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MAINE



Federal Fiscal Year 2006

Highway Safety Performance Plan

Guiding Maine to Safer Highways

John Elias Baldacci, Governor

Michael P. Cantara, Commissioner and Governor's Highway Safety Representative

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Acknowledgments

Motor vehicle crashes are the leading cause of injury in Maine, often resulting in death. The financial impact and negative economic effects associated with these crashes can be staggering, but the personal impact felt by the family and friends of those involved, injured or killed is immeasurable.

I believe that our 2006 Highway Safety Performance Plan demonstrates Maine's commitment to reducing fatalities, injuries, economic and personal loss from motor vehicle crashes.

I acknowledge the contributions and thank the staff of the Maine Bureau of Highway Safety for their efforts in the development and implementation of the State's Annual Highway Safety Plan:

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The dedication of the Highway Safety staff to the issues of highway safety have contributed to a reduction in fatalities, increased safety belt usage, reduced incidents of alcohol-related fatalities and overall safer roadways in Maine. I also wish to recognize the assistance we have received from the Maine State Police, in particular, Colonel Craig Poulin and Major Randy Nichols, the support from the Maine Department of Transportation and the emphasis, and leadership on these issues brought by Governor John E. Baldacci.

Michael P. Cantara
Commissioner, Maine Department of Public Safety and
Governor's Highway Safety Representative

Executive Summary

This Highway Safety Performance Plan outlines the State of Maine's strategy to achieve our overall goal to reduce fatalities, injuries and property damage resulting from traffic crashes. It also serves as Maine's application for Federal Fiscal Year 2006, Section 402 Highway Safety Funds.

The Plan contains the State's Performance Plan and Highway Safety Plan to address the program priority areas outlined by the National Highway Traffic Safety Administration as well as those identified by the Maine Bureau of Highway Safety and supported by the Maine Strategic Highway Safety Plan Committee and the Maine Transportation Safety Coalition. It describes the activities planned for implementation during the Federal Fiscal Year 2006 and includes budget estimations for each activity.

Introduction and Mission:

The Maine Bureau of Highway Safety (MEBHS), of the Department of Public Safety, is the entity responsible for planning, implementing and evaluating behavioral highway safety programs and projects using federal funds. The Bureau coordinates the efforts of federal, local and state organizations involved in Maine highway safety.

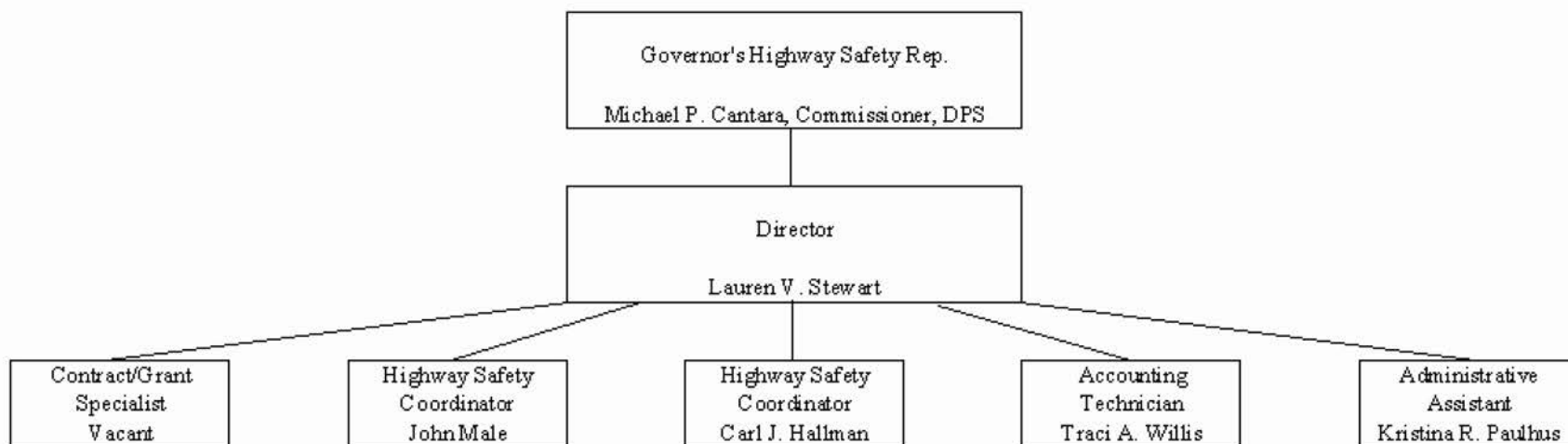
The Bureau consists of a highway safety director, one individual that specializes in both grants, contracts and overall program management, two highway safety coordinators with specific program oversight responsibilities, a fiscal/accounting technician and one administrative support person.

The mission of the Bureau of Highway Safety is to promote programs and projects that make Maine highways safer.

Our programs are intended to improve the human behavior of drivers, passengers, pedestrians and cyclists. The overall goal is to reduce the number of fatalities, injuries and property damage caused by traffic crashes in Maine.

The Bureau is also responsible for Maine's Implied Consent Program, the program that tests drivers suspected of Operating Under the Influence of alcohol or other drugs; the Maine Driving Dynamics Program which is a five-hour driver improvement course; and the federally supported Fatal Analysis Reporting System which records data on fatal crashes in Maine for input into a larger national record keeping system of statistical data.

Highway Safety Organizational Chart



Related Highway Safety Legislation

In 2005, the Maine Bureau of Health, together with the Maine Department of Public Safety, the Maine Department of Transportation and the Maine Transportation Safety Coalition led an effort to make Maine's secondary safety belt law a primary safety belt law. LD 80 was defeated in the 122nd Maine Legislature.

However, language in the Governor's budget bill, which did pass, instituted a tiered fine structure for the failure to wear safety belts. Violation of the safety belt law is a traffic infraction for which a fine of \$50 for the first offense, \$125 for the second offense and \$250 for the third and subsequent offenses will be imposed. Fines that are imposed for failure to wear safety belts may not be suspended by the court.

We hope to have this issue resurface in the 123rd Maine Legislative Session.

Process Description

The Bureau provides leadership and financial resources that develop, promote and coordinate programs designed to influence public and private policy, make systemic changes and heighten public awareness of highway safety issues. The highway safety problems outlined in this document were identified by analyzing available data that include traffic crashes, traffic citation information, OUI arrests, FARS, surveys and other input from state, county and local agencies interested in addressing highway safety issues. This analysis helps to identify when, where, why and to whom specific safety problems occur.

The Bureau annually solicits input from state, county and municipal police, state agencies and other eligible, potential subgrantees that have a direct interest in promoting safer highways. This solicitation asks agencies to list their five (5) most serious highway safety problems and to suggest potential solutions that MEBHS may consider for funding. MEBHS staff also regularly attend meetings of the Maine Chiefs of Police Association, Maine Sheriffs Association, EMS coordinators and others to further gather input on needs and potential solutions and to explain federal guidelines, MEBHS policy and the application process. In addition to the solicitation, MEBHS considers information developed by staff members through contacts with subgrantees, potential subgrantees and other highway safety professionals and non-profit agencies. Problem identification and solution development are ongoing throughout the year. The Bureau plans to host a grant application informational session for all police departments, non-profits and others interested in highway safety in Federal FY2006. We anticipate that meeting happening no later than November 2005.

