.

Following the completion of the presentations, the team convened to review and analyze the information presented. The team noted the occupant protection program's strengths and challenges as well as recommendations for improvement. The recommendations provided are based on the unique characteristics of the State and what the assessment team members believe the State, its political subdivisions, and partners could do to improve the effectiveness and comprehensiveness of their occupant protection activities.

This report is a consensus report. The assessment team noted that much exemplary work is conducted throughout Maine in the area of occupant protection. It is not the intent of this report to thoroughly document all of these successes, nor to give credit to the large number of individuals at all levels who are dedicated to traffic safety. By its very nature, the report tends to focus on areas that need improvement. The report should not be viewed as criticism. Instead, it is an attempt to provide assistance to all levels for improvement, which is consistent with the overall goals of these program assessments.

On the final day of the assessment, the team briefed MeBHS on the results of the assessment and discussed major points and recommendations. This report belongs to the state of Maine; it is not a NHTSA owned document. Maine may use this assessment report as the basis for planning occupant protection program improvements, assessing legislative priorities, providing for additional training, and evaluating funding priorities. The final report is provided to MeBHS and NHTSA.

KEY RECOMMENDATIONS

*(Note: Key Recommendations are **BOLDED** in each individual section)*

PROGRAM MANAGEMENT

- Establish and convene a task force comprised of traffic safety experts, advocates, parents, youths, and survivors to develop a comprehensive occupant protection program strategy and to specifically address the declining seat belt use rate, the over-representation of unbelted teen fatalities, and the low male and pickup truck driver belt use rates.

- Invest federal carryover funds in additional staff or contract employees to lessen the burden on and maintain existing MeBHS staff.

- Publish an annual crash facts report that summarizes a variety of information concerning seat belt use, child passenger safety, distracted driving, alcohol, motorcycle, pedestrian, and other traffic safety related data.

LEGISLATION/REGULATION AND POLICY

- Amend Maine Motor Vehicle Statute Title 29-A, Section 2081 to require motor vehicle drivers to be "properly" restrained by seat belts.

LAW ENFORCEMENT

- Require law enforcement agencies to report levels of year-round occupant restraint enforcement when applying for grant funding and provide additional funding to agencies that conduct more consistent year-round enforcement. Allow these agencies to use some of the additional funding to augment their enforcement efforts at times other than the annual *Click It or Ticket* mobilizations.

- Maintain the Law Enforcement Liaison position within the MeBHS. Law enforcement agencies find this position to be beneficial.

COMMUNICATION

- Assign a full-time employee to MeBHS to be the designated media and communications officer handling all public relations issues including events and earned, paid, and social media.

- Include strong enforcement messages in all paid and earned media efforts during the *Click It or Ticket* (CIOT) mobilizations. During these periods, make CIOT the stronger, primary message with *Buckle Up. No Excuses!* as the secondary message. The

enforcement message should be included in and on all safety messages including the promotional materials used at various sporting events across the State.

- Identify ways to attract individuals qualified in Information Technology and Web Design to evaluate and upgrade the web and social media capacity of MeBHS or include these requirements in the next communications contract.

- Develop a statewide social media plan (e.g., Facebook, Twitter, Pinterest, Instagram, Vimeo, Flickr, etc.) for highway safety issues, including occupant protection, to push out safety messages to the general public and the media.

OCCUPANT PROTECTION FOR CHILDREN

- Develop a plan to create a key occupant protection safety message platform that establishes and institutionalizes a safety norm for making good decisions for children of all ages.

- Consider using a pre-conference workshop (at the 2015 Child Passenger Safety (CPS) Technician Conference) taught by law enforcement to provide information about curbside CPS education, teen driver/passenger information in a networking environment to State Police, local police, and sheriffs. Identify potential candidates for CPS technician certification from the group of participants.

- Create an opportunity to bring the two parallel groups of Child Passenger Safety instructors in the State together in a meeting to address the differences between them. Use a mediator if necessary.

OUTREACH PROGRAM

- Require non-law enforcement grantees to include a media outreach component in all their grant activities, e.g., issuing a media advisory for an upcoming event.

DATA AND EVALUATION

Include a child restraint use component as part of the statewide seat belt survey. Use this data to show trends in child restraint use.

- Expand the elements of program evaluations used to measure progress, determine effectiveness, plan and implement new program strategies, and ensure that resources are allocated to the State's best advantage.

- Make the Maine Center for Disease Control and Prevention's Maine Integrated Youth Health Survey (MIYHS) data on youth seat belt use the primary state resource for youth occupant protection data. Make this data readily available to all interested users.

1. PROGRAM MANAGEMENT

GUIDELINE:

Each state should have centralized program planning, implementation and coordination to achieve and sustain high rates of seat belt use. Evaluation is also important for determining progress and ultimate success of occupant protection programs.

- *Provide leadership, training and technical assistance to other State agencies and local occupant protection programs and projects;*
- *Establish and convene an occupant protection advisory task force or coalition to organize and generate broad-based support for programs. The coalition should include agencies and organizations that are representative of the State's demographic composition and critical to the implementation of occupant protection initiatives;*
- *Integrate occupant protection programs into community/corridor traffic safety and other injury prevention programs; and*
- *Evaluate the effectiveness of the State's occupant protection program.*

1A. STRENGTHS

- The Maine Bureau of Highway Safety (MeBHS) is housed in the Maine Department of Public Safety which helps to elevate the office. The Governor appoints the Commissioner of the Maine Department of Public Safety, who also serves as the Governor's Representative for Highway Safety (GR). The GR appoints the Director of MeBHS and is directly involved in the operation of the MeBHS. Staff employees at MeBHS are civil service employees.

- The GR; the Director of MeBHS; the Law Enforcement Liaison (LEL), currently vacant; and MeBHS program coordinators regularly attend Maine Chiefs of Police Association, Maine Sheriffs Association, and Maine Chiefs Traffic Safety Committee meetings.

- MeBHS annually develops the *Maine Highway Safety Plan* and the *Maine Highway Safety Annual Report*. These documents include crash data/trends, performance goals, financial summaries, behavioral programming, noteworthy practices, outcome measures, problem identification, and planned countermeasures.

- MeBHS, the Maine Commercial Motor Vehicle Division, and the Maine Department of Transportation continue to update the *Strategic Highway Safety Plan* and the *Maine Transportation Safety Coalition (MTSC) Data Book.*

- Currently there are 181 certified child passenger safety technicians and 13 child passenger safety instructors in Maine. The State has a 61.3 percent re-certification rate of child passenger safety technicians, which is higher than the national average of 55 percent. Last year, MeBHS sponsored its first statewide child passenger safety conference with 100 participants in attendance.

- MeBHS identifies highway safety problem areas by analyzing available crash data; traffic citations; Operating Under the Influence (OUI) arrests; Fatality Analysis Reporting System (FARS); Crash Outcome Data Evaluation System (CODES); U.S. Department of Transportation, National Highway Traffic Safety Administration (NHTSA) data; and emergency medical services (EMS) data.

- Currently all crash reports in Maine are collected electronically.

- The Maine Teen Driver Safety Committee (MTDSC) was formed in 2009. Membership is comprised of safety partners from both the private and public sectors. MTDSC has developed and continues to update a teen safe driving strategy.

- In Federal Fiscal Year 2014, MeBHS is funding teen safe driving initiatives with five local law enforcement groups.

1B. CHALLENGES

- There is no state-level occupant protection-specific advisory task force or coalition to plan, organize, and generate broad-based support for occupant protection programs. Information sharing and coordination among MeBHS and its partners is inconsistent.

- MeBHS operates with a staff of six. Five staff members, including the Director, are responsible for more than one highway safety program area. The Child Passenger Safety Program Coordinator is the only staff member with a single program area.

- Maine's seat belt use rate in 2013 was 83 percent, with approximately 60 percent unrestrained fatalities.

- According to the U.S. Census Bureau, Maine is the most rural state in the nation, with 61.3 percent of its residents living outside urban areas.

- The rural mileage five-year highway death rate (2009 – 2013) was 1.26 per 100 million vehicle miles traveled compared to 0.56 in urban Maine.

- Attracting more non-law enforcement grantees from the private and public sector to become partners in making Maine's roadways safer has been an ongoing challenge.

- Young drivers (16 to 24-year-olds) in Maine are involved in three times as many fatal crashes as all other drivers. Teen drivers have the lowest seat belt use rate in the State.

- In comparison to female driver and passenger seat belt use, Maine's male drivers and passengers continue to have lower use rates in 2012 at 79.5 percent and 71.9 percent respectively. Female drivers' seat belt use rate was 87.2 percent and female passengers were at 91.6 percent.

- In 2013, the lowest seat belt use rate by vehicle type was pickup truck drivers with 71.6 percent use.

- Local law enforcement's interest in participating in the State's May seat belt mobilization has lessened, and attracting new agencies is difficult.

- There is no comprehensive state crash facts book.

1C. RECOMMENDATIONS

- Establish a state-level occupant protection coalition composed of state leaders (e.g., elected officials, agency directors, etc.) to provide input, gain a broad-based sense of ownership, and provide support and resources to the occupant protection program.

- **Establish and convene a task force comprised of traffic safety experts, advocates, parents, youths, and survivors to develop a comprehensive occupant protection program strategy and to specifically address the declining seat belt use rate, the over-representation of unbelted teen fatalities, and the low male and pickup truck driver belt use rates.**

- **Invest federal carryover funds in additional staff or contract employees to lessen the burden on and maintain existing MeBHS staff.**

- Pursue private partnerships (e.g., auto dealerships, automakers, insurance companies, retailers, civic groups, etc.) to further the goals of the MeBHS.

- Develop a strategy to use carryover funds by proactively soliciting occupant protection projects.

- Research and implement best practices from other states to reduce the number of teen roadway deaths and injuries (e.g., Tazewell County Teen Initiative, Illinois).

- Make additional grant funding available for innovative local teen safe driving initiatives.

- **Publish an annual crash facts report that summarizes a variety of information concerning seat belt use, child passenger safety, distracted driving, alcohol, motorcycle, pedestrian, and other traffic safety related data.**

- Encourage law enforcement participation in both the May and November seat belt mobilizations as part of a sustained enforcement plan, coupled with a communications plan.

2. LEGISLATION/REGULATION AND POLICY

GUIDELINE:

Each state should enact and vigorously enforce primary enforcement occupant protection use laws. Each state should develop public information programs to provide clear guidance to the motoring public concerning motor vehicle occupant protection systems. This legal framework should include:

- *Legislation permitting primary enforcement that requires all motor vehicle occupants to use systems provided by the vehicle manufacturer;*
- *Legislation permitting primary enforcement that requires that children birth to 16 years old (or the State's driving age) be properly restrained in an appropriate child restraint system (i.e., certified by the manufacturer to meet all applicable Federal safety standards) or seat belt;*
- *Legislation permitting primary enforcement that requires children under 13 years old to be properly restrained in the rear seat (unless all available rear seats are occupied by younger children);*
- *Graduated Driver Licensing (GDL) laws that include three stages of licensure, and that place restrictions and sanctions on high-risk driving situations for novice drivers (i.e., nighttime driving restrictions, passenger restrictions, zero tolerance, required seat belt use);*
- *Regulations requiring employees and contractors at all levels of government to wear seat belts when traveling on official business;*
- *Official policies requiring that organizations receiving Federal highway safety program grant funds develop and enforce an employee seat belt use policy; and*
- *Outreach to state insurance commissioners to encourage them to persuade insurers to offer incentives to policyholders who use seat belts and child restraints. Insurance commissioners are likely to have significant influence with insurers that write policies in their states.*

2A. STRENGTHS

- In September 2007, Maine's primary seat belt law went into effect for all passengers and ticketing began on April 1, 2008.

- Fines for seat belt violations are $50 for a first offense, $125 for a second offense, and $250 for third and subsequent offenses, in addition to court costs. Courts may not suspend fines for violations of this law.

- In September 1997, Maine enacted a law making motor vehicle drivers responsible for securing persons under the age of 18 in a seat belt or child passenger safety seat. Fines for violations under this law are $50 for a first offense, $125 for a second offense, and

$250 for third and subsequent offenses, in addition to court costs. Courts may not suspend fines for violations of this law.