The Bureau accepts grant applications through out the federal fiscal year and carefully reviews each one to determine impact on our annual plan and goals. The Bureau continues to partner with a variety of state, county, municipal, federal, public and private highway safety agencies in an effort to realize our stated goals and hopes to strengthen those partnerships as well as form new partnerships within the next fiscal year.

Data Analysis

The Bureau analyzes data for a number of years from various sources, including a review of our past year programs, to identify program strengths, identify problem areas within the state and to develop countermeasures compatible with national priority programs, with the overall goal of reducing motor vehicle crashes and the resulting deaths, injuries and property damage.

Based upon a review of the data compiled by the MEBHS and our partners we have identified the following opportunities for improvement in this state which fall under the NHTSA priority funding areas:

Occupant Protection

- Increase the low Safety Belt Usage rate
- Increase the correct usage of child passenger safety restraints
- Increase training for safe pupil transportation
- Increase public education and information

Impaired Driving

- Decrease the injuries and fatalities that are alcohol-related
- Decrease teen and youth alcohol-related crashes
- Increase public education and information

Police Traffic Services

- Decrease crashes and fatalities due to speed and behaviors associated with aggressive driving
- Increase specialized training and equipment for Maine law enforcement
- Increase public education and information

Traffic Records

- A need to reestablish our Traffic Records Committee to review and update our Plan and to facilitate and coordinate necessary changes and improvements to the Maine Crash Reporting System.

Emergency Medical Services

- A need to assist the State Office of EMS in maintaining their automated run-report data collection system.

Motorcycle Safety

- A need to educate and inform motorcyclists to decrease the number of injuries and fatalities each year.

Bicycles and Pedestrians

- Continue to educate communities about bicycle and pedestrian safety.

Safe Communities

- Continue to educate communities about all highway safety issues.

Planning & Administration

- A need to review and implement recent recommendations resulting from the Management and Special Management Reviews.

In addition to the Bureau's data analysis, a detailed data analysis by the Maine Transportation Safety Coalition (MTSC), which is an independent, non-profit organization created in 1997, was utilized. The MTSC supports a variety of activities using education, engineering, enforcement and emergency services strategies. The MTSC includes representatives from the Federal Highway Administration, the National Highway Traffic Safety Administration, various Departments of State government including the Department of Transportation; Department of Public Safety/Bureau of Highway Safety and Emergency Medical Services; Office of the Secretary of State/Bureau of Motor Vehicles; Department of Human Services/Bureau of Health; Department of Labor, the Maine Turnpike Authority, law enforcement agencies, insurance companies, private industries and concerned citizens.

The data committee of the MTSC gathered, studied and compiled transportation safety data from sources including:

- Federal Highway Administration
- Maine Department of Transportation
- Maine Department of Public Safety/Bureau of Highway Safety
- Maine Department of Human Services, Bureau of Health
- Maine Injury Prevention Program
- Office of Data, Research and Vital Statistics
- Maine Department of Inland Fisheries and Wildlife
- Maine Health Data Organization
- Maine Health Information Center, Crash Outcome Data and Evaluation System (CODES)
- National Highway Traffic Safety Administration
- Fatal Accident Reporting System (FARS)
- National Center for Statistics and Analysis
- Office of the Secretary of State, Bureau of Motor Vehicles

The data was developed from **reported** crashes and helped to support and validate the traffic safety issues identified by the MEBHS.





The MTSC focused on the following top four priority crash topics:

- **Safety Belt/Passenger Restraint**
- **Lane Departure Crashes**
- **Inexperienced and Mature Drivers**
- **Aggressive Driving (including speed and impaired driving)**


These are also the four major areas identified in our state's Strategic Highway Safety Plan.



The following table shows the trend in crash and injuries for the past five years:

	2004	2003	2002	2001	2000	1999
Travel in MVMT ¹	14,858	14,970	14,600	14,329	14,286	14,039
Crashes	35,226	41,639	36,943	37,501	37,251	39,024
Crash Rate ²	237.1	278	253	262	260	278
Resident Pop. (000's) ³	1,315	1,275	1,294	1,287	1,279	1,253
Licensed Drivers(000's) ^{3,4}	984.8	968.3	948.7	932.5	920.1	911.7
Regis. Vehicles (000's) ³	1,486	1,557	1,473	1,161	1,125	1,054
Fatal Crashes	178	186	188	170	159	168
Fatal Crash Rate ²	1.19	1.24	1.28	1.18	1.11	1.20
Fatalities	194	207	216	192	169	181
Fatality Rate ²	1.30	1.38	1.47	1.33	1.18	1.29
Injury Crashes	10,798	10,791	11,394	11,251	11,538	11,472
Injury Crash Rate ²	72.7	72	78	79	81	82
Injuries	14,700	14,791	15,885	15,902	16,415	16,414
Injury Rate ²	98.8	98.8	108.8	111.0	115.0	116.9

					Total		Alc. Inv.					
January	2	1				8	24	10	25	2	5	
February	1	2				15	*7	16	9	3	7	
March	2	1			1	*14	10	17	11	4	1	
April	1				1	2	13	8	15	10	1	5
May		1			2		19	17	21	18	7	2
June	1	1			3	5	10	*12	14	18	5	9
July	1				3	9	*21	*19	25	28	9	10
August	1		1	1	4	3	*17	*18	23	22	3	7
September	1	2			3	2	16	11	20	15	7	5
October	1	2			3	1	11	12	15	15	5	3
November	2						15	7	17	7	8	0
December	1						13	16	14	16	3	6
Total	14	10	1	1	20	22	172	161	207	194	57	60

Pedestrian 

Bicyclist 

Motorcyclist  Motor Vehicle & Other 

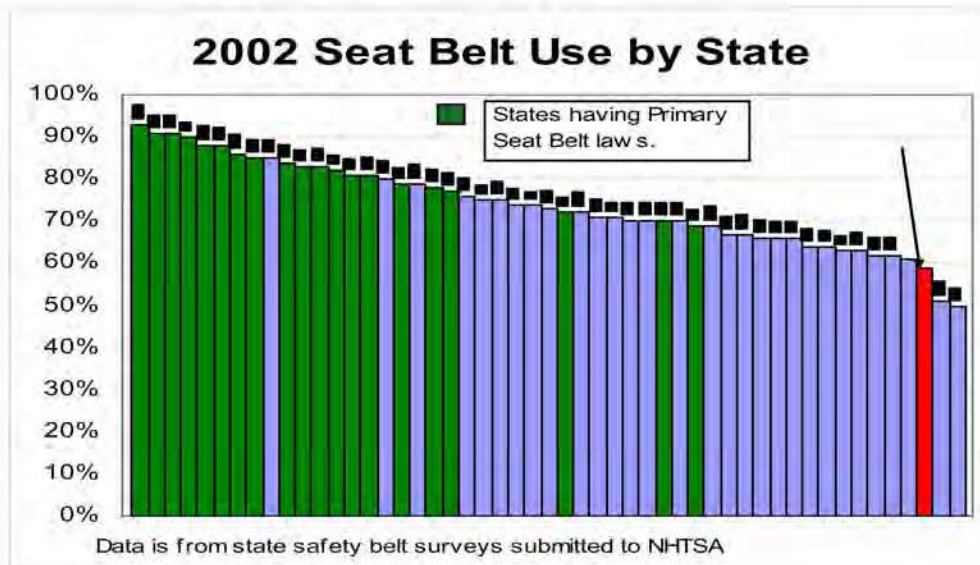
* indicates atv or snowmobile

2003 had 27.53% alcohol fatalities 2004 alcohol related fatalities 30.92%

Performance Plan - Occupant Protection

Problem Identification

Programs and projects designed to increase safety belt usage remain a priority for Maine. Safety belt usage in Maine increased from 59% in 2002 to 73% in 2004. In the same time frame, the nationwide safety belt usage rate increased from 67% to 80% leaving Maine still at one of the lowest states in the nation for safety belt usage.

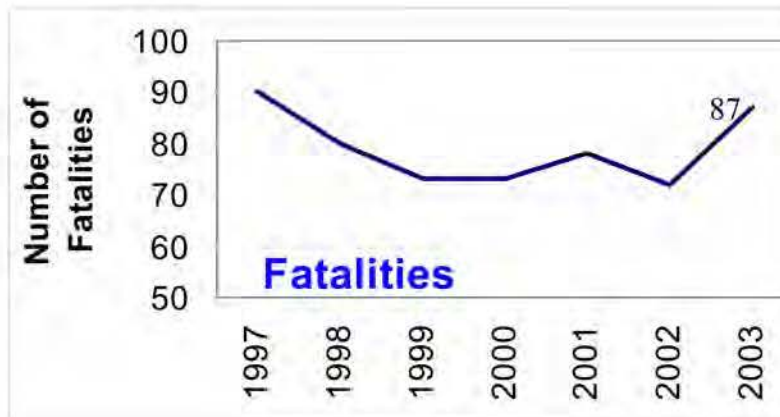


This graph does not show the 73% achievement for 2004 and we do not have the pre or post observational survey results for the 2005 safety belt mobilization in order to present our program results for this report.

The number of total fatalities dropped from 207 in 2003 to **194** in 2004. *This number reflects all fatalities, not just those involving passenger vehicles.*



Safety belts are not used by occupants in a high percentage of passenger vehicle fatalities. The number of unbelted fatalities in passenger vehicles is shown in the chart below:



For 2004, the number of fatalities involving passenger vehicles was 152. The number of unbelted fatalities of those 152 is **75**, down from 87 in 2003.

Performance Goals

- To reduce the percentage of fatalities due to unbelted occupants from 49% in 2004 to 47% in 2006.
- To reduce the injury rate from 98.8% in 2004 to 90% in 2006.

Performance Objectives

- To plan, coordinate and evaluate Maine's occupant protection program including Child Passenger Safety and Pupil Transportation.
- To increase the overall observational safety belt usage rate from 73% in 2004 to 80% in 2006.
- To increase the correct usage rate of child safety seats for birth through age seven.

Highway Safety Plan – Occupant Protection

Planned Activities/Countermeasures

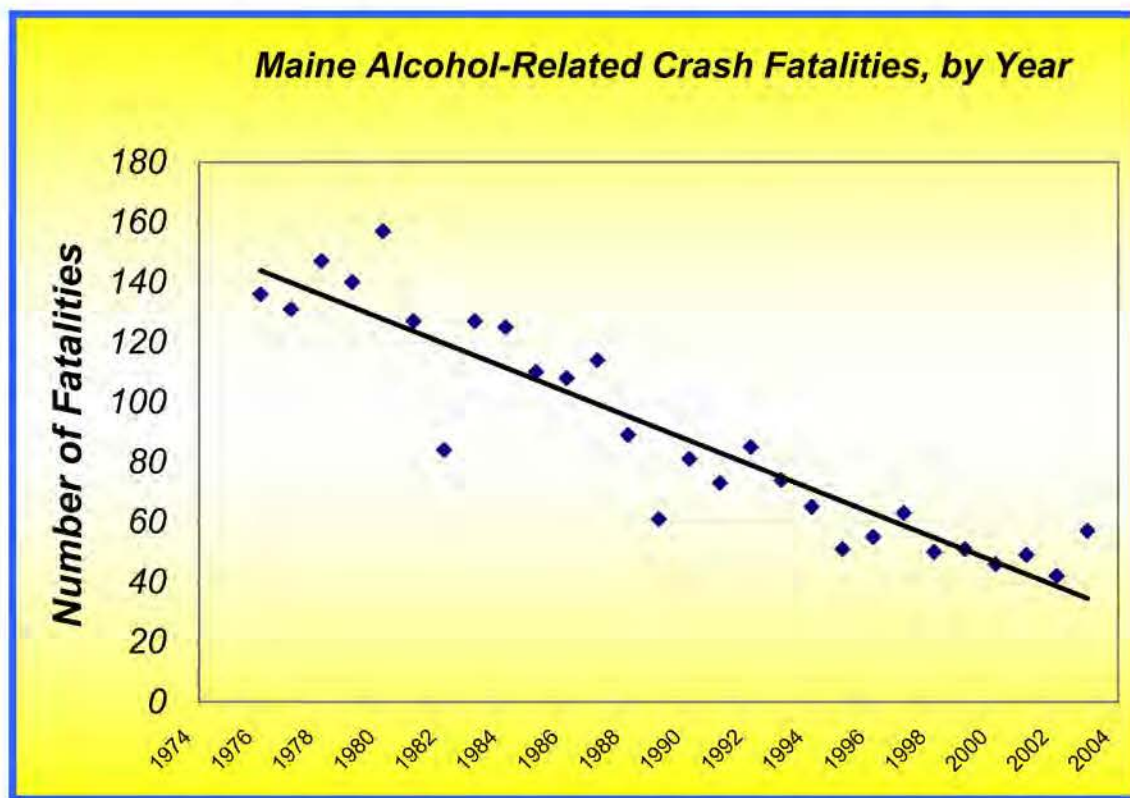
- (1) Program Management-funds will support public information, education, procurement and distribution of printed materials and promotional informational items, attendance of MEBHS staff at trainings, conferences and workshops for Occupant Protection. \$15,000.00 (402)
- (2) Safety Belt Observational Study- will be conducted in FY2006. Funds will be used to contract for a study to measure the progress in usage rates. \$50,000.00 (402)
- (3) Child Passenger Safety Restraint Study- MEBHS would like to contract for an observational study of child passenger safety restraint usage so that we may have a baseline to determine our current level and plan for goals and objectives to increase that usage rate. \$50,000.00 (402)
- (4) Child Safety Seats- funds would be allocated to purchasing child safety seats for infant, toddler, booster and special needs seats for Maine fitting stations and voucher sites. (included in #7 below)
- (5) Occupant Protection Enforcement- MEBHS will continue to participate in national high visibility enforcement and education campaigns (Click It or Ticket It) as a major component of reaching our increase in safety belt usage. \$25,000.00 (402)
- (6) Child Passenger Safety Technicians and Instructors- MEBHS plans to expand it's current number of technicians and instructors by offering the NHTSA approved training course at the Maine Criminal Justice Academy in order to involve more law enforcement officers in child passenger safety. \$10,000.00 (402)
- (7) Child Passenger Safety Education Program- the MEBHS will continue it's successful child passenger safety education program by contracting with the Maine Department of Health and Human Services, Injury Prevention to support the CPS program, bicycle, pedestrian and school bus safety efforts for the state. \$60,000.00 (402)
- (8) Safety Belt Education Program – funds for this full time staffed program support a very successful education program by interactive use of both convincer and rollover demonstration machines. This program provides complete safety belt education to schools, business, governmental agencies and others statewide to promote compliance with Maine's safety belt laws. \$70,000.00 (402)
- (9) Public Education and Information/Media Campaign – MEBHS will partner with MEDOT, MTA and others involved in the Maine Strategic Highway Safety Plan to initiate and fund a statewide public information and education campaign, which will include safety belt messages. (See PT #5)
- (10) Partnerships – MEBHS will reach out, explore and establish working partnerships and relationships with other state agencies, governmental agencies and profit and non-profit groups interested in highway safety and occupant protection to further compliment our program. We hope to strengthen existing relationships as well as establish new relationships. \$0.00