- Maine passed its first Graduated Driver Licensing (GDL) law in 1997 and updated it to its current form in 2011. The law includes three stages of licensure, nighttime restrictions, passenger limits, and zero tolerance for violations. Traffic violations extend the intermediate license period by 270 days. For GDL violations, the Secretary of State shall suspend without hearing, the driver license for 60 days for a first offense, 180 days for a second offense, and one year for third or subsequent offenses.

- In 1985, Maine Governor Joseph Brennan issued an Executive Order mandating state employees and their passengers to wear seat belts while on duty in a state or personal vehicle. Failure to comply may result in a warning or progressive discipline. This executive order remains intact.

- State employees involved in a crash while on duty in a state or personal vehicle may be required to take a defensive driving course administered by Maine Risk Management.

2B. CHALLENGES

- Violations of the occupant restraint law are not considered moving violations in the state of Maine.

- The Maine Motor Vehicle Statute Title 29-A, Section 2081 states that a driver must be restrained by a seat belt while passengers must be "properly" restrained. This language appears to legally allow drivers to wear their seat belt improperly, and as a result, some judges have refused to convict drivers ticketed for improper seat belt use (e.g., placing their seat belt under their arm).

2C. RECOMMENDATIONS

- Allow a violation of occupant restraint law to be considered a moving violation for penalty purposes.

- **Amend Maine Motor Vehicle Statute Title 29-A, Section 2081 to require motor vehicle drivers to be "properly" restrained by seat belts.**

3. LAW ENFORCEMENT

GUIDELINE:

Each State should conduct frequent, high-visibility law enforcement efforts, coupled with communication strategies, to increase seat belt and child safety seat use. Essential components of a law enforcement program should include:

- *Written, enforced seat belt use policies for law enforcement agencies with sanctions for noncompliance to protect law enforcement officers from harm and for officers to serve as role models for the motoring public;*
- *Vigorous enforcement of seat belt and child safety seat laws, including citations and warnings;*
- *Accurate reporting of occupant protection system information on police accident report forms, including seat belt and child safety seat use or non-use, restraint type, and airbag presence and deployment;*
- *Communication campaigns to inform the public about occupant protection laws and related enforcement activities;*
- *Routine monitoring of citation rates for non-use of seat belts and child safety seats;*
- *Use of National Child Passenger Safety Certification (basic and in-service) for law enforcement officers;*
- *Utilization of Law Enforcement Liaisons (LELs), for activities such as promotion of national and local mobilizations and increasing law enforcement participation in such mobilizations and collaboration with local chapters of police groups and associations that represent diverse groups (e.g., NOBLE, HAPCOA) to gain support for enforcement efforts.*

3A. STRENGTHS

- All law enforcement agencies receiving grant funding from the Maine Bureau of Highway Safety (MeBHS) are required to have a written policy requiring all officers to wear seat belts when operating agency vehicles. Many agencies have a progressive disciplinary system in place for personnel in violation of this policy.

- Law enforcement officers are increasing their enforcement of State occupant restraint laws.

- The Maine vehicle crash report provides for reporting the use or nonuse of all forms of occupant protection. Procedures are in place that permit the correction of occupant restraint use incorrectly entered on the crash report when originally submitted. Data from the State database are compared to data in the National Highway Traffic Safety Administration's (NHTSA) Fatality Analysis Reporting System (FARS) at the end of each year to ensure consistency.

- Many law enforcement agencies have officers who are trained as Child Passenger Safety

(CPS) technicians. These officers make up approximately 25 percent of statewide CPS technicians.

- MeBHS has a Law Enforcement Liaison (LEL) position that is recognized as an important resource by law enforcement agencies, although this position is currently vacant.

- A state Contract Grant Specialist conducts training on grant writing and recruits law enforcement agencies to participate in mobilizations in the absence of the LEL. Currently, there are approximately 70 law enforcement agency occupant protection grantees in the State.

- Maine has a comprehensive set of occupant restraint laws with fines that are meaningful but not overly burdensome.

- Law enforcement agencies are provided incentives for their participation in highway safety enforcement efforts including *Click It or Ticket* (CIOT). To qualify, agencies must meet or exceed all enforcement and reporting standards set by MeBHS. If an agency tries but fails to meet all incentive requirements, they may still receive opportunities for incentives at a reduced cost.

- MeBHS has a very good working relationship with law enforcement agencies throughout the State and is continually working to increase the number of agencies participating in annual enforcement efforts. Currently, about 70 of the 138 law enforcement agencies who conduct traffic enforcement in Maine participate in the annual CIOT mobilization.

- MeBHS conducts the Maine Law Enforcement Challenge to encourage law enforcement agencies to participate in highway safety activities and to recognize those agencies who do so. This Challenge encourages support and enforcement of Maine's occupant restraint laws. The friendly rivalry between participants helps drive each to continually improve their efforts. Participants are eligible for entry into the International Association of Chiefs of Police (IACP) Law Enforcement Challenge and some have won national recognition.

- MeBHS requires law enforcement grantees to conduct at least 40 hours of occupant restraint law enforcement during the CIOT mobilization and mandates that 50 percent of that enforcement be conducted between the hours of 6:00pm and 6:00am.

- Plans are underway to conduct a two hour CPS training session for law enforcement officers to better educate them on the intricacies of the child restraint laws and how to identify and enforce violations on the roadways.

3B. CHALLENGES

- Most enforcement of the State's occupant restraint laws is conducted during the annual CIOT mobilization. Little incentive or funding is provided for law enforcement agencies to conduct occupant restraint enforcement outside of the limited CIOT mobilization.

- Law enforcement agencies bypass the intent of the MeBHS nighttime enforcement requirement for grant funding by conducting most of their nighttime enforcement when it is still daylight after 6:00pm.

- There appears to be a lack of understanding among law enforcement partners as to the importance of conducting nighttime enforcement of occupant restraint laws.

- There is no organized law enforcement media or public information campaign to emphasize the increased level of enforcement during the CIOT mobilization.

- There is no organized statewide enforcement plan to impact the populations that most frequently fail to use seat belts and the locations where unrestrained fatalities most frequently occur.

- MeBHS enforcement requirements for obtaining grant funding prevent many smaller law enforcement agencies from qualifying.

- The MeBHS LEL's four year grant contract recently expired and was not renewed. While MeBHS is currently preparing to release a Request for Proposals (RFP) to hire a person with law enforcement experience to be a grant specialist, they are only considering hiring a part time LEL.

3C. RECOMMENDATIONS

- **Require law enforcement agencies to report levels of year-round occupant restraint enforcement when applying for grant funding and provide additional funding to agencies that conduct more consistent year-round enforcement. Allow these agencies to use some of the additional funding to augment their enforcement efforts at times other than the annual *Click It or Ticket* mobilizations.**

- Require that grant funded nighttime enforcement of occupant restraint laws take place during hours of darkness.

- Provide data-driven training and educational materials to law enforcement agencies to help their personnel understand the importance of nighttime enforcement of occupant restraint laws. Where appropriate, provide equipment to assist agencies in conducting nighttime enforcement (e.g., mobile lighting).

- Sponsor a large-scale press conference with representatives from all law enforcement agencies to kick off the *Click It or Ticket* enforcement mobilizations.

- Develop informational materials and roll-call training to inform law enforcement personnel of the best practices for enforcing occupant restraint laws in ways that impact the most problematic populations.

- Modify the requirements to obtain grant funding for smaller law enforcement agencies that are unable to meet the same requirements as agencies with more staffing.

- **Maintain the Law Enforcement Liaison position within the MeBHS. Law enforcement agencies find this position to be beneficial.**

4. COMMUNICATION

GUIDELINE:

As part of each State's communication program, the State should enlist the support of a variety of media, including mass media, to improve public awareness and knowledge and to support enforcement efforts to about seat belts, air bags, and child safety seats. To sustain or increase rates of seat belt and child safety seat use, a well-organized effectively managed communication program should:

- *Identify specific audiences (e.g., low belt use, high-risk motorists) and develop messages appropriate for these audiences;*
- *Address the enforcement of the State's seat belt and child passenger safety laws; the safety benefits of regular, correct seat belt (both manual and automatic) and child safety seat use; and the additional protection provided by air bags;*
- *Continue programs and activities to increase the use of booster seats by children who have outgrown their toddler seats but who are still too small to safely use the adult seat belts;*
- *Capitalize on special events, such as nationally recognized safety and injury prevention weeks and local enforcement campaigns;*
- *Provide materials and media campaigns in more than one language as necessary;*
- *Use national themes and materials;*
- *Participate in national programs to increase seat belt and child safety seat use and use law enforcement as the State's contribution to obtaining national public awareness through concentrated, simultaneous activity;*
- *Utilize paid media, as appropriate;*
- *Publicize seat belt use surveys and other relevant statistics;*
- *Encourage news media to report seat belt use and non-use in motor vehicle crashes;*
- *Involve media representatives in planning and disseminating communication campaigns;*
- *Encourage private sector groups to incorporate seat belt use messages into their media campaigns;*
- *Utilize and involve all media outlets: television, radio, print, signs, billboards, theaters, sports events, health fairs;*
- *Evaluate all communication campaign efforts.*

4A. STRENGTHS

- The Maine Bureau of Highway Safety (MeBHS) has a strong partnership in place with its sports marketing contractor, Alliance Sports Marketing (ASM). ASM has worked with MeBHS for several years to help promote their seat belt message to fans attending various sporting events across the State such as minor league and college baseball, basketball and football games, hockey games, races at motor speedways, and even high school science and math tournaments. Seat belt safety messages are promoted at these events through a variety of mediums such as premium signage, public address announcements, promotional items such as t-shirts, and team schedule posters. These

events, especially the motorsports races, provide an excellent opportunity to reach the highly targeted demographic of males between the ages of 18 and 44 who are designated by the National Highway Traffic Safety Administration (NHTSA) as a key, at-risk population.

- MeBHS has an ongoing contract with a full-service media firm, NL Partners. NL Partners is well-positioned in the State to leverage their paid media buys for MeBHS and garners a minimum 1:1 ratio in large part due to the fact that they are the advertising firm of record for two large statewide accounts including the Maine Lottery and Subway restaurants.

- The Maine State Police (MSP) assists MeBHS to promote highway safety messages through their strong media contacts and the MSP's social media network including its more than 16,398 Facebook followers at www.facebook.com/MaineSP and its 2,377 Twitter followers at @MEStatePolice.

4B. CHALLENGES

- MeBHS does not have a dedicated, full-time communications person on its staff. The person who serves in the media and communications role also wears several other non-related hats including serving as the Fatality Analysis Reporting System (FARS) Analyst for MeBHS.

- The lack of a dedicated, full-time communications position results in no consistent and coordinated messaging in outreach efforts across the State. This is a missed opportunity to elevate occupant protection use to a top priority and social norm for the State.

- The State does not use a strong enforcement message in its earned and paid media during *Click It or Ticket* mobilizations.

- The Maine Department of Public Safety (DPS), which includes the MeBHS as well as the MSP, the Capitol Police, the Criminal Justice Academy, the Drug Enforcement Agency, the Emergency Medical System, the Fire Marshal's Office and the Gambling Control Unit, as well as various additional bureaus and units, only has one Public Information Officer (PIO) handling all media relations and communication issues for all DPS agencies. The DPS PIO handles so many varied issues from homicides to drug arrests, that traffic safety is only a small part of his daily workload.

- The State has a large demographic area to cover, including several rural areas, with a limited amount of paid advertising dollars available.

- The MeBHS website (www.maine.gov/dps/bhs/) appears to be outdated and is extremely difficult to navigate. The most recent press release listed on the site is almost two years

old (from September 4, 2012) and doesn't even appear to be a MeBHS press release. It is a press release from the Maine Bureau of Insurance.

- There is currently a very small number of followers (386) of the MeBHS's Facebook page (www.facebook.com/MaineBureauOfHighwaySafety) and MeBHS does not have a Twitter account.