- (11) Community Grants - funds will support community efforts to increase safety belt and child safety seat usage. \$20,000.00 (402)
- (12) Pupil Transportation – funds will be used to support efforts to train, educate, partner and/or contract with others to coordinate Maine’s pupil transportation program in partnership with Maine SafeKids and the Maine Department of Injury Prevention and the Maine Department of Education. \$ 10,000.00 (402)

Performance Plan-Alcohol and Impaired Driving

Problem Identification

While the number of crashes has declined, and the total number of fatalities has declined, the number of fatalities related to alcohol has increased to **60** in 2004 or 30.92% of total fatal crashes up from 57 or 27.53% in 2003. This increase causes us concern following many years of a downward trend.



In 2003, Maine recorded BAC results for more than 87% of fatally injured drivers and the national average is 49%.

In 2004, Maine had 68 young drivers (16-24) involved in fatal crashes resulting in 74 deaths. In addition 34 teen drivers (16-19) were involved in fatal crashes resulting in 38 deaths. Of those young drivers, 21 had a positive BAC result and of the teen drivers 8 had a positive BAC result.

The following chart shows a breakdown of OUI Arrest information for the year 2004:

AGE GROUP	ARRESTS	SEX		INVESTIGATING AGENCY			TEST		TYPE OF TEST TAKEN			TIME OF ARREST		<.08	.08-.09	.10-.14	.15-.19	.20-.24	.25+
		MALE	FEM	STATE	LOCAL	COUNTY	TAKEN	REF	BLOOD-BRTH-INTOX	WEEK DAY	WEEK END								
15	57	41	16	5	51	1	56	1	4	0	52	30	27	31	7	14	3	1	0
16	172	141	31	20	131	21	169	3	17	2	150	90	82	93	12	36	25	3	0
17	279	229	50	36	215	28	275	4	27	1	247	132	147	140	28	55	39	11	2
18	398	334	64	36	305	57	388	10	43	2	343	196	202	185	37	95	54	16	1
19	433	349	84	44	337	52	424	9	32	0	392	223	210	181	33	105	70	29	6
20	458	367	91	48	358	52	444	14	42	0	402	221	237	135	23	118	107	55	6
21-24	1669	1381	288	164	1280	225	1591	78	145	1	1445	804	865	329	101	447	447	235	32
25-29	1157	939	218	158	836	163	1080	77	135	2	943	585	572	219	59	274	316	173	39
30-34	973	750	223	129	706	138	878	95	92	3	783	515	458	200	49	206	244	135	44
35-39	1057	812	245	146	741	170	934	123	96	2	836	544	513	186	53	210	269	148	68
40-44	1051	789	262	168	733	150	952	99	84	2	866	589	462	196	43	213	235	179	86
45-49	761	607	154	103	541	117	694	67	68	1	625	422	339	146	43	152	200	93	60
50-54	495	395	100	74	339	82	447	48	40	1	406	280	215	112	21	83	102	86	37
55-59	294	258	36	46	209	39	277	17	39	2	236	177	117	61	18	76	64	33	25
60-64	138	113	25	22	94	22	125	13	16	0	109	86	52	33	8	21	34	19	10
65-69	60	49	11	12	41	7	56	4	5	1	50	39	21	14	5	8	18	6	5
70-74	49	40	9	8	31	10	45	4	16	0	29	37	12	16	3	14	8	2	2
75+	72	54	18	11	47	14	66	6	12	0	54	46	26	24	4	10	18	7	3
SUB TOTAL	9573	7648	1925	1230	6995	1348	8901	672	913	20	7968	5016	4557	2301	547	2143	2253	1231	426

Performance Goals

- To reduce the number of alcohol-related fatal crashes by 10% from 60 in 2004 to 54 in 2006.
- To reduce the alcohol-related fatalities for young drivers (16-24) by 5% from approximately 30% to 25% in 2006.
- To reduce the percentage of alcohol-related fatalities for teen drivers (16-19) by 5% from 23% to 18% in 2006.

Performance Objectives

- To plan, promote, coordinate and evaluate Maine's Impaired Driving programs.
- To increase statewide OUI enforcement (number of arrests).
- To educate the public by utilizing media (radio/television/print) directed at Impaired Driving and at-risk/underage impaired driving.
- To assist Maine law enforcement and others in the procurement of tools to aid in the education and enforcement of impaired driving.

Highway Safety Plan – Alcohol and Impaired Driving

Planned Activities/Countermeasures

- (1) Program Management – funds will support attendance of MEBHS staff at training, conferences and workshops for Impaired Driving. Funds will also support public information and education materials. \$15,000.00 (402)
- (2) Increased Enforcement – funds will be used for state, local, county and municipal police agencies for dedicated OUI patrols and sobriety checkpoints. The MEBHS will work with agencies to identify and determine the extent of the problem in their area and encourage participation in the state-wide OUI effort and the national “ You Drink, You Drive, You Lose” high visibility campaign. \$100,000.00 (402)
- (3) Public Information and Education – funds for this activity will be used for MEBHS to partner with the MEDOT, MTA and others involved in the Maine Strategic Highway Safety Plan to initiate and fund a state-wide public information and education campaign which will include impaired driving messages. (see PT #5)
- (4) Equipment – funds for this activity will be used to assist police departments and others with interest in reducing the incidence of impaired driving with the procurement of enforcement and education equipment necessary to reduce impaired driving in Maine. \$0.00
- (5) Community Grants – funds will be used for local initiatives designed to educate and inform communities about the dangers of impaired driving and to promote alternatives to driving while impaired and to address the incidence of youth impaired driving. \$20,000.00 (402)

Performance Plan-Police Traffic Services

Problem Identification

Speed related crashes and fatalities are on the rise in Maine. In 2004, there were 6,611 speed-related crashes resulting in 83 fatalities compared to 5,856 speed-related crashes in 2003 resulting in 77 fatalities.

Lane departure crashes continue to be Maine's most fatal crash type. In 2004, 146 fatalities resulted from lane departure crashes, the most in the past 10 years. Of those 146 fatalities, 50% were speed-related.

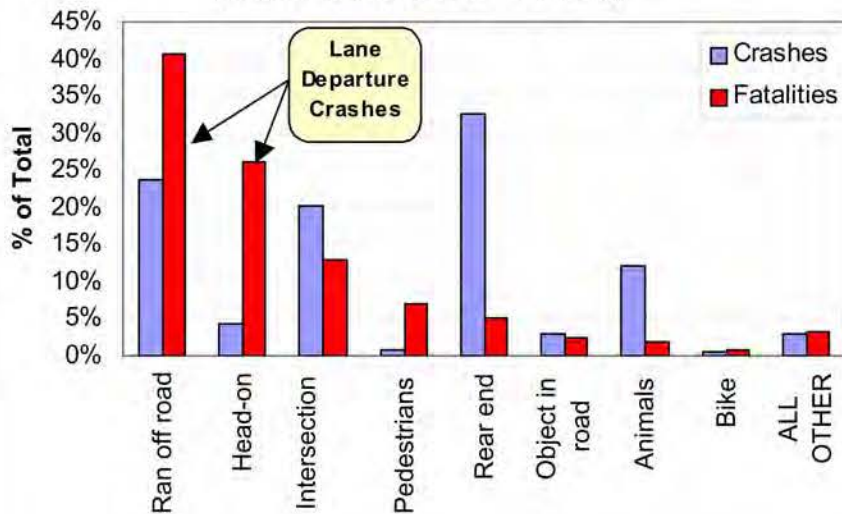
Statistics from the Maine Bureau of Motor Vehicles indicate that in 2004, *criminal* speed convictions reached a total of 729 and *imprudent* speed convictions reached a total of 708. In 2003, those numbers were 558 and 781 respectively.

The age group and gender breakdown for 2004 is outlined below:

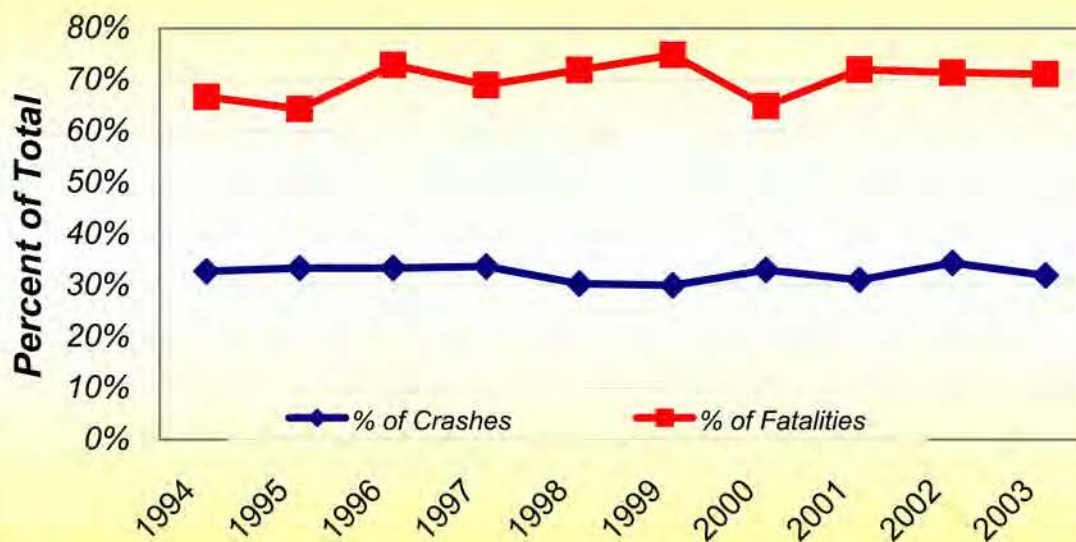
	Under 20		20 to 24		25 to 34		35 to 44		45 to 54		55 to 64		Over 64		
OFFENSE	M	F	M	F	M	F	M	F	M	F	M	F	M	F	TOTAL
CRIMINAL SPEED	133	38	216	26	155	36	55	21	30	5	6	4	3	1	729
IMPRUDENT SPEED	174	35	174	28	90	39	52	25	46	15	20	2	6	2	708

The charts below identify the relation of fatalities to lane departure crashes and those attributed to aggressive driving in general. Aggressive driving includes: illegal and unsafe speed, disregard of traffic control devices, following too close, improper passing and improper or unsafe lane changes.

Crashes and Fatalities By Type (Maine Crashes 1995-2004)



Lane Departure Crashes & Fatalities



Prepared by:
Safety Office
Maine Department of Transportation

LANE DEPARTURE = Run Off Road + Head On + Struck
Other Fixed Object.

Performance Goals

- To reduce the percentage of speed-related crashes by 5% for federal fiscal year 2006.

Performance Objectives

- To increase speed enforcement statewide involving all Maine law enforcement agencies.
- To assist Maine law enforcement and others with the procurement of equipment and tools necessary to enforce and educate the public about aggressive driving and speed.
- To educate the public by utilizing media (radio/television/print) directed at aggressive driving risk behaviors and speed.

Highway Safety Plan – Police Traffic Services

Planned Activities/Countermeasures

- (1) Program Management – funds will support public information, education, procurement and distribution of printed materials and promotional informational items, attendance of MEBHS staff at trainings, conferences and workshops directed at speed and aggressive driving behaviors. \$ 15,000.00 (402)
- (2) Specialized Law Enforcement Training – funds will support state law enforcement agencies in the areas of accident investigation and reconstruction, the use of radars and lasers, drug recognition and impaired driving and other training necessary for the education and enforcement of speed and aggressive driving behaviors. \$ 40,000.00 (402)
- (3) Equipment – funds will support state law enforcement in the procurement of equipment and other tools necessary to enforcement speed and aggressive driving risk behaviors. \$ 25,000.00 (402)
- (4) Speed Enforcement – funds will be used for all Maine law enforcement to participate in speed enforcement details in locations where data support a problem with speed and speed-related crashes \$100,000.00 (402)
- (5) Public Information & Education – funds will be used to support a media campaign (radio/television/print) directed at educating the public about aggressive driving behaviors, including speed. \$ 20,000.00 (402)
- (6) SafeGuard – funds will support Maine’s newest program targeted at keeping teen motorists safe. “Your parents will be the first to know” is the theme of this parental notification program. Funding will be directed at a public information and education campaign that may include radio, television and printed materials. \$ 5,000.00 (402)

Performance Plan-Traffic Records

Problem Identification

The MEBHS utilizes several information systems for the processing, storing, maintenance and analysis of subgrant and subgrantee information (GMIS), traffic crash information (MCRS) and fatal crash information (FARS). These information systems work independently and together to ensure the integrity of the MEBHS financial records, documents and highway safety plans in addition to providing our partner agencies and the state as a whole with complete and accurate data regarding financial records, crash records and fatal analysis.