- There is no current effort to put a face on the issue of unrestrained fatalities or to use personal stories in occupant protection messaging or at events.

4C. RECOMMENDATIONS

- **Assign a full-time employee to MeBHS to be the designated media and communications officer handling all public relations issues including events and earned, paid, and social media.**

- **Include strong enforcement messages in all paid and earned media efforts during the *Click It or Ticket* (CIOT) mobilizations. During these periods, make CIOT the stronger, primary message with *Buckle Up. No Excuses!* as the secondary message. The enforcement message should be included in and on all safety messages including the promotional materials used at various sporting events across the State.**

- **Identify ways to attract individuals qualified in Information Technology and Web Design to evaluate, energize, and upgrade the web and social media capacity of MeBHS or include these requirements in the next communications contract.**

- Include a "News Room" section to the current MeBHS website and post all of MeBHS's current and previous news releases in that section as a resource for the public and the media.

- Sign up to participate in the Maine state government's news system (maine.gov) so that all MeBHS press releases can be shared to the widest distribution list possible.

- **Develop a statewide social media plan (e.g., Facebook, Twitter, Pinterest, Instagram, Vimeo, Flickr, etc.) for highway safety issues, including occupant protection, to push out safety messages to the general public and the media.**

- Include the use of unrestrained car crash victims and survivors as spokespeople in all outreach efforts, including paid and earned media.

5. OCCUPANT PROTECTION FOR CHILDREN

GUIDELINE:

Each State should enact occupant protection laws that require the correct restraint of all children, in all seating positions and in every vehicle. Regulations and policies should exist that provide clear guidance to the motoring public concerning occupant protection for children. Each State should require that children birth to 16 years old (or the State's driving age) be properly restrained in the appropriate child restraint system or seat belt. Gaps in State child passenger safety and seat belt laws should be closed to ensure that all children are covered in all seating positions, with requirements for age-appropriate child restraint use. Key provisions of the law should include: driver responsibility for ensuring that children are properly restrained; proper restraint of children under 13 years of age in the rear seat (unless all available rear seats are occupied by younger children); a ban of passengers from the cargo areas of light trucks; and a limit on the number of passengers based on the number of available seat belts in the vehicle. To achieve these objectives, State occupant protection programs for children should:

- *Collect and analyze key data elements in order to evaluate the program progress;*
- *Assure that adequate and accurate training is provided to the professionals who deliver and enforce the occupant protection programs for parents and caregivers;*
- *Assure that the capability exists to train and retain nationally certified child passenger safety technicians to address attrition of trainers or changing public demographics;*
- *Promote the use of child restraints and assure that a plan has been developed to provide an adequate number of inspection stations and clinics, which meet minimum quality criteria;*
- *Maintain a strong law enforcement program that includes vigorous enforcement of the child occupant protection laws;*
- *Enlist the support of the media to increase public awareness about child occupant protection laws and the use of child restraints. Strong efforts should be made to reach underserved populations;*
- *Assure that the child occupant protection programs at the local level are periodically assessed and that programs are designed to meet the unique demographic needs of the community;*
- *Establish the infrastructure to systematically coordinate the array of child occupant protection program components;*
- *Encourage law enforcement participation in the National Child Passenger Safety Certification (basic and in-service) training for law enforcement officers.*

5A. STRENGTHS

- The Maine Bureau of Highway Safety (MeBHS) has a full time employee dedicated to occupant protection for children (OPC).

- MeBHS has accomplished several key recommendations from the State's 2011 Occupant Protection for Children Assessment which has made its Child Passenger Safety (CPS) program more robust.
- Maine has a strong CPS law that protects children less than age eight and 80 pounds using child restraints and children less than 12 and 100 pounds using seat belts in the back seat.

- The State has 13 certified CPS technician instructors, 181 certified technicians and 3 technician proxies. In 2013, Maine's recertification rate was 61.3 percent which is higher than the national average of 55 percent.

- The State held a statewide CPS conference in 2013 that provided continuing education credits for 100 of the State's approximately 200 certified technicians and instructors. A second statewide conference is planned for 2015.

- The MeBHS CPS Coordinator has made a significant effort to attend training and conferences to build technical awareness and skills. She has created an environment conducive to building the CPS program in a sustainable way.

- The MeBHS Occupant Protection (OP) Coordinator is a CPS technician instructor with 17 years of CPS experience.

- The State supports 28 child restraint distribution sites in 14 of 16 counties that provide free car seats to income eligible families. A database to track child seat allocations is in development and due to be functional within the year. Regular paper reports track monthly activity until the electronic system is in place.

- The State updates and maintains a list of 24 car seat inspection stations in 12 of 16 counties. Inspections are conducted by certified technicians.

- MeBHS has developed a 2014 Program Manual: *A Guide for CPS Technicians and Partners* to set criteria for and standardize procedures at car seat distribution and inspection stations.

- There appears to be a working relationship between MeBHS, law enforcement agencies, hospitals, Department of Labor, South Maine University-Muskie School, Department of Health and Human Services, Healthy Maine Partnerships, Department of Transportation, Department of Motor Vehicles, and other partners who can assist in developing and extending OPC services provided to children from birth to age 18.

- There is a formal group, The Maine Teen Driver Safety Committee, which meets bi-monthly to plan and address the needs of teens as a high-risk road user group.

- There are several law enforcement generated programs (Ultimate Consequences, Boys in Blue, Driving Dynamics, and Project SAFEGuard) to address the at-risk teen driver and passenger.

- There is an Alive at 25 training program for repeat teen driver violators that operates through the Safety and Health Council at 10 locations, with 10 certified instructors.

- There is a newly developed two hour education course that prepares law enforcement to provide car seat education and information about the Maine CPS law curbside during a traffic stop.

- Law enforcement personnel appear to have access into school venues to conduct education programs.

- There are two certified technicians in the State who are trained to assess the needs of children with special healthcare challenges.

- There are three trauma centers in Maine. Each has access to a trauma registry.

- MeBHS provides teen driving enforcement grants for creative and innovative programs with an OPC component.

5B. CHALLENGES

- There is no singular occupant protection safety message that is promoted as part of, and integrated into, making healthy choices and good decisions for children at different ages as part of a social norm. While children under age eight will learn differently than pre-teens, young teens, and teen drivers, the key message for mandatory restraint use should be incorporated into each teaching opportunity beginning at birth.

- There is a parallel CPS instructor team in the State that does not work collaboratively with the MeBHS team of CPS instructors.

- The State is geographically large and many law enforcement agencies are small with limited backup which inhibits opportunities for networking and CPS training.

- There is no required or coordinated school safety curriculum to address occupant protection at the elementary, middle, and high school levels statewide.

- There is no statewide recognition of OPC champions.

- Like almost every state in the nation, there is no targeted effort to address the occupant protection needs of kids ages eight to 15 who are out of booster seats but are not yet driving.

- The State does not know what percentage of children under 18 who are restrained as no child specific use survey has been conducted since 2007.

- The Maine Teen Driver Safety Committee does not yet have representation from the State Department of Education, parents, and youth to provide valuable insight into reaching the last of the unrestrained occupants in the State.

- The newly developed two hour education course that prepares law enforcement to provide car seat education during a traffic stop must be delivered in person.

- The current website that could be used by CPS technicians and law enforcement does not appear to be maintained on a regular basis.

- There are only two CPS technicians trained in serving children with special healthcare needs in the State. The products needed for children with special healthcare needs are expensive and often difficult to obtain.

- Driver education starts too late in Maine where children begin using motorized and/or wheeled vehicles (e.g., snowmobiles, ATVs, etc.) at ages as young as three.

5C. RECOMMENDATIONS

- **Develop a plan to create a key occupant protection safety message platform that establishes and institutionalizes a safety norm for making good decisions for children of all ages.**

- Work with the State Department of Education to develop an acceptable standardized curriculum for school districts to educate students in elementary, middle, and high schools to be safer vehicle occupants as part of the social norming and key messaging process.

- Maintain and support existing Child Passenger Safety (CPS) technicians at the proposed 2015 CPS Technician Conference during or around CPS Week by providing continuing education credits and other re-certification opportunities.

- Recognize occupant protection for children champions and their exemplary work (in schools, at distribution sites, and at inspection stations, etc.) at the Child Passenger Safety Technician conference and through local media press releases.

- **Consider using a pre-conference workshop (at the 2015 Child Passenger Safety (CPS) Technician Conference) taught by law enforcement to provide information about curbside CPS education, teen driver/passenger information in a networking environment to State Police, local police, and sheriffs. Identify potential candidates**

for CPS technician certification from the group of participants.

- **Create an opportunity to bring the two parallel groups of Child Passenger Safety instructors in the State together in a meeting to address the differences between them. Use a mediator if necessary.**

- Establish a subgroup of the proposed occupant protection (OP) task force to study the OP needs of children post-booster seat and pre-driver in the State. Consider looking at kids in three stages; 8-10; 11-12 and 13-15.

- Conduct a child specific use survey at strategic, designated locations within the State to determine the percentage of children using restraints. Pay particular attention to high crash areas, roads surrounding tribal lands, and other identified high-risk locations.

- Explore online tools to provide the two hour police child passenger safety awareness course to law enforcement officers who cannot attend an in-person training due to staffing limitations or distance.

- Identify ways to attract individuals qualified in Information Technology and Web Design to evaluate, energize, and upgrade the web and social media capacity of MeBHS or include these requirements in the next communications contract to promote online access to occupant protection for children information.

- Provide an opportunity for the two technicians trained in transporting children with special healthcare needs to stay current and learn strategies that others in the field have used to acquire the expensive equipment needed by some children.

- Recognize that driver education starts when young children notice their parents' driving behaviors. Promote parents as the first "driver education" teacher.

6. OUTREACH PROGRAM

GUIDELINE:

Each state should encourage extensive statewide and community involvement in occupant protection education by involving individuals and organizations outside the traditional highway safety community. Representation from health, business, education, and diverse cultures of the community are encouraged, among others. Community involvement broadens public support for the state's programs and can increase a state's ability to deliver highway safety education programs. To encourage statewide and community involvement, States should:

- *Establish a coalition or task force of individuals and organizations to actively promote use of occupant protection systems;*
- *Create an effective communications network among coalition members to keep members informed about issues;*
- *Provide culturally relevant materials and resources necessary to conduct occupant protection education programs, especially directed toward young people, in local settings;*
- *Provide materials and resources necessary to conduct occupant protection education programs, especially directed toward specific cultural or otherwise diverse populations represented in the State and in its political subdivisions.*

States should undertake a variety of outreach programs to achieve statewide and community involvement in occupant protection education, as described below. Programs should include outreach to diverse populations, health and medical communities, schools and employers.

a. Diverse Populations

Each State should work closely with individuals and organizations that represent the various ethnic and cultural populations reflected in State demographics. Individuals from these groups might not be reached through traditional communication markets. Community leaders and representatives from the various ethnic and cultural groups and organizations will help States to increase the use of child safety seats and seat belts. The State should:

- *Evaluate the need for, and provide, if necessary, materials and resources in multiple languages;*
- *Collect and analyze data on fatalities and injuries in diverse communities;*
- *Ensure representation of diverse groups on State occupant protection coalitions and other work groups;*
- *Provide guidance to grantees on conducting outreach in diverse communities;*
- *Utilize leaders from diverse communities as spokespeople to promote seat belt use and child safety seat;*

- *Conduct outreach efforts to diverse organizations and populations during law enforcement mobilization periods.*

b. Health and Medical Communities

Each State should integrate occupant protection into health programs. The failure of drivers and passengers to use occupant protection systems is a major public health problem that must be recognized by the medical and health care communities. The SHSO, the State Health Department and other State or local medical organizations should collaborate in developing programs that:

- *Integrate occupant protection into professional health training curricula and comprehensive public health planning;*
- *Promote occupant protection systems as a health promotion/injury prevention measure;*
- *Require public health and medical personnel to use available motor vehicle occupant protection systems during work hours;*
- *Provide technical assistance and education about the importance of motor vehicle occupant protection to primary caregivers (e.g., doctors, nurses, clinic staff);*
- *Include questions about seat belt use in health risk appraisals;*
- *Utilize health care providers as visible public spokespeople for seat belt and child safety seat use;*
- *Provide information about the availability of child safety seats at, and integrate child safety seat inspections into, maternity hospitals and other prenatal and natal care centers;*
- *Collect, analyze and publicize data on additional injuries and medical expenses resulting from non-use of occupant protection devices.*

c. Schools

Each State should encourage local school boards and educators to incorporate occupant protection education into school curricula. The SHSO in cooperation with the State Department of Education should:

- *Ensure that highway safety and traffic-related injury control, in general, and occupant protection, in particular, are included in the State-approved K-12 health and safety education curricula and textbooks;*
- *Establish and enforce written policies requiring that school employees use seat belts when operating a motor vehicle on the job; and*
- *Encourage active promotion of regular seat belt use through classroom and extracurricular activities as well as in school-based health clinics; and*
- *Work with School Resource Officers (SROs) to promote seat belt use among high school students;*
- *Establish and enforce written school policies that require students driving to and from school to wear seat belts. Violation of these policies should result in revocation of parking or other campus privileges for a stated period of time.*

d. Employers

Each State and local subdivision should encourage all employers to require seat belt use on the job as a condition of employment. Private sector employers should follow the lead of Federal and State government employers and comply with Executive Order 13043, "Increasing Seat Belt Use in the United States" as well as all applicable Federal Motor Carrier Safety Administration (FMCSA) Regulations or Occupational Safety and Health Administration (OSHA) regulations requiring private business employees to use seat belts on the job. All employers should:

- *Establish and enforce a seat belt use policy with sanctions for non-use;*
- *Conduct occupant protection education programs for employees on their seat belt use policies and the safety benefits of motor vehicle occupant protection devices.*

6A. STRENGTHS

- The Maine Bureau of Highway Safety (MeBHS) has strong partnerships in place with several non-law enforcement grantees, including Atlantic Partners EMS and Alliance Sports Marketing (ASM):
    - Atlantic Partners EMS conducts approximately 160 highway safety education events across the State each year reaching more than 6,500 people. Monthly activity reports are provided to MeBHS.
    - ASM works with MeBHS to promote seat belt messages to fans at various sporting events across the State such as minor league and college baseball, basketball and football games, hockey games, races at motor speedways, and even high school science and math tournaments, through a variety of mediums such as signage, public address announcements, and promotional items.

- MeBHS also provides a grant to the Safety & Health Council of Northern New England to conduct four hour Alive at 25 defensive driving courses to young drivers who have had their license suspended. In 2013, 1,301 students completed the Alive at 25 program across the state of Maine in 10 locations.

- Local law enforcement agencies that receive *Click It or Ticket* grant funds are required to include a media outreach component as part of their plans which includes issuing press releases to their local media, making follow-up calls, and participating in media interviews about the stepped up enforcement efforts.

- Project SAFEGuard is a statewide initiative involving a partnership between the Maine State Police, the Maine Chiefs of Police Association, the Maine Sheriffs Association, MeBHS, the Maine Bureau of Motor Vehicles, and the Maine Transportation Safety

Coalition started in 2006 that encourages all law enforcement agencies across the State to call the parents/guardians of all young drivers who receive a traffic citation. There is a Project SAFEGuard brochure as part of the program. This policy seems to be well received by both the law enforcement community and the parents/guardians who receive the phone calls about their teen's unsafe driving behaviors.

6B. CHALLENGES

- There is no real hard evidence or data to show that any of the public awareness events taking place at schools, sporting events, etc. are actually changing anyone's behavior to make them wear their seat belts.

- There is no evidence to show if the various defensive driving courses offered in the State are making a difference in drivers' behaviors behind the wheel.

- There are not many local police departments, if any, that have dedicated public affairs/communications officers that can dedicate their time to media outreach for traffic safety programs. As a result, media outreach is usually handled by an officer who is also wearing many other hats and doing many other duties.

- School Resource Officers do not seem to have a big presence in high schools across the State. They are only available in more heavily populated areas of the State and their use seems to be spotty at best.

- There appears to be a limited number of youth groups operating at the state level making outreach to students more difficult. For example, there is no statewide Students Against Destructive Decisions (SADD) coordinator or statewide Family Career and Community Leaders of America (FCCLA) Chapter.

- There are no school parking permit programs in which a student needs to attend a safety class with his or her parent or guardian to become eligible to receive a permit to park on the school's campus.

- There is very little communication and coordination between MeBHS and the State Department of Education.

- MeBHS's non-law enforcement grantees do not appear to be doing any media outreach regarding their activities such as notifying the media of their attendance/involvement at a sporting event or their local highway safety events.

- The State has a large demographic area to cover, including several rural areas, with limited ways of engaging residents across the State.

6C. RECOMMENDATIONS

- Create and disseminate new surveys and forms, especially pre- and post-project/class or campaign, to gauge any changes in behaviors as a result of participation in a highway safety event or taking a highway safety course.

- Explore additional ways of tracking numbers of people reached with occupant protection safety messages. For instance, encourage attendees of safety events to "like" a page on Facebook or enter a drawing to win a free iPad, etc.

- Establish a means for collecting data from participants at safety events in an effort to track their safety awareness levels and driving behaviors over time.

- Work to establish strong partnerships with the Maine Department of Education and other education-related groups such as the statewide Parent Teacher Association and the Maine Education Association that can help facilitate stronger outreach into the school systems.

- **Require non-law enforcement grantees to include a media outreach component in all their grant activities, e.g., issuing a media advisory for an upcoming event.**

- Recruit occupant protection champions in local communities (e.g., healthcare, employers, and tribes) and equip them with the safety tools needed to educate those in their communities.

7. DATA AND EVALUATION

GUIDELINE:

Each State should access and analyze reliable data sources for problem identification and program planning. Each State should conduct several different types of evaluation to effectively measure progress and to plan and implement new program strategies. Program management should:

- *Conduct and publicize at least one statewide observational survey of seat belt and child safety seat use annually, making every effort to ensure that it meets current, applicable Federal guidelines;*
- *Maintain trend data on child safety seat use, seat belt use and air bag deployment in fatal crashes;*
- *Identify high-risk populations through observational usage surveys and crash statistics;*
- *Conduct and publicize statewide surveys of public knowledge and attitudes about occupant protection laws and systems;*
- *Obtain monthly or quarterly data from law enforcement agencies on the number of seat belt and child passenger safety citations and convictions;*
- *Evaluate the use of program resources and the effectiveness of existing general communication as well as special/high-risk population education programs;*
- *Obtain data on morbidity, as well as the estimated cost of crashes, and determine the relation of injury to seat belt use and non-use;*
- *Ensure that evaluation results are an integral part of new program planning and problem identification.*

7A. STRENGTHS

- In 2013, Maine conducted a statewide observational survey of seat belt use in the State. The Survey was conducted by the Survey Research Center, Muskie School of Public Service, University of Southern Maine. The State used the 2012 National Highway Traffic Safety Administration (NHTSA) standardized method of conducting seat belt observations in the State. The use rate for the State was 83 percent. The passenger use rate was higher than drivers at 83.5 percent and 82.9 percent respectively.

- Maine conducted statewide nighttime observational surveys in June of 2012 and 2013. The 2012 survey used 28 sites in the State and observed 1,181 passenger vehicle drivers and 304 passengers. Overall nighttime belt use was 87.6 percent. The 2013 survey used 29 sites, observing 1,084 drivers and 295 passengers. Belt use was down to 87.2 percent.

- The State uses a set of questions developed by the Governors Highway Safety Association (GHSA) and NHTSA in surveys that track driver attitudes and awareness concerning seat belt use, impaired driving, speeding, and distracted driving. The data from these surveys were used to determine general public awareness of the primary seat belt law. The Maine Bureau of Highway Safety (MeBHS) contracted with the University

of Maine, Muskie School of Public Service to conduct three waves of these surveys at eight Maine Bureau of Motor Vehicle offices. Drivers reported high personal use of seat belts (83 percent "always" and 10 percent "nearly always") which is consistent with statewide survey results.

- The State maintains trend data on seat belt use and makes that data available to the public in chart form such as the one below.

Comparison of seat belt usage rates by gender:

Gender	2013 Study	2012 Study	2011 Study
Male Driver	79.5%	82.1%	78.2%
Female Driver	87.2%	88.8%	86.2%
Male Passenger	71.9%	71.7%	76.1%
Female Passenger	91.6%	89.7%	87.0%

- In March and April of 2009 the MeBHS Law Enforcement Liaison (LEL) and a MeBHS Contract Grant Specialist visited seven regions in the State to prepare and train agencies on performing highway safety grants. MeBHS has continued this training to increase law enforcement grant participation. Many law enforcement agencies in the State have attended these training meetings. Areas addressed in the training include:

    - Grant writing
        - Common mistakes
        - Thinking outside the box
        - Collaboration among agencies
    - Problem Identification
    - Evaluation
        - Crash reduction
        - Occupant protection warnings/citations
    - Budget
    - Progress reports
        - Monthly and after major enforcement activity

- State traffic safety goals were established for the various program priority areas. Targets are based on five year averages based on past trends and Maine-specific experiences. The goals in the Highway Safety Plan (HSP) are shown together with appropriate performance measures. Performance measures include:

    - absolute numbers (fatalities, serious injuries with and without restraint use),
    - percentages (occupant restraint use in crashes and non-crashes), and

- rates (occupant protection rate/100 million motor vehicle miles traveled).

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

- Maine uses the NHTSA and GHSA minimum set of performance measures to be used by States and Federal agencies in the development and implementation of behavioral highway safety plans and programs within the State. The minimum set of performance goals contains 14 measures: ten core outcome measures, one core behavior measure and three activity measures. The measures cover the major areas common to State highway safety plans and use existing state data systems.

- Maine grantees use crash and injury data to support their grant applications.

- Most law enforcement agencies use citation data from their records management system (RMS) to evaluate countermeasure success. Grantees are required to report grant activity to MeBHS at the end of major operations, monthly and yearly.

- Maine has a wealth of data at the Maine Center for Disease Control and Prevention (Maine CDC). These data are available to MeBHS and could be used to better understand the State's trends and challenges relevant to occupant protection. Some of the data available are:

    - Hospital Discharge Datasets - The hospital discharge datasets include all hospitalizations and emergency department visits in Maine facilities. The datasets are maintained by the Maine Health Data Organization (MHDO), legislatively-established in 1996 to collect and maintain "clinical and financial health care information and to exercise stewardship in making this information accessible to the public."
    - Maine Vital Records - A unit within Maine CDC charged with collecting data on births and deaths within the state and among Maine residents. Also, raw data from Vital Records are processed by the statistical service unit to produce analysis-ready datasets. The State uses this data when identifying locations of high and low seat belt use and include this data when identifying roads to be targeted for occupant protection enforcement.
    - Maine Integrated Youth Health Survey (MIYHS) - The MIYHS was first administered in 2009 and will be offered in February of odd-numbered years. Its purpose is to quantify the health of Kindergarten and Grade 3 students through parent interviews, and the health-related behaviors and attitudes of 5th through 12th graders by direct student survey. Occupant protection has been a component of every survey.
    - Youth Risk Behavior Survey (YRBS) - The YRBS is a biennial survey supported by the Federal CDC, but conducted at the state level. The

YRBS was designed to collect uniform data on health risk behavior among youth. The sampling frame includes publicly-funded Maine middle and high schools and the students attending those schools. Survey data for estimates are weighted to be a representative sample of the state youth population. Seat belt use is one of the risk behaviors included in the survey at least once every five years.

- Annual Survey of Occupational Injuries and Illnesses - Shows rates of injuries and illnesses; comparable state to state since it is part of a nationwide survey from the U.S. Bureau of Labor Statistics.
- Electronic Medical Records (EMRs) - A set of databases that contains the health information for patients from a variety of clinical service delivery processes. EMRs may also include clinical applications that can act on the data contained within the record, including clinical decision support systems, computerized provider order entry, and a reporting system.