The Maine Crash Reporting System (MCRS) uses a collection of computer networks and software modules to collect, verify, store, edit, report and print Maine's traffic Crash information. Three state agencies have been working together to improve the collection and use of crash data; Maine Department of Public Safety, Maine Department of Transportation and the Office of the Secretary of State. The data is made available electronically to both the Department of Transportation and the Office of the Secretary of State. This process has significantly reduced the cost of the previous labor-intensive paper process.

Continued system maintenance, improvements/upgrades and changes to the system are necessary to ensure state-wide use and access to the system allowing the state to share valuable and accurate crash data.

In addition, the state needs to reestablish its Traffic Records Coordinating Committee to direct the State's traffic records plan and coordinate any changes to the system to ensure compatibility with all system users.

The Fatal Accident Reporting System (FARS) gathers data on those traffic crashes that result in fatalities. This data is essential for Maine to identify highway safety problems and analyze highway safety data relative to fatal accidents.

Performance Goals

- To improve MEBHS financial record keeping system (GMIS); improve and maintain the MCRS and ensure statewide use and continue to utilize the FARS data system.

Performance Objectives

- To make systemic improvements to the Maine Crash Reporting System and provide for annual maintenance and upgrades to the system by contracting with an outside vendor to provide help-desk and maintenance support as well as necessary changes and improvements to the system.
- To continue to utilize the FARS system for analyzing Maine fatal crash data information.
- Reestablish the Maine Traffic Records Committee to oversee, coordinate and facilitate the Maine Traffic Records Plan and systemic improvements to the Maine Crash Reporting System.

Highway Safety Plan – Traffic Records

Planned Activities/Countermeasures

- (1) Maine Crash Reporting System - funds will be used to contract with outside vendors for the annual maintenance, upgrade and necessary improvements to the Maine Crash Reporting System. \$60,000.00 (402)
- (2) FARS – funds will be used to supplement the FARS data analyst in the MEBHS office. Funds will also be used for training for the analyst in all areas relative to the FARS system. \$ 0.00
- (3) GMIS – funds will be used for necessary upgrades and maintenance of the MEBHS financial grants management system. \$ 7,000.00 (402)
- (4) Traffic Records Committee – funds may be required for the reestablishment of the Maine Traffic Records Committee, including the review and updating of the state's traffic records plan. \$ 3,000.00 (402)
- (5) Program Management – funds will support MEBHS staff involvement in all aspects of Maine Traffic Records programs. \$ 15,000.00 (402)

Performance Plan -Emergency Medical Services

Problem Identification

The Maine Bureau of Emergency Medical Services is the agency responsible for the regulation, coordination and oversight of the state emergency medical services system. The bureau is also responsible for training, licensing and patient care standards for EMS services and personnel.

The Maine Bureau of EMS requires assistance with implementing its automated run report data collection system.

Performance Goal and Objective

- To assist the Maine Bureau of EMS with the implementation of its automated run report data system.

Highway Safety Plan -Emergency Medical Services

Planned Activities/Countermeasures

- (1) Automated Run Report System – funds will be set aside to assist the Maine Bureau of EMS with implementation of the automated run report system.
\$ 5,000.00 (402)

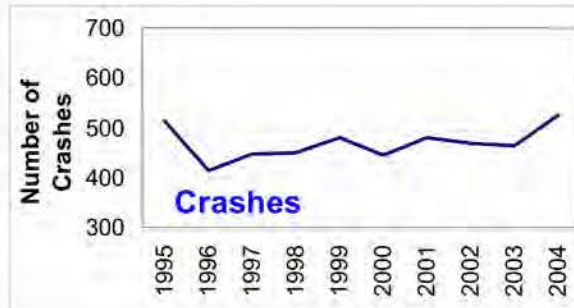
Performance Plan –Motorcycle

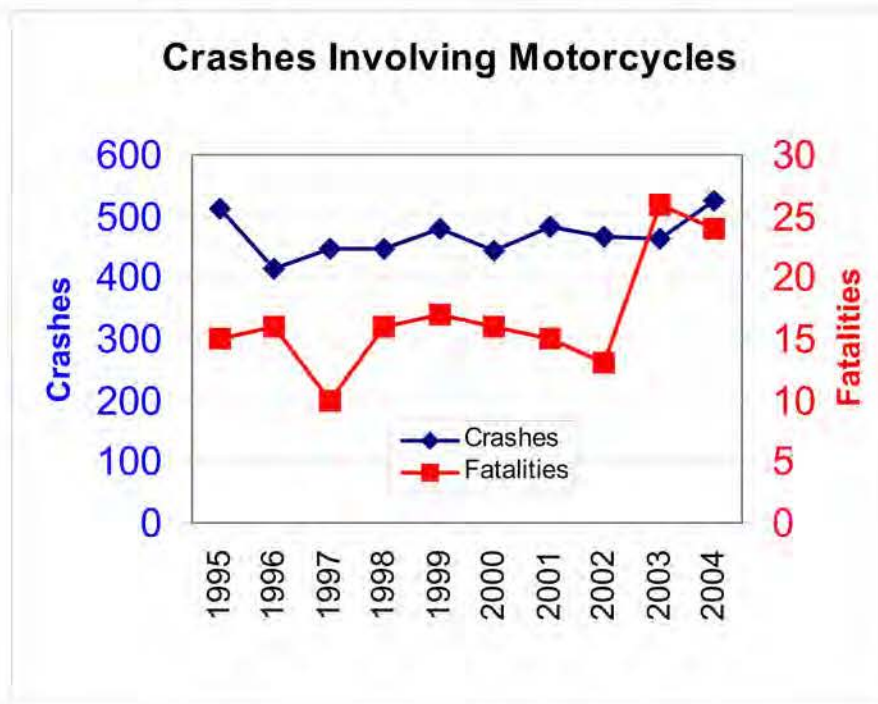
Problem Identification

Motorcycle riding in Maine is a seasonal activity. The number of fatalities over the years has remained constant, however the number of crashes and injuries has increased. Males account for the majority of fatal crashes. Alcohol use in fatal motorcycle crashes is a concern. Over a nine-year span, 35% of Maine motorcycle drivers involved in fatal crashes used alcohol.

In 2004, there were 22 fatal motorcycle crashes resulting in 23 deaths. This number is up from 21 fatalities in 2003. Illegal or unsafe speed was a factor in 6 of the fatal crashes. Alcohol or other drugs was a factor in 8 of the fatal crashes. Leading the group of motorcycle fatalities is the age group of males, 45 to 54 years old, followed by ages groups: 35-44, 16-24 and 65 and over.

The following charts detail Maine motorcycle crash statistics:





Performance Goals

- To reduce the number of motorcycle fatalities by 10% from 23 in 2004 to 21 in 2006.

Performance Objective

- To increase public information and education about motorcycle safety.

Highway Safety Plan –Motorcycle

Planned Activities/Countermeasures

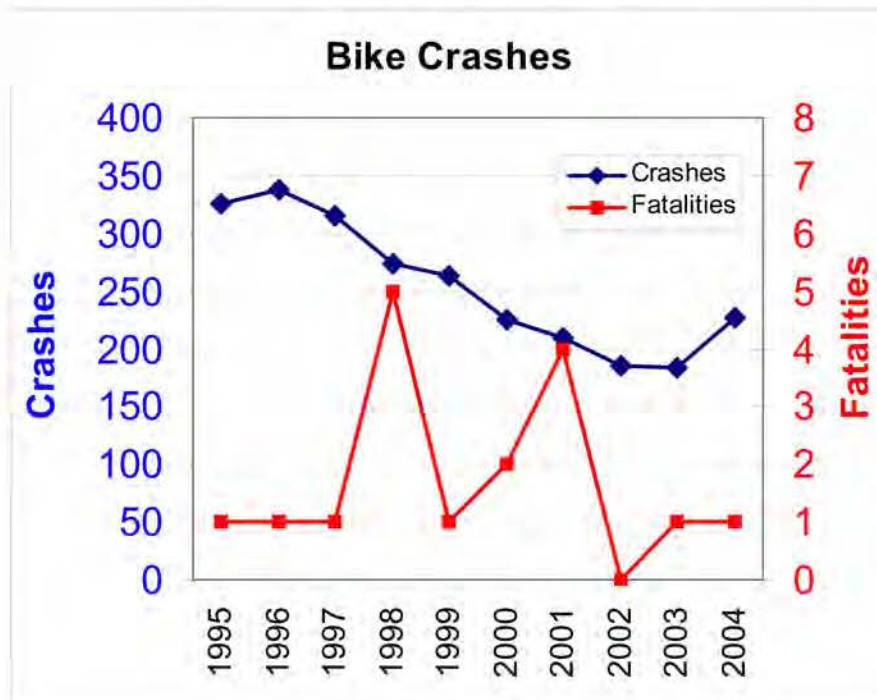
- (1) Public Information and Education – funds will be used to increase public awareness about issues of motorcycle safety by including motorcycle safety in our statewide media campaign. \$ (see PT #5)
- (2) Maine Motorcycle Map – funds will support the production and dissemination of a Maine motorcycle map which outlines the safest and most scenic roads and routes for motorcycle travel and contains safety messages about alcohol and other risk behaviors that lead to injuries and crashes. \$ 15,000.00 (402)

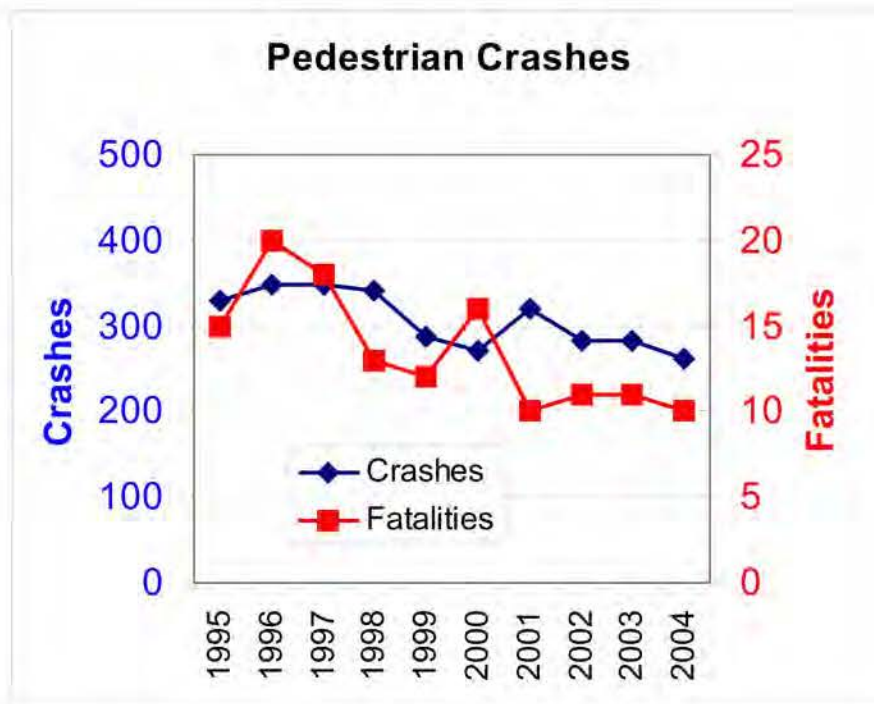
Performance Plan –Bicycle and Pedestrian

Problem Identification

Youth under the age of 19 are most commonly involved in bicycle crashes. In 2003 and 2004, Maine had one bicycle fatality for both years.

In 2003, Maine had 13 pedestrian fatalities compared to 10 in 2004. Over the five year period of 1999 to 2003, 34% of pedestrian fatalities were aged 65 or older.





Performance Goals

- To reduce the number of bicycle and pedestrian fatalities by 10% in 2006.

Performance Objective

- To increase public information and education about bicycle and pedestrian safety.

Highway Safety Plan –Bicycle and Pedestrian

Planned Activities/Countermeasures

- (1) Public Information and Education – funds will be used to increase public awareness about issues of bicycle and pedestrian safety by including bicycle and pedestrian safety in our statewide media campaign. \$ (see PT #5)
- (2) Community Grants – funds will support community efforts to raise bicycle awareness through bicycle rodeos and safety events. Funds from these grants are used to purchase bicycle helmets. \$ (see SA#1)

Performance Plan –Safe Communities

Problem Identification

Highway safety issues arise that can be best handled at the local level with support from the MEBHS. The Maine Transportation Safety Coalition supports a variety of community activities using education, engineering, enforcement and emergency services strategies.

Performance Goal and Objective

- To increase the level of community participation in highway safety related issues and activities.

Highway Safety Plan –Safe Communities

Planned Activities/Countermeasures

- (1) Community Grants – funds will support community efforts to address specific highway safety problems at the local/community level. \$ 50,000.00 (402)

Performance Plan –Planning and Administration

Performance Goals and Objective

- The MEBHS Office will support traffic safety activities at the federal, state, local and county levels and foster new relationships and maintain relationships and partnerships with federal, state and local organizations. We will increase public information in support of our stated overall goal of reducing the number of fatalities, injuries and property damage caused by traffic crashes in this state.

In addition, the MEBHS will endeavor to increase public awareness about our mission and goals and availability of federal highway funds for those programs and purposes that will specifically contribute to our success in reaching the goals outlined in the 2006 Highway Safety Performance Plan.