- The State has an active three tiered Traffic Records Coordinating Committee (TRCC). The State has maintained the TRCC since 2004. Each member of the TRCC shares information about data collection and uses that occur within their agency with other committee members. This highlights the value and uses of the data available. It also provides agencies with resources to obtain data needed to perform analyses, justify funding, measure program successes, and build future plans.

7B. CHALLENGES

- The 2013 Maine seat belt survey did not include a child restraint use component and there is no trend data on child restraint use.

- It is unclear if MeBHS ensures that their grantees evaluate their programs to measure program effectiveness or how MeBHS uses the results of these evaluations to improve programming.

- MeBHS reported that they use YRBS youth seat belt use data. However, a review of YRBS data for the past eight years does not show any evidence of occupant protection data for youth.

- It was reported that MeBHS uses seat belt observational surveys to identify high-risk occupant protection populations, but there is no evidence of targeted educational programs for the identified populations.

- Data on the cost of crashes to determine the relation of injury to seat belt use to non-use are not currently being used in the State. MeBHS feels that the data on cost is outdated and of little use.

7C. RECOMMENDATIONS

- **Include a child restraint use component as part of the statewide seat belt survey. Use this data to show trends in child restraint use.**

- **Expand the elements of program evaluations used to measure progress, determine effectiveness, plan and implement new program strategies, and ensure that resources are allocated to the State's best advantage.**

- **Make the Maine Center for Disease Control and Prevention's Maine Integrated Youth Health Survey (MIYHS) data on youth seat belt use the primary state resource for youth occupant protection data. Make this data readily available to all interested users.**

- Use data from observational surveys, crash reports, and other datasets to identify high-risk populations in the State, direct enforcement, and develop educational programs designed to increase their restraint use.

- Use available data to compute the cost of crashes to determine the relation of injury to seat belt use to non-use in the State. Obtain the cost for each crash type from reliable sources such as the National Highway Traffic Safety Administration, National Safety Council, etc. Publish and make this data available to all interested parties. See the NSC definitions for a description of what is included in each component. The Average Economic Cost per Death, Injury, or Crash in 2012 were:

    - Death: $1,410,000
    - Nonfatal Disabling Injury: $78,900
    - Property Damage Crash (including nondisabling injuries): $8,900

2014 MAINE OCCUPANT PROTECTION ASSESSMENT AGENDA

Sunday, May 11, 2014

5:30 PM Assessment Team and NHTSA Meet and Greet

Monday, May 12, 2014-On-Site Interviews (full day)

8:00 am – 8:30 am **Breakfast, Meet and Greet with BHS Staff**

- Lauren Stewart, Director, BHS
- Angie Roberts, Office Assistant
- Janet Cummings, Office and Research Associate II-Child Passenger Safety, BHS
- James Tanner, Contract Grant Specialist, BHS (Communications/Social Media)
- Corey Perreault, Highway Safety Coordinator, BHS

8:30 am – 10:15 am **Maine Bureau of Highway Safety: Session 1**

Introductions/State Program and Program Management

- Lauren Stewart, Director BHS
- Janet Cummings, Planning and Research Associate II-Child Passenger Safety (CPS), BHS
- Corey Perreault, Highway Safety Coordinator-Occupant Protection, BHS
- James Tanner, Contract Grant Specialist BHS (Communications/Social Media)
- Rick Tarr, Atlantic Partners Emergency Medical Services
- Rick Petrie, Atlantic Partners Emergency Medical Services
- Bill Zito, Atlantic Partners Emergency Medical Services

10:15 am – 10:30 am Break

10:30 am – 12:15 pm **Outreach Programs: Session 2**

- Rick Tarr, Atlantic Partners Emergency Medical Services
- David Henderson, Safety & Health Council of Northern New England
- Melissa Worcester, Safety & Health Council of Northern New England
- Steve Greeley, Director, Workplace Safety & Health Division, Maine Department of Labor
- Lauren Stewart, Director BHS
- Corey Perreault, BHS
- Janet Cummings, BHS

12:15 pm -1:30 pm – Lunch

1:30 pm – 3:00 pm **Legislation, Regulation and Policy: Session 3**

- Col. Robert Williams, Maine State Police
- Lt. Brian Scott, Maine State Police
- David Fitts, Director, Maine Risk Management
- Linda Grant, Director of License Services, Maine Bureau of Motor Vehicles
- Tom Harvey, AARP Driver Safety

3:00 pm - 3:15pm Break

3:15 pm - 4:30 pm Wrap-up with BHS staff

Tuesday, May 13, 2014

8:00 am – 9:00 am Breakfast

9:00 am - 10:30 am **Communication Program: Session 4**

- Lauren Stewart, Director, BHS
- Brandon Vonderharr, Alliance Sports Marketing (ASM)
- Chris Snyder, Alliance Sports Marketing
- Jennifer Cartnell, NL Partners
- Chris Nichols, NL Partners
- Dan McMillen, NL Partners
- Steve McCausland, Maine State Police

10:30 am – 10:45 am Break

10:45 am - 12:30 pm **Occupant Protection for Children: Session 5**

- Janet Cummings, BHS
- Corey Perreault, BHS
- June Turcotte, Central Maine Medical Center, Lewiston
- Dawn Bryant, Belfast Waldo Community Action Program
- Jodi Polchies, Gorham Fire

12:30 pm – 1:30 pm Lunch

1:30 pm - 2:45 pm **Data and Evaluation Program: Session 6**

- Duane Brunell, Safety Performance Analysis Manager, Maine Department of Transportation
- Lauren Stewart, Director BHS
- James Tanner, Contract Grant Specialist, BHS
- Al Leighton, Muskie School
- Jamar Croom, Muskie School

- Robyn Dumont, Muskie School
- Michelle Ward, MSP, former FARS Analyst, BHS

2:45 pm – 3:00 pm Break

3:00 pm – 3:15 pm Wrap-up with BHS Staff

Wednesday, May 14, 2014

8:00 am – 9:00 am Breakfast

9:00 am – 10:30 am **Enforcement: Session 7**
- Colonel Robert Williams, MSP
- Lt. Brian Scott, MSP
- Chief Deputy Tim Carroll, Knox SO
- Deputy Lance Mitchell, Agency Leader, Knox SO
- Captain Marla St. Pierre, Scarborough PD
- Chief Doug Bracy, York PD
- Deputy Chief Major Jared Mills, Augusta PD

10:30 am – 10:45 am Break

10:45 am – 12:15 pm **Teen Driver Committee (unbelted teens): Session 8**
- James Tanner, BHS
- Angela Porter, Maine State Trooper
- Rebecca Ireland, Office of Substance Abuse
- Duane Brunell, Maine Department of Transportation
- Eric Bellavance, Maine Bureau of Motor Vehicles, Student Driver Education
- Michelle Ward, Maine State Police, Former FARS Analyst
- Doug Bracy, York Police Department Chief

12:15 pm – 1:15 pm Wrap-Up lunch with BHS Staff

1:15 pm – 9:30 pm Team member discussion, deliberation, report preparation

Thursday, May 15, 2014

All-day Team member discussion, deliberation, report preparation

Friday, May 16, 2014

7:45 am – 8:30 am	Breakfast
8:30 am	Report out with BHS Staff

ASSESSMENT TEAM CREDENTIALS

CATHY GILLEN

cathy@thegillengroup.com

Practice Focus

Cathy Gillen is a Washington, DC based public affairs transportation consultant with more than 23 years-experience in the highway safety arena. She brings non-profits, NGOs, businesses and government together to create highway safety programs that save lives and prevent injuries on the nation's highways. As a former National Highway Traffic Safety Administration (NHTSA) official with the U.S. Department of Transportation (DOT), she is proficient in behavioral safety issues including impaired driving, occupant protection, distracted driving and teen and older driving. Having served as the Managing Director of the Roadway Safety Foundation she is also an expert on the engineering issues that affect roadway safety. Her relationships with key safety organizations, government agencies including NHTSA, the Federal Highway Administration and the Federal Motor Carrier Safety Administration, and transportation reporters allow her to meet both private and public sector needs.

Clients

Since 2005, Gillen's clients have included AAA, the AAA Foundation for Traffic Safety (AAAFTS), AARP, The American Highway Users Alliance (Highway Users), the Automotive Coalition for Traffic Safety (ACTS), Governors Highway Safety Association (GHSA), National Organizations for Youth Safety (NOYS), the Institute of Transportation Engineers (ITE), Mitsubishi Motors North America, Make Roads Safe, the Roadway Safety Foundation (RSF), the Connecticut Department of Transportation, the Missouri Department of Transportation and many others.

Significant Accomplishments

Led a team of PR professionals to conduct one national and 23 local press conferences in state capitols across the country to announce a Ford Motor Company safety campaign. As part of the "*Boost America!*" campaign, Ford donated 1 million child booster seats to low-income families through a partnership with the United Way. The local press events included speakers such as local Governors Highway Safety representatives, Governors, state legislators, parents and automobile dealers. Gillen arranged all press outreach for the events and also served as a spokesperson for the campaign.

Managed press relations and media outreach for the National Traffic Signal Report Card project for the Institute of Transportation Engineers. The goal of the FHWA-funded campaign was to raise awareness through the media of the importance traffic signals play in moving traffic safely and efficiently across the United States. Gillen secured national and local press coverage in such media outlets as NBC Nightly News, MSNBC and CBS Network Radio.

Created a safety coalition and campaign in South Carolina known as *Recognize, React, Recover* to address the importance of using rumble strips to prevent run-off-the-road crashes, particularly on rural roads. The campaign brought together the state department of transportation, public safety agencies, law enforcement agencies, victims of car crashes and private-sector businesses to create an educational DVD and brochure, hold a partner luncheon and a news conference to launch the campaign.

Press coverage of the campaign was widespread and the DVD and brochure have been distributed to more than 5,000 safety partners across the country.

Held 15 child passenger safety inspection stations for Mitsubishi's child passenger safety program known as *Kids Safety First* in September 2010, Summer 2011 and Fall of 2012. Gillen managed all logistics for the events which were held at Mitsubishi dealerships in major media outlets such as Miami, Chicago and Kansas City. In addition to managing all logistics for the events, she conducted media outreach for the events including press conferences with speakers from NHTSA and GHSA. She also managed a partnership with a major child safety seat manufacturer who provided free child safety seats for the events.

Client Benefits Gillen began her career in 1992 in the press office of the Maryland State Highway Administration in Baltimore, MD. She then went on to public affairs positions with the Governors Highway Safety Association, Advocates for Highway and Auto Safety and the National Highway Traffic Safety Administration. She then worked for a DC-based Strategic Communications firm where she headed up the Ford Motor Company account and managed other transportation safety accounts before starting her own practice in 2005.

Other Activities Gillen is a current board member of the Washington Regional Alcohol Program (WRAP); leads the National Safety Council's Maryland Safe Teen Driving Coalition; is the Maryland Representative for the National Association of Women Highway Safety Leaders (NAWHSL); and is a member of the Road Gang and the Washington Automotive Press Association (WAPA).

Communications Gillen has conducted dozens of media interviews, and given dozens of presentations on issues such as impaired driving and roadway safety, to highway safety groups and other organizations across the country.

Distinctions Gillen has received the NHTSA Administrator's Award for Excellence and The Century Council's Kevin Quinlan Traffic Safety Leader Award. She holds a bachelors of science from the University of Maryland in Journalism with a specialization in public relations and a master's degree in Publications Design from the University of Baltimore.

LARRY HOLESTINE

lholestine@aol.com

Experience

- Consultant – Transportation Safety and Criminal Justice – 2009-Present
- Data Nexus Inc., Director of Public Safety Services 2003 – November 2009
- National Highway Traffic Safety Administration Region VIII, Law Enforcement Liaison 2002 -2003
- Colorado State Patrol Major 1990 – June 2002
- Colorado State Patrol Lieutenant and Captain 1984 – 1990
- Colorado State Patrol Sergeant 1981- 1984
- Instructor Coordinator, Colorado Law Enforcement Training Academy 1979-1981
- Colorado State Patrol Trooper 1973-1979

Education and Credentials

- Bachelor of Science – Adult Technical Education specializing in Criminal Justice – Colorado State University 1990
- Certificate - School of Police Staff and Command - Northwestern University 1985
- Certificate - Management in State Government - State of Colorado 1987
- Coordinator/Instructor for the Colorado Law Enforcement Training Academy and Colorado State Patrol Academy
- Instructor, Colorado Institute of Law Enforcement Training at Colorado State University
- Colorado Police Officer Standards and Training (POST), Certified Trainer
- Technical Crash Investigation – Northwestern University 1979

Professional Activities

- Executive Board, Association of Transportation Safety Information Professionals, National Safety Council, 1987- 2003
    - 2001 Program Chair, 2002 1st Vice Chair, 2003 Chair
- Member, ANSI D-16 Committee on Motor Vehicle Accident Classification
- Chair, Steering Committee, Law Enforcement Section, Colorado Safety Management System
- Co-Chair and Member, Colorado State Traffic Records Advisory Committee
- Member, National Agenda for Traffic Records Committee, National Safety Council
- Representative for National Highway Transportation Safety Administration (NHTSA) and the National Safety Council (NSC) to promote the Association of Transportation Safety Information Professionals (ATSIP)
- Member, Intelligent Transportation Systems, Archived Data User Program Committee, Federal Highway Administration
- Co-Chair, Highway Safety Program Advisory for Traffic Records Panel, Data Nexus, Inc. for National Safety Council

- Member, Project Panel/Advisory Group, Project #NCHRP 17-12 (Improved Safety Information to Support Highway Design) Northwestern University Traffic Institute
- Member, Project Panel/Advisory Group, National Center for Highway Research Projects
    - Reducing Crashes in Construction Zones
    - Developing Basic Training for Transportation Safety Information Users
    - Data needs for Transportation Information Professionals
- Member, Colorado Department of Transportation RFP Review committee for Intelligent Transportation Systems
- Member, NHTSA Traffic Records Assessment Team (Number Denotes Number of Assessments for the State); Kansas(4), South Carolina(2), Nebraska, Louisiana(3), Arizona(2), Iowa(2), New Mexico(2), Wisconsin(3), North Dakota(2), South Dakota(3), Connecticut, Idaho, Oregon(3), Tennessee(3), Delaware(2), Kentucky, Mississippi(3), Missouri(3), New Jersey, Montana, Idaho, Nevada, Ohio(2), Illinois, Massachusetts(2), Wyoming(3), Virginia, Vermont, Maryland, San Carlos Reservation, White River Reservation, Menominee Reservation
- Co-Chair, National Safety Council, Association of Highway Safety Information Professionals, Marketing and Honest Broker Committee
- Member, Transportation Research Board – Law Enforcement Committee and Traffic Record Committee
- Member, Colorado State Patrol Diversity Committee
- Member, NHTSA Impaired Driving Assessment team: Vermont, Nevada, Massachusetts, California, Indiana, Oregon, Tennessee, Delaware, Louisiana, Alaska, Florida, Maine, Missouri, Michigan
- Member, NHTSA Occupant Protection Assessment team: South Dakota, Ohio, Utah, Idaho, North Carolina, Vermont
- President and Member, Northern Colorado Peace Officers Association
- Member, Committee on Guidelines for Transportation Safety Information Management Systems and files, National Safety Council and National Highway Traffic Safety Administration
- Member, National Academy of the Sciences (NAS), National Center for Highway Research Projects (NCHRP) Committee: Project 17-40 Model Curriculum for Highway Safety Core Competencies, Project 03-80 Traffic Enforcement Strategies for Work Zones

MICHAEL R. STOUT

mstout2002@att.net

Mike Stout is the Business Manager for the Illinois State Employees Association – Laborers' Local 2002 which is the collective bargaining representative for a large group of State of Illinois managers and administrators. He has held several other positions in organized labor including Director of Governmental Affairs in the Central States for the International Brotherhood of Teamsters and Director of Operations for the Laborers' International Union of North America, Midwest Region.

Mike was also employed by the Illinois Department of Transportation for 18 years, where he first served in an entry level position as a Transportation Analyst, later as the Deputy Director of Finance and Administration, and seven years as the Director of Traffic Safety and Governor's Representative for Highway Safety. He was in charge of state and federal oversight of the United States Department of Transportation (USDOT), National Highway Traffic Safety Administration (NHTSA) and USDOT, Federal Motor Carrier Safety Administration programs. In addition, he administered the State's traffic records, motorcycle training, data, and data evaluation programs. Mike also served on the Governor's Highway Safety Association (GHSA) Executive Board as a regional representative and was twice elected Treasurer. He has served on numerous traffic safety related boards, committees, and commissions including impaired driving, occupant protection, and teen driving. Notably, Mr. Stout served on the Illinois Secretary of State's Graduated Driver's License Task Force that drafted the legislation establishing the State's graduated driver's license law.

In 2007, Mike, the Ford Motor Fund, and the Allstate Foundation developed the Illinois Operation Teen Safe Driving (OTSD). The OTSD was the first of its kind program in the nation. It is an annual program that challenges the creativity of high school students from every geographical area in Illinois to develop and implement community based programs to reduce fatalities and injuries due to motor vehicle crashes. The OTSD has been honored and received numerous awards locally, statewide, and nationally including the Harvard University's Kennedy School of Government, GHSA's Peter O'Rourke Special Achievement Award, the Non-Profit Public Relations Awards Luncheon in Washington, D.C., and the USDOT National Roadway Safety Award.

Since 2013, Mike has served as a member of Impaired Driving and Occupant Protection Assessment teams for NHTSA in Connecticut, New Jersey, Louisiana, Mississippi, and Maine. He is also a certified child passenger safety technician.

In 2011, Mike received the USDOT NHTSA, "Safety Champions Award" and was recognized by the Students Against Destructive Decisions (SADD) with an "Outstanding Contributions Award." In 2008, he received the Illinois State Police "Directors Award of Distinction."

LORRIE WALKER

lwalker@safekids.org

Lorrie Walker has more than 28 years experience in the traffic safety field, predominately in the areas of child passengers, bikes, school buses, children with special health care needs, teen drivers, teen passengers, and pedestrian safety.

Lorrie joined Safe Kids Worldwide as the training manager and technical advisor for the Safe Kids Buckle Up program in August, 2004. She develops community-based educational programs on vehicle safety and oversees the international and national training program for more than 300 Safe Kids Coalitions in the United States and overseas.

Lorrie also currently serves on the National Child Passenger Safety Board.

Prior to working in Washington, DC, with Safe Kids Buckle Up, she served as the director of the Florida Traffic Safety Resource Center and assistant professor of research at Florida Atlantic University. She was also the program administrator of the Traffic Injury Prevention Project at the American Academy of Pediatrics, Pennsylvania Chapter for more than a decade.

As an advocate for child safety and injury prevention, she is a nationally certified child passenger safety instructor, has consulted on numerous studies and published articles and routinely participates as an expert panel member for NHTSA and other organizations.

Lorrie holds a bachelor's degree in social work from Eastern College in St. Davids, PA, and a master of science from St. Joseph's University in Philadelphia. She worked for nine years as an adjunct professor in the Health Administration and Health Education Departments in both the graduate and undergraduate schools at St. Joseph's University.

THOMAS WOODWARD

t.woodward@myactv.net

Professional Background
Thomas H. Woodward retired from the Maryland State Police on July 1, 2013 after a 36 year career as a law enforcement officer in Maryland; eight with the Frederick City Police and 28 with the Maryland State Police. At the time of his retirement he was the Commander of the Hagerstown Barrack. As Commander, Tom is credited with being the first to implement the Data Driven Approach to Crime and Traffic Safety (DDACTS) within the Maryland State Police. He also brought increased media attention to highway safety initiatives and enforcement actions of troopers within Washington County, MD.

Prior to transferring to the Hagerstown Barrack Tom served in the Chemical Test for Alcohol Unit for 11 years, six of those as the Commander. In this position he was responsible for the training of all breath test operators, acquisition and maintenance of all breath testing instrumentation, training of sobriety checkpoint managers, Standardized Field Sobriety Testing instruction and oversight of the state's Drug Recognition Expert (DRE) Program. He has served as an adjunct representative for the Office of Government Affairs, reviewing legislation, recommending departmental positions and testimony, and testifying before the State legislature on many highway safety issues. He has served on the staff of the Chief of Field Operations Bureau, and as the Executive Officer for the Commander of the Transportation Safety Division. He administered highway safety grants of the Maryland State Police, Field Operations Bureau for two years and supervised the Maryland Fatality Analysis Reporting System (FARS) for two years.

Mr. Woodward has been a Standardized Field Sobriety Testing (SFST) Instructor and DRE Instructor for over 20 years. He also instructs the NHTSA SFST and DRE Instructor Development training. He served in the State Coordinator of the DRE program for 10 years.

Since retirement Mr. Woodward has served on several state occupant protection assessment boards evaluating the effectiveness of occupant protection programs and identifying areas for improvement.

Educational Background
Mr. Woodward received a Bachelor's Degree in Organizational Leadership and Development from Wheeling Jesuit University in May 2005. He is also a graduate of the Northwestern University School Police Staff and Command.

Organizational Affiliations
- International Association of Chiefs of Police (IACP)
- IACP Drug Recognition Expert Section
  - Officer 2006-2009
  - Chair - 2009
- Mothers Against Drunk Driving (MADD) – Maryland Operations Council

Appendix 6: Section 405 Part 5 Criteria 3, 5 Justification

All Impaired Motorcycle Drivers

Year	Impaired Motorcycle Drivers	Fatalities	Serious Injuries	Total Motorcycle Drivers	Percent Impaired
2005	41	5	13	586	7.00%
2006	38	1	15	578	6.57%
2007	44	5	21	663	6.64%
2008	53	2	26	648	8.18%
2009	47	8	17	599	7.85%
2010	33	4	11	588	5.61%
2011	31	3	8	588	5.27%
2012	36	7	13	615	5.85%
2013	32	2	11	560	5.71%
2014	28	1	14	569	4.92%
Totals	**383**	**38**	**149**	**5994**	**6.39%**

Annual Average	38.3	3.8	14.9	599.4	6.39%

Source: State Data Files

As you can see from the table above Maine experienced a decrease in Impaired Motorcycle Drivers from 2012 to 2013.

2012 Motorcycle Impaired Crash Rate

FHWA MC Registrations 2012 = 53,268

53,268 / 10,000 = 5.3268

2012 Maine Impaired MC Crashes = 36

36 / 5.3268 = **6.76 rate(crashes 2012)**

2013 Motorcycle Impaired Crash Rate Calculations

FHWA MC Registrations= 63,114

63,114 / 10,000 = 6.3114

2013 Maine MC Crashes involving impaired rider = 32

32 / 6.3114 = **5.07 rate(crashes 2013)**

Maine Motorcycle Crash Rate Calculations 2012-2013

According to MAP-21 Section 405F.3 in order for a state to qualify for Motorcyclist Safety Grants the state needs to experience a reduction from the preceding calendar year in the number of motorcycle fatalities and the rate of motor vehicle crashes involving motorcycles (expressed as a function of 10,000 motorcycle registrations. As you can see by the calculations below Maine MC fatalities decreased from 24 in 2012 to 13 in 2013. Maine MC Crashes experienced a decrease in the rate of motor vehicle crashes involving motorcycles from 2012 to 2013 and a decrease in motorcycle fatalities.

113.95– 88.57 = 25.38 decrease in MC crash rate from 2012 to 2013

Year	Fatalities	Crashes	Involved MC's	Incapacitating Injuries	Evident Injuries	Possible Injuries
2012	24	607	627	136	267	164
2013	13	559	572	129	199	199

2012 Motorcycle Crash Rate

FHWA MC Registrations 2012 = 53,268

53,268 / 10,000 = 5.3268

2012 Maine MC Crashes = 607

607 / 5.3268 = **113.95 rate(crashes 2012)**

2013 Motorcycle Crash Rate Calculations

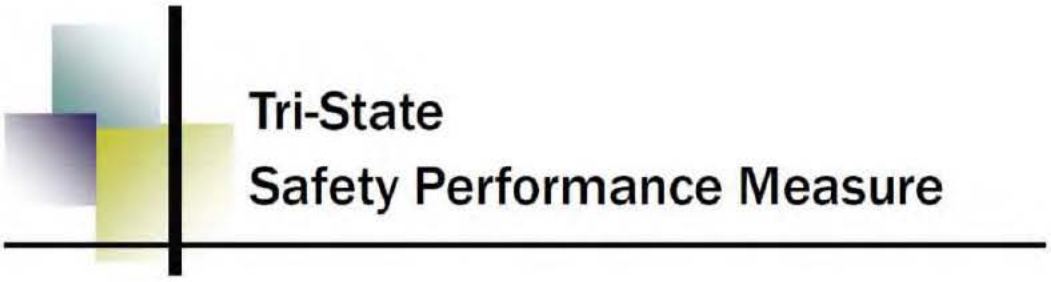
Maine MC Registrations 2013 = 63,114

63,114 / 10,000 = 6.3114

2013 Maine MC Crashes = 559

559 / 6.3114 = **88.57 rate(crashes 2013)**

Appendix 7 – Tri-State Safety Performance





Duane Brunell, P. E. Maine DOT

MaineDOT

Stuart Thompson, P.E. NH DOT

New Hampshire DOT
Department of Transportation

Jennifer Royer, VTrans

VTrans Working to Get You There

Date: 11/22/2011

Tri-State Safety Performance Measure

The Tri State partners have been working collaboratively over the past couple of years in the development of performance measures in the key areas of Pavement, Bridges and Signs. 2011 saw the expansion of this effort to include the development of a Safety performance measure.

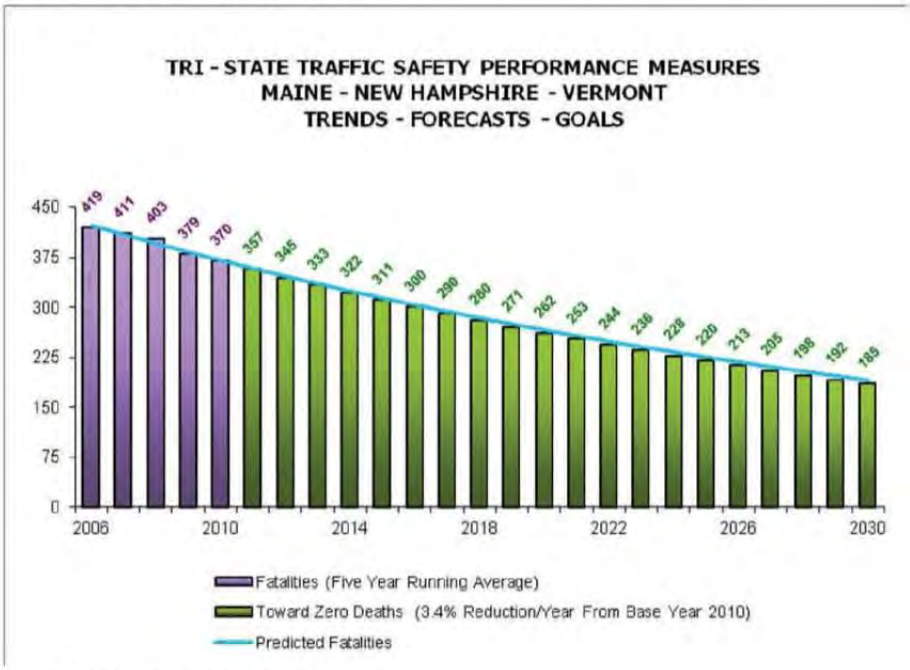
The Tri State partners recognize that highway safety is not the responsibility of any one group or agency but is the combined responsibility of many agencies and departments. As such, each state has a Strategic Highway Safety Plan (SHSP), developed with the input from state and federal agencies, municipalities, industry and the business community, that puts forth those critical emphasis areas (CEA) that would offer the greatest potential for reducing major crashes in their state. In the broader context of safety, the SHSP is meant to be implemented in conjunction with other state safety plans. An overview of each states SHSP with corresponding emphasis areas can be seen in Appendix A. With the SHSP plans in mind, the Safety Performance Measure Working Group sought a performance measure that would compliment these efforts. To this end, the group chose the national vision of Toward Zero Deaths with a corresponding performance measure of reducing the fatality 5 year rolling average by 50% by the year 2030. This corresponds to a annual 3.4% reduction.

Toward Zero Deaths is a national strategy sponsored and supported by the Federal Highway Administration (FHWA) and the American Association of Highway Transportation Officials (AASHTO) that focuses on using data driven processes to identify and create opportunities for changing the highway safety culture. This strategy recognizes that with over 35,000 fatalities occurring on our Nation's highways each year highway safety remains a challenge for all of us and is depicted in the following graphs.

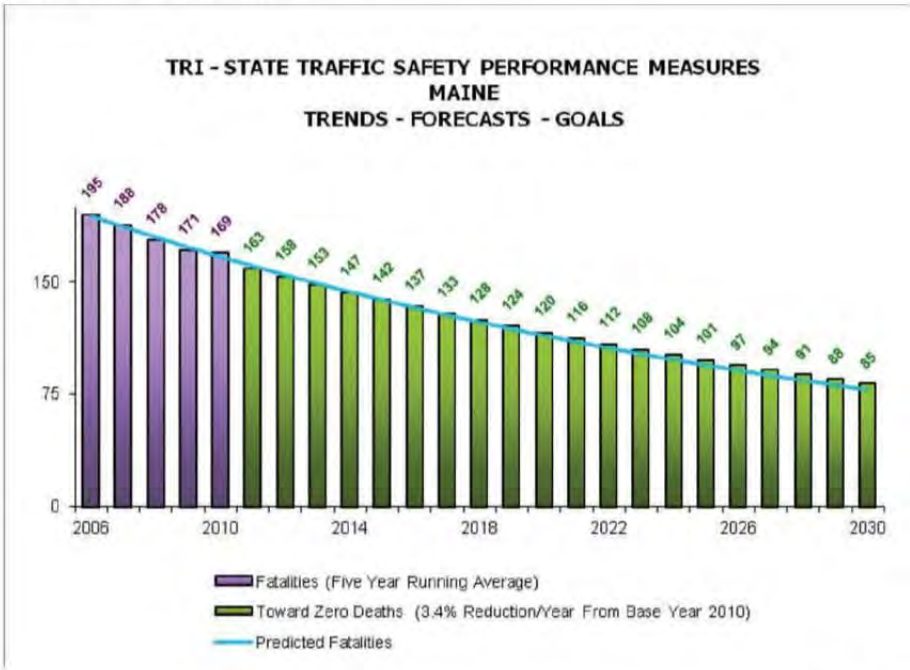
Graph 1 shows us the Tri State combined trends, forecasts and goals. Based on the current trend in yearly fatalities, the goal of having the 5 year average reduced by 50% by the year 2030 will be achieved provided a 3.4% per year reduction. Graphs 2 – 4 show us what goal looks like for each individual state based on their individual trends and forecasts. For New Hampshire and Vermont, they will be challenged to exceed their current fatality reduction rate in order to meet the 50% reduction by 2030 while Maine looks to be on track to meet the goal. It is worth noting that adjustments to the trend lines are likely as the national campaign progresses and as our data matures.

In summary Towards Zero Deaths embraces that even one death on our highways is unacceptable and to achieve that goal will take a collaborative effort between many disciplines and agencies both on the state level and the national level.

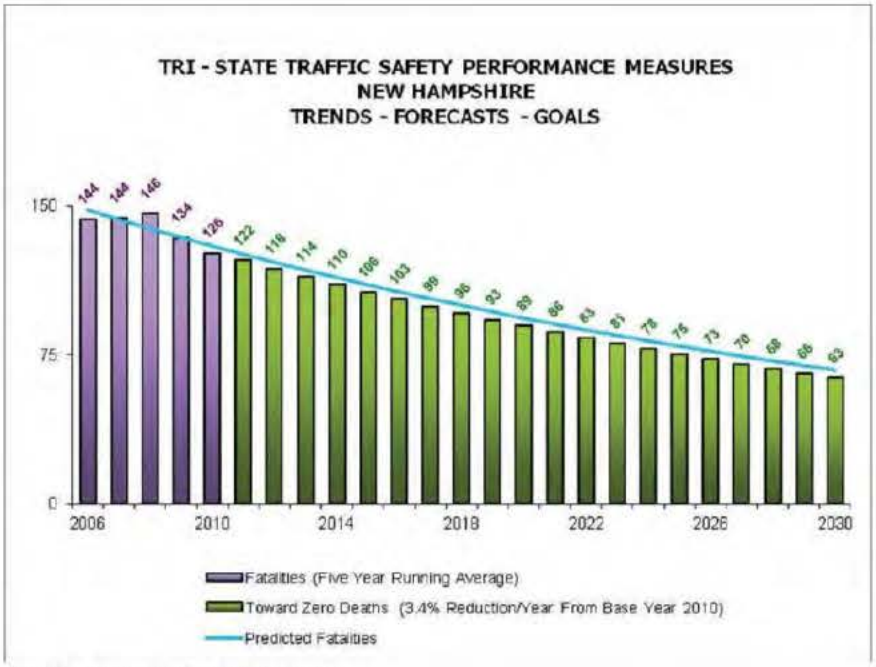
Graph 1: Tri State Toward Zero Deaths Goal



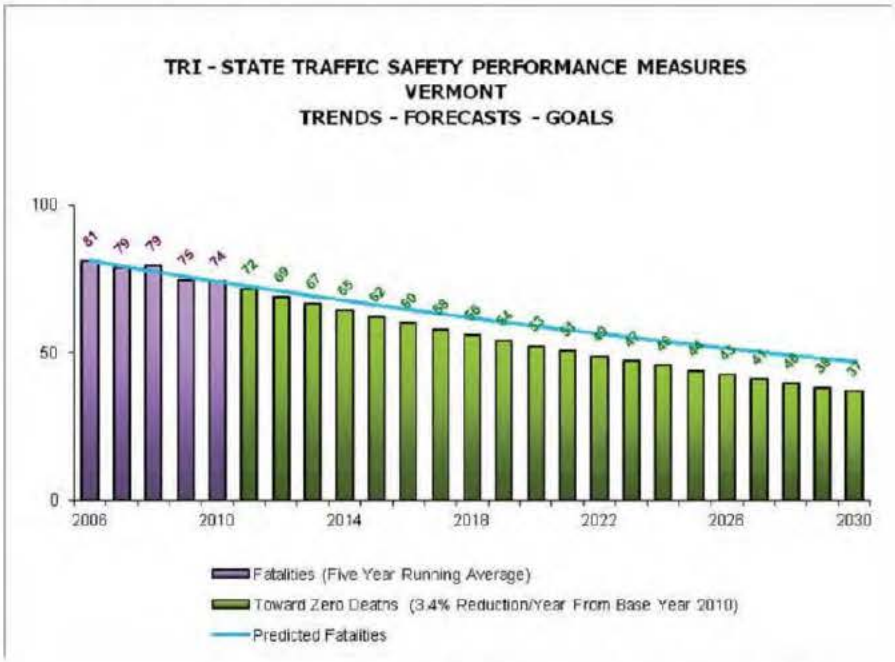
Graph 2: Maine: Toward Zero Deaths



Graph 3: New Hampshire: Toward Zero Deaths



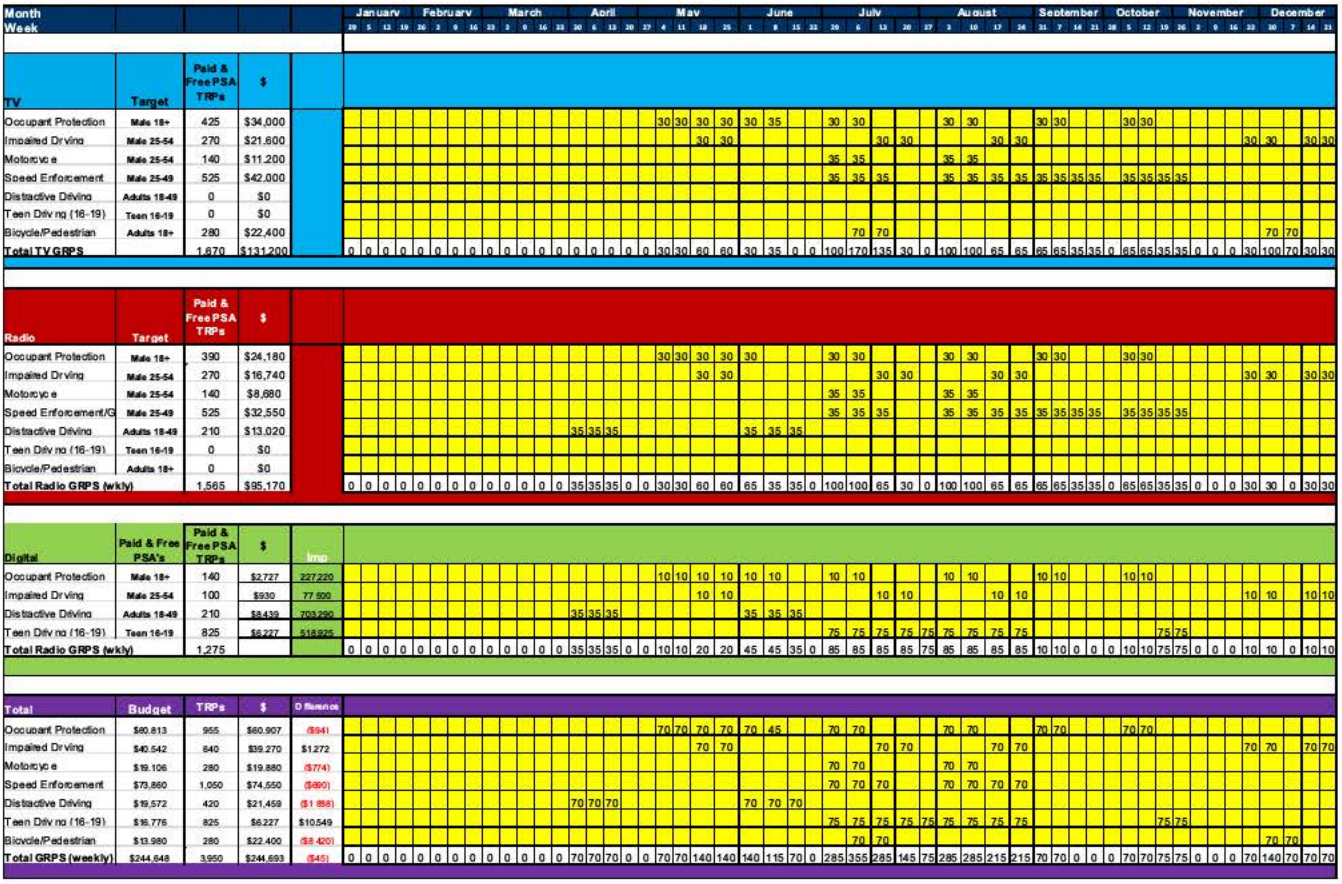
Graph 4: Vermont: Toward Zero Deaths



References:

1. National Highway Traffic Safety Administration, Fatality Analysis Reporting System, http://www-fars.nhtsa.dot.gov/Main/index.aspx
2. Vermont Agency of Transportation, Policy and Planning Highway Research Crash Data
3. Tri State Agreement for Standardized Performance Measures Memorandum of Understanding, dated August 19, 2010.

Appendix 8: MeBHS Media Flowchart



Month					January				February				March				April				May				June				July				August				September				October				November				December			
Week					29	5	12	19	26	2	9	16	23	2	9	16	23	30	6	13	20	27	4	11	18	25	1	8	15	22	29	6	13	20	27	3	10	17	24	31	7	14	21	28	5	12	19	26	2	9	16	23	30	7	14	21
TV	Target	Paid & Free PSA TRPs	$																																																		
Occupant Protection	Male 18+	425	$34,000																				30	30	30	30	30	35			30	30				30	30				30	30				30	30							
Impaired Driving	Male 25-54	270	$21,600																						30	30							30	30				30	30													30	30		30	30
Motorcycle	Male 25-54	140	$11,200																												35	35				35	35																
Speed Enforcement	Male 25-49	525	$42,000																												35	35	35			35	35	35	35	35	35	35	35		35	35	35	35						
Distractive Driving	Adults 18-49	0	$0																																																	
Teen Driving (16-19)	Teen 16-19	0	$0																																																
Bicycle/Pedestrian	Adults 18+	280	$22,400																												70	70																		70	70		
Total TV GRPS		1,670	$133,200		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	30	60	60	30	35	0	0	100	170	135	30	0	100	100	65	65	65	65	35	35	0	65	65	35	35	0	0	0	30	100	70	30	30
Radio	Target	Paid & Free PSA TRPs	$																																																		
Occupant Protection	Male 18+	390	$24,180																				30	30	30	30	30				30	30				30	30				30	30				30	30							
Impaired Driving	Male 25-54	270	$16,740																						30	30							30	30				30	30													30	30		30	30
Motorcycle	Male 25-54	140	$8,680																												35	35				35	35																
Speed Enforcement/G	Male 25-49	525	$32,550																												35	35	35			35	35	35	35	35	35	35	35		35	35	35	35						
Distractive Driving	Adults 18-49	210	$13,020																35	35	35						35	35	35																									
Teen Driving (16-19)	Teen 16-19	0	$0																																																
Bicycle/Pedestrian	Adults 18+	0	$0																																																
Total Radio GRPS (wkly)		1,565	$95,170		0	0	0	0	0	0	0	0	0	0	0	0	0	35	35	35	0	0	30	30	60	60	65	35	35	0	100	100	65	30	0	100	100	65	65	65	65	35	35	0	65	65	35	35	0	0	0	30	30	0	30	30
Digital	Paid & Free PSA's	Paid & Free PSA TRPs	$	Imp																																																
Occupant Protection	Male 18+	140	$2,727	227,220																			10	10	10	10	10	10			10	10				10	10				10	10											
Impaired Driving	Male 25-54	100	$930	77,500																					10	10																									10	10		10	10
Distractive Driving	Adults 18-49	210	$8,439	703,290														35	35	35							35	35	35																									
Teen Driving (16-19)	Teen 16-19	825	$6,227	$18,825																											75	75	75	75	75	75	75	75									75	75					
Total Radio GRPS (wkly)		1,275			0	0	0	0	0	0	0	0	0	0	0	0	0	35	35	35	0	0	10	10	20	20	45	45	35	0	85	85	85	85	75	85	85	85	85	10	10	0	0	0	10	10	75	75	0	0	0	10	10	0	10	10
Total	Budget	TRPs	$	Difference																																																
Occupant Protection	$60,813	955	$60,907	($94)																			70	70	70	70	70	45			70	70				70	70				70	70				70	70							
Impaired Driving	$40,542	640	$39,270	$1,272																					70	70																									70	70		70	70
Motorcycle	$19,106	280	$19,880	($774)																											70	70				70	70																
Speed Enforcement	$73,860	1,050	$74,550	($690)																											70	70	70			70	70	70	70														
Distractive Driving	$19,572	420	$21,459	($1,888)														70	70	70							70	70	70																									
Teen Driving (16-19)	$16,776	825	$6,227	$10,549																											75	75	75	75	75	75	75	75									75	75					
Bicycle/Pedestrian	$13,980	280	$22,400	($8,420)																												70	70																		70	70		
Total GRPS (weekly)	$244,648	3,950	$244,693	($45)	0	0	0	0	0	0	0	0	0	0	0	0	0	70	70	70	0	0	70	70	140	140	140	115	70	0	285	355	285	145	75	285	285	215	215	70	70	0	0	0	70	70	75	75	0	0	0	70	140	70	70	70

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

Region 1
Connecticut
Maine
Massachusetts
New Hampshire
Rhode Island
Vermont

Volpe Center
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Cambridge, MA 02142-1093
Tel. 617-494-3427
Fax 617-494-3646

August 27, 2015

The Honorable Paul LePage
Governor of Maine
#1 State House Station
Augusta, Maine 04333-001

Dear Governor LePage:

We have reviewed Maine's fiscal year 2016 Highway Safety Plan as received on June 29, 2015. Based on this submission and subsequent revisions, we find your State's Highway Safety Plan (HSP) to be in compliance with the requirements of 23 CFR Part 1200.

However, NHTSA is placing a condition on approval of the Maine FY 2016 highway safety program to ensure Federal funds are used effectively and efficiently. Details regarding the condition have been provided to your State Representative for Highway Safety, Commissioner John E. Morris.

We congratulate Maine on its accomplishments in advancing our traffic safety mission; however there is more work to do. As stewards of public funds, it is critical that we continue to fulfill our shared responsibility of using these limited safety dollars in the most effective and efficient manner. To that end, I pledge our continued support to you and the Bureau of Highway Safety (BHS) and look forward to achieving our mutual goals of reduced fatalities, injuries, and crashes on Maine's roads.

If you would like any additional information on Maine's Highway Safety Plan review, please feel free to contact me at 617-494-3427.

Sincerely,

Michael N. Geraci
Regional Administrator

cc: John E. Morris, Governor's Representative for Highway Safety
Lauren V. Stewart, Director Bureau of Highway Safety
Todd Jorgensen, ME Division Administrator, FHWA
Maggie Gunnels, NHTSA, Associate Administrator ROPD, NTI-200

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August 27, 2015

Mr. John E. Morris, Commissioner
Department of Public Safety
164 State House Station
Augusta, ME 04333-0164

Dear Commissioner Morris:

We have reviewed Maine's fiscal year 2016 Highway Safety Plan (HSP) as received on June 29, 2015. Based on this submission and subsequent revisions, we find your State's HSP to be in compliance with the requirements of 23 CFR Part 1200.

However, NHTSA is placing a condition on our approval of the Maine FY 2016 highway safety program to ensure Federal funds are used effectively and efficiently. Below are the details regarding this condition:

> Law Enforcement Impaired Driving Traffic Enforcement Equipment:
> Highway Safety Funding Guidance Part II E, Proportionate Funding
> In order for this program to be approved, please provide the proportion of time that the equipment will be used for specific traffic safety purposes. For example, if equipment will be used 40% of the time for traffic safety purposes and 60% for non-traffic related purposes, the Federal share cannot exceed 40% of the total cost of the equipment.

Please respond to this determination and condition no later than October 1, 2015. This condition will remain in effect throughout FY 2016 or until you are notified in writing that it has been removed.

As a reminder, approval of the HSP does not constitute approval of equipment purchases over $5,000. Please provide a written request along with adequate justification for all purchases exceeding the per unit threshold of $5,000.

This determination does not constitute an obligation of Federal funds for the fiscal year identified above or an authorization to incur costs against those funds. The obligation of Section 402 program funds will be effected in writing by the NHTSA Administrator at the commencement of the fiscal year identified above. However, Federal funds reprogrammed from the prior-year HSP (carry-forward funds) will be available for immediate use by the State on October 1, 2015. Reimbursement will be contingent upon the submission of an updated HS Form 217 (or the electronic equivalent), and an updated project list, consistent with the requirements of 23 CFR 1200.15(d), within 30 days after either the beginning of the fiscal year identified above or the date of this letter, whichever is later.

We congratulate Maine on its accomplishments in advancing our traffic safety mission; however there is more work to do. As stewards of public funds, it is critical that we continue to fulfill our shared responsibility of using these limited safety dollars in the most effective and efficient manner. To that end, I pledge our continued support to you and the Bureau of Highway Safety (BHS) and look forward to achieving our mutual goals of reduced fatalities, injuries, and crashes on Maine's roads.

I and the entire Region 1 team are committed to working with your office toward a fully compliant HSP. We are at your service in any appropriate way you believe necessary.

Sincerely,

Michael N. Geraci
Regional Administrator

cc: Lauren V. Stewart, Director Bureau of Highway Safety
Todd Jorgensen, ME Division Administrator, FHWA
Maggi Gunnels, NHTSA, Associate Administrator ROPD, NTI-200