Highway Safety Plan –Planning and Administration

Planned Activities/Countermeasures

- Funds provided for Planning and Administration will cover a portion of the costs associated with administering the Maine Bureau of Highway Safety Highway Safety Performance Plan. The costs include salaries, operating expenses, training, etc. MEBHS staff will continue to manage the programs associated with our annual HSPP and review, analyze and evaluate traffic record and traffic crash data in an effort to identify highway safety problems, implement programs to address those problems, evaluate the projects and programs and report on the progress of stated programs.
\$80,500.00 (402)

State Certifications and Assurances

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

Each fiscal year the State will sign these Certifications and Assurances that the State complies with all applicable Federal statutes, regulations, and directives in effect with respect to the periods for which it receives grant funding. Applicable provisions include, but not limited to, the following:

- 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
- 49 CFR Part 19 - Uniform Administrative Requirements for Grants and Agreements with Institutions of Higher Education, Hospitals and Other Nonprofit Organizations
- 23 CFR Chapter II - (§§1200, 1205, 1206, 1250, 1251, & 1252) Regulations governing highway safety programs
- NHTSA Order 462-6C - Matching Rates for State and Community Highway Safety Programs
- Highway Safety Grant Funding Policy for Field-Administered Grants

Certifications and Assurances

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

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

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

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

- **National law enforcement mobilizations,**
- **Sustained enforcement of statutes addressing impaired driving, occupant protection, and driving in excess of posted speed limits,**
- **An annual statewide safety belt use survey in accordance with criteria established by the Secretary for the measurement of State safety belt use rates to ensure that the measurements are accurate and representative,**
- **Development of statewide data systems to provide timely and effective data analysis to support allocation of highway safety resources.**

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

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

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

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

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

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

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

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

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

- (a) Publishing a statement notifying employees that the unlawful manufacture, Distribution, dispensing, possession, or use of a controlled substance is prohibited in the Applicant's workplace and specifying the actions that will be taken against employees for violations of such prohibition;
- (b) Establishing an on-going drug-free awareness program to inform employees About:
 - (1) the dangers of drug abuse in the workplace;
 - (2) the Applicant's policy of maintaining a drug-free workplace;
 - (3) any available drug counseling, rehabilitation, and employee assistance programs; and
 - (4) the penalties that may be imposed upon employees for drug abuse violation occurring in the workplace;
- (c) Making it a requirement that employee be engaged in the performance of the Grant/project be given a copy of the statement required by paragraph (a);
- (d) Notifying the employee in the statement required by paragraph (a) that, as a condition of employment under the grant/project, the employee will:

- (1) abide by the terms of the statement; and
 - (2) notify the employer in writing of his/her conviction for a violation of a criminal drug statute occurring in the workplace no later than five (5) calendar days after such conviction;
- (e) Notifying the federal agency in writing, within ten (10) calendar days after receiving notice under subparagraph (d)(2) from an employee or otherwise receiving actual notice of such conviction. Employers of convicted employees must provide notice, including position title, to every project office or other designee on whose grant/project activity the convicted employees were working, unless the federal agency has designated a central point for the receipt of such notices. Notice shall include the identification number(s) of each affected grant/project.
- (f) Taking one of the following actions, within thirty(30) calendar days of receiving notice under subparagraph (d)(2), with respect to any employee who is so convicted:
- (1) taking appropriate personnel action against such an employee, up to and including termination, consistent with the requirements of the Rehabilitation Act of 1973, as amended; or
 - (2) 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;
- (g) Making a good faith effort to continue to maintain a drug-free workplace through implementation of paragraphs (a), (b), (c), (d), (e) and (f).

Buy America Act

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

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

Political Activity (Hatch Act)

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

Certifications Regarding Federal Lobbying

Certification for Contracts, Grants, Loans, and Cooperative Agreements

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

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

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

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

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

Restriction on State Lobbying

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

Certification Regarding Debarment and Suspension

Instructions for Primary Certification

1. By signing and submitting this proposal, the prospective primary participant is providing the certification set out below.
2. The inability of a person to provide the certification required below will not necessarily result in denial of participation in this covered transaction. The prospective participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into this transaction. However, failure of the prospective primary participant to furnish a certification or an explanation shall disqualify such person from participation in this transaction.
3. The certification in this clause is a material representation of fact upon which reliance was placed when the department or agency determined to enter into this transaction. If it is later determined that the prospective primary participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.
4. The prospective primary participant shall provide immediate written notice to the department or agency to which this proposal is submitted if at any time the prospective primary participant learns its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
5. The terms *covered transaction*, *debarred*, *suspended*, *ineligible*, *lower tier covered transaction*, *participant*, *person*, *primary covered transaction*, *principal*, *proposal*, and *voluntarily excluded*, as used in this clause, have the meaning set out in the Definitions and coverage sections of 49 CFR Part 29. You may contact the department or agency to which this proposal is being submitted for assistance in obtaining a copy of those regulations.
6. The prospective primary participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency entering into this transaction.
7. The prospective primary participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion-Lower Tier Covered Transaction," provided by the department or agency entering into this covered transaction, without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions.

8. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the list of Parties Excluded from Federal Procurement and Non-procurement Programs.

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

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

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

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

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

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

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

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

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

Instructions for Lower Tier Certification

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

The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

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

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

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

Environmental Impact

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

Michael P. Cantara
Governor's Representative for Highway Safety
August 31, 2005

**Highway Safety Program Cost Summary, HS Form 217
State of Maine, Federal Fiscal Year 2006, August 31, 2005**

Program Area	Approved Program Costs	State/Local Funds	Federally Funded Programs		Federal Share to Local	Current Balance
			Previous Balance	Increase/(Decrease)		
OP	180,000.00	60,000.00	349,600.71			529,600.71
CR	130,000.00	43,334.00	74,557.25			204,557.25
AL	135,000.00	45,000.00	238,418.93			373,418.93
PT	205,000.00	68,334.00	614,632.16			819,632.16
TR	85,000.00	28,334.00	188,094.65			273,094.65
EM	5,000.00	1,667.00	29,730.00			34,730.00
MC	15,000.00	5,000.00	0.00			15,000.00
PS	0	0	0.00			0.00
SA	50,000.00	16,667.00	12,297.71			62,297.71
PA	80,500.00	80,500.00	122,013.32			202,513.32
157IOP			178,088.11			178,088.11
J2405			350,287.71			350,287.71
J32003b			24,465.00			24,465.00
J9411			42,963.21			42,963.21
Total NHTSA	885,500.00		2,225,148.76			3,110,648.76
			Page 46			

163(.08)			531,432.05		531,432.05
Total FHWA			531,432.05		531,432.05
Total NHTSA & FHWA			2,756,580.81		3,642,080.81

State Official Authorized Signature:

Federal Official Authorized Signature:

 Michael P. Cantara, Commissioner, Department of
 Public Safety and Governor's Highway Safety
 Representative

August 31, 2005

 Name
 Title
 Date:

Effective Date:

