MAINE STATE LEGISLATURE

The following document is provided by the
LAW AND LEGISLATIVE DIGITAL LIBRARY
at the Maine State Law and Legislative Reference Library
http://legislature.maine.gov/lawlib

Highway Safety Plan
FY 2020
Maine

Highway Safety Plan

NATIONAL PRIORITY SAFETY PROGRAM INCENTIVE GRANTS - The State applied for the following incentive grants:

S. 405(b) Occupant Protection: **Yes**

S. 405(e) Distracted Driving: **Yes**

S. 405(c) State Traffic Safety Information System Improvements: **Yes**

S. 405(f) Motorcyclist Safety Grants: **Yes**

S. 405(d) Impaired Driving Countermeasures: **Yes**

S. 405(g) State Graduated Driver Licensing Incentive: **No**

S. 405(d) Alcohol-Ignition Interlock Law: **No**

S. 405(h) Nonmotorized Safety: **No**

S. 405(d) 24-7 Sobriety Programs: **No**

S. 1906 Racial Profiling Data Collection: **No**

Highway safety planning process

Processes Participants

Identify the participants in the processes (e.g., highway safety committees, program stakeholders, community and constituent groups).

AAA of Northern New England	Alliance Sports Marketing
American Association of Retired People (AARP)	Atlantic Partners – EMS
Department of Health and Human Services – Elder Service	Federal Highway Administration (FHWA)
Federal Motor Carrier Safety Administration (FMCSA)	Ford Driving Skills for Life
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 Injury and Violence Prevention
Maine Associations of Chiefs of Police (MACP)	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 Administration (NHTSA)
NL Partners Marketing	Safety and Health Council of Northern New England (SHCNNE)

Description of Highway Safety Problems

Enter description and analysis of the State's overall highway safety problems as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets, selecting countermeasure strategies, and developing projects.

Fatalities

This report summarizes the findings from an analysis of highway fatalities from 2013 to 2017. The dataset used for analysis contained a total of 1631 records, each representing an individual involved in a fatal crash. In total, there were 708 fatal crashes during this 5-year time span and 764 fatalities. On average, there were 153 fatalities per year, ranging from a low of 131 in 2014 to a high of 173 in 2017.

Who Dies?

A total of 764 drivers, passengers, bicyclists, and pedestrians lost their lives as a result of highway crashes from 2013 to 2017. The majority of these fatalities (72%) were driver fatalities, 17% were passenger fatalities, 10% were pedestrian fatalities, and the remaining 1% were bicyclist fatalities.

Fatalities by Person Type
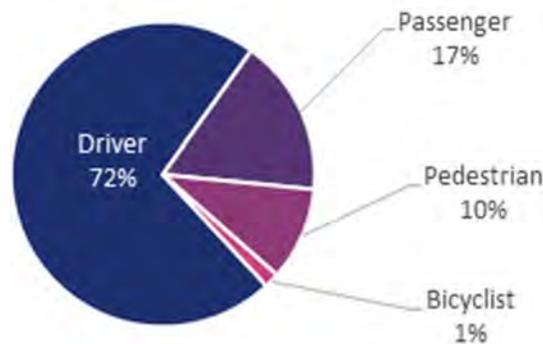
Driver 72%
Passenger 17%
Pedestrian 10%
Bicyclist 1%

Fatal Crashes by Month

While Maine's roads are most dangerous during the winter months, a higher number of fatal crashes occur during the summer months. This may reflect a reduction in the number of miles driven during winter months and/or increased care taken by drivers when navigating during inclement weather. Almost a quarter of fatal crashes occur in August and September.

Fatal Crashes by Month

Who Is Seriously Injured?

A total of 775 drivers, passengers, bicyclists, and pedestrians were seriously injured as a result of highway crashes in 2017. The majority of these serious injuries (70%) were driver injuries, 18% were passenger injuries, 9% were pedestrian injuries, and the remaining 3% were bicyclist injuries.

Serious Injury by Person Type
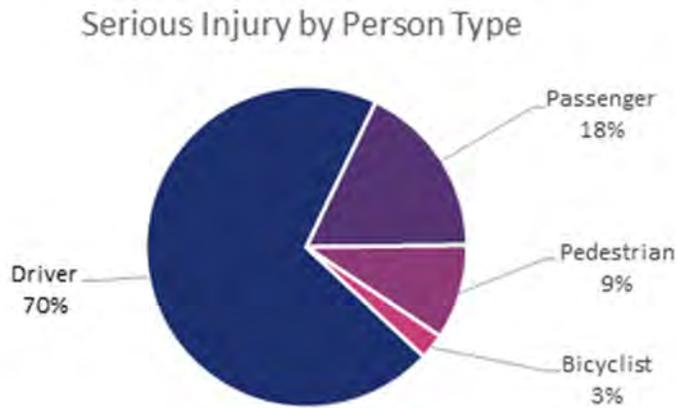
The majority of seriously injured persons, 85%, were occupants of motorized vehicles requiring a driver's license (e.g., cars, motorcycles, etc.), but an additional 3% were operating or riding other motorized vehicles, such as ATVs or snowmobiles.

Serious Injury by Unit Type
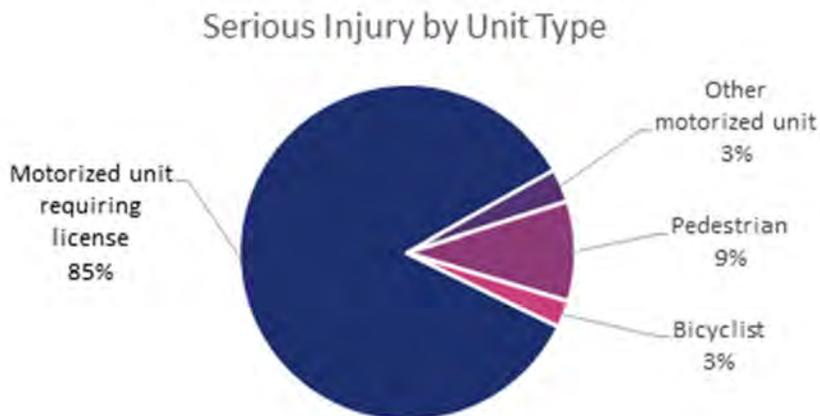
Serious Injury Crashes by Month

While Maine's roads are most dangerous during the winter months, a higher number of serious injury crashes occur during the summer months. This may reflect a reduction in the number of miles driven during winter months and/or increased care taken by drivers when navigating during inclement weather. Over a quarter (27%) of all serious injuries in 2017 occurred in July and August.

Serious Injury Crash by Month

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
38	39	37	37	63	61	94	94	59	66	52	56

Methods for Project Selection

Enter discussion of the methods for project selection (e.g., constituent outreach, public meetings, solicitation of proposals).

The process for selecting state and local safety projects occurs during Maine's Strategic Highway Safety Planning Committee meetings, Maine Transportation Safety Coalition meetings, coordinator meetings with sub grantees, and meetings of the Maine Chiefs of Police. Stakeholders include representatives from state and local government agencies, Regional and Municipal Planning Organizations, law enforcement, EMS, courts, licensing, planning/engineering, and health and social services.

Requests for evidence-based HSP projects are accepted from all eligible state, public and private agencies and announced during meetings of the Maine Transportation Safety Coalition, Maine Chiefs of Police, and district Chiefs of Police. MeBHS is required to announce the opportunity to participate in its grant funded programs through a competitive Request for Proposal (RFP) process. All grant applications are reviewed by the MeBHS using set criteria and rated for their potential impact in addressing an identified traffic safety problem outlined in the SHSP, this HSP, Traffic Records Strategic Plan, and/or by NHTSA, using proven countermeasures linked to measurable objectives. Consideration is also given to previous performance for applicants seeking additional funding for a project initiated in the previous grant year. The Maine HSP countermeasure projects are consistent with projects listed in the SHSP and the latest version of the NHTSA publication *Countermeasures That Work, 9th edition, 2017*.

Subrecipients are selected for funding based on a competitive grant application process that is data-driven and evidence-based. The traffic safety enforcement grants are awarded based on problem identification. Potential subrecipient describe the traffic safety problem(s) in their application and request funding for overtime details to be used during the grant period. To ensure federal highway safety funds are expended properly, sub grantees must submit enforcement activity reports to MeBHS that 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:

1.   Who is over-represented in crashes?

2.   What types of crashes are occurring?

3.   Where the crashes are occurring in numbers greater than would be expected given the amount of travel in those locations?

4.   When are the crashes taking place? Time of day? Day of week? Month?

5.   What are the major contributing factors?

The answers to these questions, together with state and local crash, fatality and injury data guide project selection and the awarding of grant funds to eligible recipients.

List of Information and Data Sources
Enter list of information and data sources consulted.

Maine's highway safety challenges are identified by analyzing available data from traffic crashes and traffic citations. 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 below table:

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	2012 to 2017
Violation	Maine Citation Data	Maine Violations Bureau	2012 to 2017
Seat Belt Use	Maine Seat Belt Use Observation Data, MCRS	MeBHS, Me DOT	2012 to 2017

| Licensed Drivers, Registrations and Vehicle Miles Traveled (VMT) | Highway Statistics | FHWA, U.S. Census Bureau, Maine BMV | 2012 to 2017 |
| Operating Under the Influence | MCRS, FARS | NHTSA, Me DOT, Maine State Police | 2012 to 2017 |

Description of Outcomes

Enter description of the outcomes from the coordination of the Highway Safety Plan (HSP), data collection, and information systems with the State Strategic Highway Safety Plan (SHSP).

MeBHS partners with the MeDOT for crash records analysis, mapping and reporting. Results of the data are analyzed and coordinated with the SHSP to identify any gaps. This step also includes ongoing exchange with key federal, state, and local partners such as the MSP, local police departments, local transportation and planning agencies, the MeDOT, University of Southern Maine Muskie School and the Traffic Records Coordinating Committee (TRCC) to identify areas of concern and gain consensus. The programs outlined in this section allow for continuous follow-up and adjustment based on the availability of new data and the effect monitoring of existing and on-going projects.

Performance report
Progress towards meeting State performance targets from the previous fiscal year's HSP

Sort Order	Performance measure name	Progress
1	C-1) Number of traffic fatalities (FARS)	In Progress
2	C-2) Number of serious injuries in traffic crashes (State crash data files)	In Progress
3	C-3) Fatalities/VMT (FARS, FHWA)	In Progress
4	C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	In Progress
6	C-6) Number of speeding-related fatalities (FARS)	In Progress
7	C-7) Number of motorcyclist fatalities (FARS)	In Progress
8	C-8) Number of unhelmeted motorcyclist fatalities (FARS)	In Progress
9	C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)	In Progress
10	C-10) Number of pedestrian fatalities (FARS)	In Progress
11	C-11) Number of bicyclists fatalities (FARS)	In Progress
12	B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)	In Progress
13	C-2b) Serious Injury Rate (State Crash File)	In Progress
13	EMS Uniformity	In Progress
13	C-3b) Rural Mileage Death Rate (FARS)	In Progress
13	C-3c) Urban Mileage Death Rate (FARS)	In Progress

13	Distracted Driver Fatalities	In Progress
13	Senior Driver Fatalities	In Progress
13	Media Recall Target	Not Met
13	C-5) Alcohol-Impaired Driving Fatalities (FARS)	In Progress
13	Crash Timeliness	In Progress
13	Crash Uniformity	In Progress

Performance Measure: C-1) Number of traffic fatalities (FARS)
Progress: **In Progress**

Program-Area-Level Report

Baseline Value	151.0	Baseline Start Year	2012	Baseline End Year 2016
Target Value	165.0	Target Start Year	2015	Target End Year 2019

Performance Review: In 2019 the number of traffic fatalities (to date) is 56 (PRELIMINARY). The 5-year average for 2014 to 2018 is currently 151.4 (PRELIMINARY). This has us on track to meet the 2019 target of 165.0.

Performance Measure: C-2) Number of serious injuries in traffic crashes (State crash data files)
Progress: **In Progress**

Program-Area-Level Report

Baseline Value	832.4	Baseline Start Year	2012	Baseline End Year 2016
Target Value	737.6	Target Start Year	2015	Target End Year 2019

Performance Review: The 5-year average for 2014 to 2018 (PRELIMINARY) is 746.4. This has us on track to meet the target.

Performance Measure: C-3) Fatalities/VMT (FARS, FHWA)
Progress: **In Progress**

Baseline Value   1.04   Baseline Start Year   2012   Baseline End Year
2016

Target Value   1.10   Target Start Year   2015   Target End Year
2019

Performance Review: The 5-year average for 2014 to 2018 is 1.06. This has us on target to meet the goal.

Performance Measure: C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)

Progress: **In Progress**

Program-Area-Level Report

Baseline Value   57   Baseline Start Year   2012   Baseline End Year
2016

Target Value   56   Target Start Year   2019   Target End Year
2019

Performance Review: As of May 2019, the number of unrestrained passenger vehicle occupant fatalities is 15, which has us on track to meet the target value.

Performance Measure: C-6) Number of speeding-related fatalities (FARS)

Progress: **In Progress**

Program-Area-Level Report

Baseline Value   57   Baseline Start Year   2012   Baseline End Year
2015

Target Value   42   Target Start Year   2019   Target End Year
2019

Performance Review: As of May 2019, the number of speed-related fatalities is 10 which has us on track to meet the target.

Performance Measure: C-7) Number of motorcyclist fatalities (FARS)

Progress: **In Progress**

Program-Area-Level Report

Baseline Value   20   Baseline Start Year   2012   Baseline End Year
2016

Target Value   18   Target Start Year   2019   Target End Year
2019

Performance Review: As of May 2019, the number of motorcyclist fatalities is 4 which has us on track to meet the target.

Performance Measure: C-8) Number of unhelmeted motorcyclist fatalities (FARS)
Progress: **In Progress**

Program-Area-Level Report
Baseline Value   13   Baseline Start Year   2012   Baseline End Year
2016

Target Value   12   Target Start Year   2019   Target End Year
2019

Performance Review: As of May 2019, the number of un-helmeted motorcyclist fatalities is 1 which has us on track to meet the target.

Performance Measure: C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)
Progress: **In Progress**

Program-Area-Level Report
Baseline Value   17   Baseline Start Year   2012   Baseline End Year
2016

Target Value   13   Target Start Year   2019   Target End Year
2019

Performance Review: As of May 2019, the number of drivers age 20 or younger involved was fatal crashes is 5 which has us on track to meet the target.

Performance Measure: C-10) Number of pedestrian fatalities (FARS)
Progress: **In Progress**

Program-Area-Level Report
Baseline Value   13   Baseline Start Year   2012   Baseline End Year
2016

Target Value   13   Target Start Year   2019   Target End Year
2019

Performance Review: As of May 2019, the number of pedestrian fatalities is 6 which has us on track to meet our target.

Performance Measure: C-11) Number of bicyclists fatalities (FARS)
Progress: **In Progress**

Program-Area-Level Report
Baseline Value   2   Baseline Start Year   2012   Baseline End Year
2016

Target Value   2   Target Start Year   2019   Target End Year
2019

Performance Review: As of May 2019, the number of bicyclist fatalities is 0 which has us on track to meet the target.

Performance Measure: B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)
Progress: **In Progress**

Program-Area-Level Report
Baseline Value   85%   Baseline Start Year   2012   Baseline End Year
2016

Target Value   88%   Target Start Year   2019   Target End Year
2019

Performance Review: The usage rate for 2018 was 88.5%. A usage rate for 2019 has not yet been determined.

Performance Measure: C-2b) Serious Injury Rate (State Crash File)
Progress: **In Progress**

Program-Area-Level Report
Baseline Value   5.71   Baseline Start Year   2012   Baseline End Year
2016

Target Value   4.90   Target Start Year   2015   Target End Year
2019

Performance Review: The 5-year average for 2014 to 2018 was 4.96.

Performance Measure: EMS Uniformity
Progress: **In Progress**

Program-Area-Level Report
Label: I-U-1
Status of Improvement: Demonstrated Improvement

Active Status: Active
Last Updated: May 30, 2019
Related Project: MEFIRS
 Narrative
This performance measure is based on the I-U-1 NHTSA Model Performance Measure.
Maine will improve the Uniformity of the EMS system as measured in terms of an Increase of:
The percentage of records on the State EMS data file that are National Emergency Medical Service Information System 3.x (NEMSIS)-compliant.
The state will show measurable progress using the following method:
Compare the percentage of NEMSIS 3.x EMS reports entered during the baseline period of April 1, 2017 to March 31, 2018 as compared to the percentage of NEMSIS 3.x EMS reports entered during the performance period of April 1, 2018 to March 31, 2019.
The result is an increase in NEMSIS 3.X compliance of 24.08%.
Measurements

Start Date	End Date	NEMSIS 3.x Reports	Total Reports	NEMSIS 3.x Compliant Percentage
April 1, 2016	March 31, 2017	2,575	292,911	0.87%
April 1, 2017	March 31, 2018	201,692	287,858	70.06%
April 1, 2018	March 31, 2019	263,403	277,661	94.86%

Performance Measure: C-3b) Rural Mileage Death Rate (FARS)

Progress:　　　**In Progress**

Program-Area-Level Report
Performance Review: The 2018 rural mileage rate was 1.17.

Performance Measure: C-3c) Urban Mileage Death Rate (FARS)

Progress:　　　**In Progress**

Program-Area-Level Report
C-3c) Urban Mileage Death Rate

Baseline Value	0.44	Baseline Start Year	2012	Baseline End Year
2016				

Target Value	0.74	Target Start Year	2019	Target End Year
2019				

Performance Review: The 2018 urban mileage rate was 0.36.

Performance Measure: Distracted Driver Fatalities

Progress:　　　**In Progress**

Distracted Driving Performance Target

Baseline Value 2016	9	Baseline Start Year	2012	Baseline End Year	
Target Value 2019	7	Target Start Year	2015	Target End Year	

Performance Review: As of May 2019, the number of distracted driver fatalities was 0.

Performance Measure: Senior Driver Fatalities
Progress: **In Progress**

Performance Measure: Media Recall Target
Progress: **Not Met**

Paid Advertising Performance Target

Baseline Value 2016	47%	Baseline Start Year	2014	Baseline End Year	
Target Value 2019	43%	Target Start Year	2017	Target End Year	

Performance Review: The recall rate for spring of 2019 was 47%. It does not appear that we will meet this goal. The 2020 Highway Safety Plan will address the media recall by having a stronger presence of standard messaging on all media platforms (television, radio, social, digital).

Performance Measure: C-5) Alcohol-Impaired Driving Fatalities (FARS)
Progress: **In Progress**

Performance Measure: Crash Timeliness
Progress: **In Progress**

Label: C-C-02

Status of Improvement: Demonstrated Improvement

Active Status: Active

*Revision Date***:** May 30, 2019

Related Project: Maine Crash Reporting System (MCRS)

Narrative

This performance measure is based on the C-C-02 model performance measure.

Maine will improve the Completeness of the Crash system as measured in terms of an increase in:

The percentage of crash records with latitude and longitude values entered by the officer.

The state will show measurable progress using the following method:

Count the number of crash reports with latitude and longitude values (count only non-null and non-zero values) for all reporting agencies in the State during the baseline period and the current performance period. Then, count the total number of reports for all reporting agencies in the State for the same periods. Divide the total number of reports by the count of reports with latitude and longitude and multiply by 100 to get the percentage of reports with latitude and longitude for each period.

The baseline period is from April 1, 2017 to March 31, 2018 limited to reports entered into the database by April 30, 2018.

The current performance period is from April 1, 2018 to March 31, 2019 limited to reports entered into the database by April 30, 2019.

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

The baseline period had 26,946 reports with latitude and longitude values out of a total 41,375 reports resulting in 65.13% completeness.

The current period had 27,613 reports with latitude and longitude values out of a total 42,250 reports resulting in 65.36% completeness.

The result is an increase in completeness of 0.23%.

Measurements

Start Date	End Date	Lat/Long Reports	Total Reports	Completeness (%)
April 1, 2013	March 31, 2014	23,256	37,530	61.97%
April 1, 2014	March 31, 2015	24364	38827	62.75%
April 1, 2015	March 31, 2016	23,837	37,929	62.85%
April 1, 2016	March 31, 2017	26,189	40,833	64.14%
April 1, 2017	March 31, 2018	26,946	41,375	65.13%

April 1, 2018	March 31, 2019	27,613	42,250	65.36%

Performance Measure: Crash Uniformity
Progress: **In Progress**

Program-Area-Level Report
Label: C-U-1

Status of Improvement: Demonstrated Improvement

Status: Active

Last Updated: April 5, 2019

Related Project: Maine Crash Reporting System (MCRS)

Narrative

I-U-2: C-U-1: The number of MMUCC-compliant data elements entered into the crash database or obtained via linkage to other databases.

This Performance Measure evaluates the uniformity of the Maine Crash Reporting System by using the NHTSA MMUCC Mapping results to count the percentage of MMUCC V5 compliant crash data elements captured in the State of Maine Crash Form during the baseline period. It then compares that number to the number of MMUCC V5 compliant data elements captured in the form during the performance period.

Since NHTSA does not compile results to one percentage, but rather breaks them out by area, we are just averaging the reported percentages to simplify the comparison.

MMUCC V5 Compliance	April 1, 2017-March 31, 2018	April 1 2018 - March 31, 2019
Crash	70.70%	74.44%
Vehicle	59.09%	58.40%
Person	52.89%	56.94%
Roadway	22.92%	22.92%
Fatal Section	22.49%	22.49%
Large Vehicles & Hazardous Materials Section	24.09%	34.61%
Non-Motorist Section	40.53%	40.29%

Dynamic Data Elements	0.00%	32.20%
Average Compliance	**36.59%**	**42.79%**

Measurements

Start Date	End Date	Percent Compliance
April 1, 2017	March 31, 2018	36.59%
April 1, 2018	March 31, 2019	42.79%

Performance Plan

Sort Order	Performance measure name	Target Period	Target Start Year	Target End Year	Target Value
	C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	5 Year	2016	2020	50.00
1	C-1) Number of traffic fatalities (FARS)	5 Year	2016	2020	161.0
2	C-2) Number of serious injuries in traffic crashes (State crash data files)	5 Year	2016	2020	737.0
3	C-3) Fatalities/VMT (FARS, FHWA)	5 Year	2016	2020	1.07
4	C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	Annual	2020	2020	52.0
6	C-6) Number of speeding-related fatalities (FARS)	Annual	2020	2020	42.00
7	C-7) Number of motorcyclist fatalities (FARS)	Annual	2020	2020	26
8	C-8) Number of unhelmeted motorcyclist fatalities (FARS)	Annual	2020	2020	17
9	C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)	Annual	2020	2020	13.00
10	C-10) Number of pedestrian fatalities (FARS)	Annual	2020	2020	20
11	C-11) Number of bicyclists fatalities (FARS)	Annual	2020	2020	2.00
12	B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)	Annual	2020	2020	88.90
13	C-2b) Serious Injury Rate (State Crash File)	5 Year	2016	2020	4.90
14	EMS Uniformity	3 Year	2018	2020	96.0
15	C-3b) Rural Mileage Death Rate (FARS)	Annual	2020	2020	1.26
16	C-3c) Urban Mileage Death Rate (FARS)	Annual	2020	2020	.65

17	Distracted Driver Fatalities	5 Year	2016	2020	6.00
18	Senior Driver Fatalities	Annual	2020	2020	33.0
19	Media Recall Target	3 Year	2018	2020	45.0
20	C-5) Alcohol-Impaired Driving Fatalities (FARS)	Annual	2020	2020	46.00
22	Crash Completeness	Annual	2020	2020	66.0
23	Crash Uniformity	Annual	2020	2020	44.0

Performance Measure: C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)-2020	Numeric	50.00	5 Year	2016

Performance Target Justification

This target is a maintenance target. The five-year alternative baseline method shows an average increase from the previous three baseline periods to the corresponding comparison years of 36.8%. Maine will attempt to hold the number of alcohol-impaired fatalities to the 2017 count of 50 for the year 2020.

Performance Measure: C-1) Number of traffic fatalities (FARS)

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-1) Number of traffic fatalities (FARS)-2020	Numeric	161.0	5 Year	2016

Performance Target Justification

Like many states, Maine has seen an increase in fatalities in recent years, which makes it difficult to set a target that is both realistic and desirable. The baseline average was held

relatively low by the inclusion of year 2014, which stands at a record low of 131 fatalities. The omission of this data point in the 2016 to 2020 5-year average will more than likely lead to an increase in average. Maine proposes to hold fatalities to 161 for its 2016 to 2020 target.

Performance Measure: C-2) Number of serious injuries in traffic crashes (State crash data files)
Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-2) Number of serious injuries in traffic crashes (State crash data files)-2020	Numeric	737.0	5 Year	2016

Performance Target Justification
From 2013 to 2017, the annual count of serious injuries decreased by 15%, resulting in a baseline (2013 2017) value of 782. Maine proposes to continue the recent downward trend in serious injuries by decreasing the number of injuries further in order to reach a 5-year-average rate of 737.

Performance Measure: C-3) Fatalities/VMT (FARS, FHWA)
Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-3) Fatalities/VMT (FARS, FHWA)-2020	Numeric	1.07	5 Year	2016

Performance Target Justification
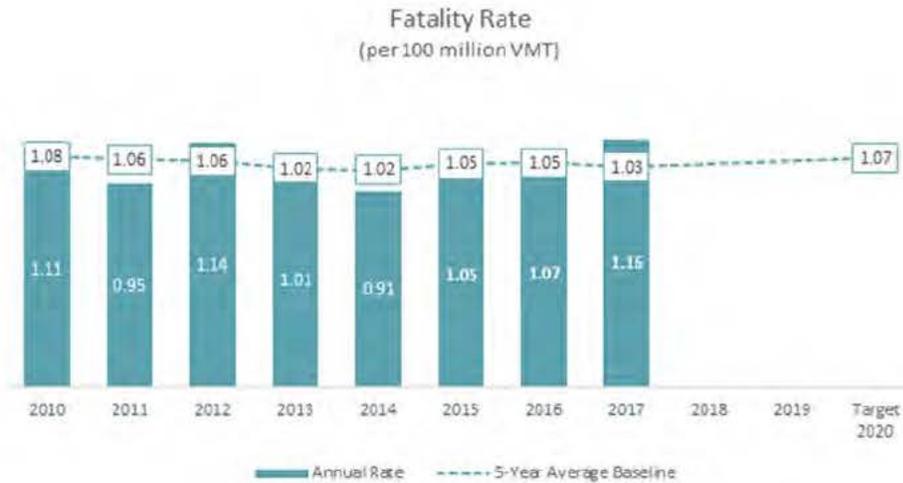
Fatality Rate
(per 100 million VMT)

Performance Measure: C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)-2020	Numeric	52.0	Annual	2020

Performance Target Justification

This target is a maintenance target. The five-year alternative baseline method shows an average increase from the previous three baseline periods to the corresponding comparison year of 4.5%. Maine will attempt to hold the number of unrestrained passenger vehicle occupant fatalities to the baseline (2013-2017) value of 52 for the year 2020.

Performance Measure: C-6) Number of speeding-related fatalities (FARS)

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-6) Number of speeding-related fatalities (FARS)-2020	Numeric	42.00	Annual	2020

Performance Target Justification

This target was set using the five-year alternative baseline method. This method was chosen because it reflects the changes between historic data and recent data and allows Maine to set a target in keeping with those trends. The average percent change from the previous three baseline periods to their corresponding comparison years was an 18.0% decrease. Maine will decrease its speeding-related fatalities from a baseline (2013-2017) value of 51 to a target value of 42 for the year 2020.

Speed-Related Fatalities

Performance Measure: C-7) Number of motorcyclist fatalities (FARS)
Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-7) Number of motorcyclist fatalities (FARS)-2020	Numeric	26	Annual	2020

Performance Target Justification

This target is a maintenance target. The five-year alternative baseline method shows an average increase from the previous three baseline periods to the corresponding comparison years of 36.8%. Maine will attempt to hold the number of motorcycle fatalities to the 2017 value of 26 for the year 2020.

Performance Measure: C-8) Number of unhelmeted motorcyclist fatalities (FARS)
Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year

C-8) Number of unhelmeted motorcyclist fatalities (FARS)-2020	Numeric	17	Annual	2020

Performance Target Justification

This target is a maintenance target. The five-year alternative baseline method shows an average increase from the previous three baseline periods to the corresponding comparison years of 41.7%. Maine will attempt to hold the number of motorcycle fatalities to the 2017 value of 17 for the year 2020.

Performance Measure: C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)-2020	Numeric	13.00	Annual	2020

Performance Target Justification

This target was set using the five-year alternative baseline method. This method was chosen because it reflects the changes between historic data and recent data and allows Maine to set a target in keeping with those trends. The average percent change from the previous three baseline periods to their corresponding comparison years was a 21.2% decrease. Maine will decrease the number of drivers age 20 or younger involved in fatal crashes from a baseline (2013-2017) value of 17 to a target value of 13 for the year 2020.

Performance Measure: C-10) Number of pedestrian fatalities (FARS)
Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-10) Number of pedestrian fatalities (FARS)-2020	Numeric	20	Annual	2020

Performance Target Justification

This target is a maintenance target. The five-year alternative baseline method shows an average increase from the previous three baseline periods to the corresponding comparison years of

77.5%. Maine will attempt to hold the number of pedestrian fatalities to the 2017 count of 20 for the year 2020.

Performance Measure: C-11) Number of bicyclists fatalities (FARS)
Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-11) Number of bicyclists fatalities (FARS)-2020	Numeric	2.00	Annual	2020

Performance Target Justification
This target is a maintenance target. The five-year alternative baseline method shows an average increase from the previous three baseline periods to the corresponding comparison years of 52.8%. Maine will attempt to hold the number of bicyclist fatalities to the baseline value (2013-2017) of 2 for the year 2020.

Performance Measure: B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)
Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)-2020	Percentage	88.90	Annual	2020

Performance Target Justification
While the five-year alternative baseline method shows an average increase of 4.6% from the previous three baseline periods to the corresponding comparison years, data collected in 2018 shows that this upward trend has ended. Maine will hold the percentage of observed seat belt use for passenger vehicles to the 2016 value of 88.9% in 2020, which represents a 4% increase over the baseline (2013 2017) value.

Performance Measure: C-2b) Serious Injury Rate (State Crash File)
Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-2b) Serious Injury Rate (State Crash File)-2020	Percentage	4.90	5 Year	2016

Performance Target Justification

From 2013 to 2017, the annual rate of serious injuries decreased, resulting in a baseline (2013-2017) value of 5.08. Maine proposes to decrease its serious traffic injury rate further, to a five-year target value of 4.90 for 2016 to 2020.

Performance Measure: EMS Uniformity
Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
EMS Uniformity-2020	Percentage	96.0	3 Year	2016

Primary performance attribute: **Uniformity**

Core traffic records data system to be impacted: **Emergency Medical Services/Injury Surveillance Systems**

Performance Target Justification

Maine will improve the Uniformity of the EMS system as measured in terms of an Increase of:

The percentage of records on the State EMS data file that are National Emergency Medical Service Information System 3.x (NEMSIS)-compliant.

The state will show measurable progress using the following method:

Compare the percentage of NEMSIS 3.x EMS reports entered during the baseline period of April 1, 2018 to March 31, 2019 as compared to the percentage of NEMSIS 3.x EMS reports entered during the performance period of April 1, 2019 to March 31, 2020.

Target for EMS Uniformity

Start Date	End Date	Completeness (%)
April 1, 2019	March 31, 2020	96%

Performance Measure: C-3b) Rural Mileage Death Rate (FARS)
Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-3b) Rural Mileage Death Rate (FARS)-2020	Percentage	1.26	Annual	2020

Performance Target Justification
Approximately 80% of Maine's fatalities occurred on roads that were designated "rural" from 2016 to 2018. In order to meet the overall fatality rate of 1.07, Maine proposes to hold its rural mileage fatality rate at or below 1.26 for 2020.

Performance Measure: C-3c) Urban Mileage Death Rate (FARS)
Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-3c) Urban Mileage Death Rate (FARS)-2020	Percentage	.65	Annual	2020

Performance Target Justification
Approximately 20% of Maine's fatalities occur on roads that are designated "urban" from 2016 to 2018. In order to meet the overall fatality rate of 1.07, Maine proposes to limit the increased urban fatality rate to 0.65 or below for 2020.

Performance Measure: Distracted Driver Fatalities
Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
Distracted Driver Fatalities-2020	Numeric	6.00	5 Year	2016

Performance Target Justification
In 2011, Maine made a significant change in how it collects information regarding distracted driving, distinguishing distracted driving from the more general category of inattentive driving.

This change is reflected in the numbers presented below and limits Maine's ability to use prior years for target setting purposes. The average number of distracted driving fatalities for 2013 to 2017 (baseline) was 8. Maine will decrease its distracted driver fatalities by 20 percent, resulting in a target of 6 for 2020.

Performance Measure: Senior Driver Fatalities
Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
Senior Driver Fatalities-2020	Numeric	33.0	Annual	2020

Performance Target Justification
   This target was set using the five-year alternative baseline method. This method was chosen because it reflects the changes between historic data and recent data and allows Maine to set a target in keeping with those trends. The average percent change from the previous three baseline periods to their corresponding comparison years was a 32.2% increase. Maine will attempt to hold the number of senior driver fatalities to 33 for the year 2020.

Performance Measure: Media Recall Target
Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
Media Recall Target-2020	Percentage	45.0	3 Year	2018

Performance Target Justification
 Media recall has been decreasing since fall of 2015. Linear regression projects a recall rate of 40% by spring of 2020. Maine will nevertheless attempt to forestall further decreases and hold the rate of media recall to the level of baseline average rate (Spring 2017 to Spring 2019) of 45% for spring of 2020.

Performance Measure: C-5) Alcohol-Impaired Driving Fatalities (FARS)
Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-5) Alcohol-Impaired Driving Fatalities (FARS)-2020	Numeric	46.00	Annual	2020

Performance Target Justification

This target is a maintenance target. The five-year alternative baseline method shows an average increase from the previous three baseline periods to the corresponding comparison years of 14.9%. Maine will attempt to hold the number of alcohol-impaired fatalities to the baseline (2012-2016) value of 46 for the year 2019.

Alcohol Impaired Driving Fatalities

Alcohol Impaired Driving Fatalities

Performance Measure: Crash Completeness
Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
Crash Completeness-2020	Percentage	66.0	Annual	2018

Primary performance attribute: **Completeness**

Core traffic records data system to be impacted: **Crash**

Performance Target Justification

Label: C-C-02 *Status of Improvement:* Demonstrated Improvement *Active Status:* Active *Revision Date:* May 30, 2019 *Related Project:* Maine Crash Reporting System (MCRS) **Narrative** This performance measure is based on the C-C-02 model performance measure. Maine will improve the Completeness of the Crash system as measured in terms of an increase in: *The percentage of crash records with latitude and longitude values entered by the officer.* The state will show measurable progress using the following method: Count the number of crash reports with latitude and longitude values (count only non-null and non-zero values) for all reporting agencies in the State during the baseline period and the current performance period. Then, count the total number of reports for all reporting agencies in the State for the same periods. Divide the total number of reports by the count of reports with latitude and longitude and multiply by 100 to get the percentage of reports with latitude and longitude for each period. The baseline period is from April 1, 2018 to March 31, 2019 limited to reports entered into the database by April 30, 2019. The current performance period is from April 1, 2019 to March 31, 2020 limited to reports entered into the database by April 30, 2020. The numbers in this performance measure represent all crashes entered into the state crash database from all state reporting agencies.

Performance Measure: Crash Uniformity
Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
Crash Uniformity	Percentage	44.0	Annual	2020

Primary performance attribute:

Core traffic records data system to be impacted:

Performance Target Justification

Uniform data conforms to MMUCC compliance. Increasing MMUCC compliance will result in a better crash data system and meets NHTSA Assessment recommendations.

Certification: State HSP performance targets are identical to the State DOT targets for common performance measures (fatality, fatality rate, and serious injuries) reported in the HSIP annual report, as coordinated through the State SHSP.

I certify: **Yes**

A-1) Number of seat belt citations issued during grant-funded enforcement activities*

Seat belt citations: **4606**

Fiscal Year A-1:   **2018**

A-2) Number of impaired driving arrests made during grant-funded enforcement activities*

Impaired driving arrests: **333**

Fiscal Year A-2:   **2018**

A-3) Number of speeding citations issued during grant-funded enforcement activities*

Speeding citations: **4717**

Fiscal Year A-3:   **2018**

Program areas

Program Area: Communications (Media)

Description of Highway Safety Problems

A robust public education campaign combined with high-visibility and sustained enforcement and is proven to impact driver behavior (NHTSA). The MeBHS' public relations and marketing program focuses on all of the behavioral program areas including adult and child occupant protection, speed and aggressive driving, distracted driving and impaired driving. The NHTSA Communications Calendars are used to guide the State's schedule for media campaigns.

MeBHS contracts with NL Partners and Critical Insights to survey Maine residents every six months regarding the reach and recognition (recall) of media campaigns. Maine residents were asked, "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?" The Spring 2019 critical insight report shows an increase in recall rate of 47% from 42% in Fall of 2018. FARS data consistently show that motorcycle fatalities, drivers age 16-19 and 20-24, and drivers 65+ , and pedestrians are dying in motor vehicle crashes at a higher rate than others. Together with our media contractor, in 2018, we created new Public Service Announcements for distracted driving, move over, teen seat belt, speed, bicycle and pedestrian, child passenger safety and motorcycle which all aired during 2018 and 2019. For our 2020 plan, we will concentrate on more social and digital media, and new PSA's for occupant protection for teens and young drivers, speeding, and impairment focusing on the 20-24 year old age group, and an added concentration on mature drivers. Mature drivers are harder to market. A heavier television presence may assist with this. Sports marketing helps to reach the younger driving age groups, through marketing at college events, sports venues such as race tracks, and community venues such as concerts is where we reach the majority of those young drivers through interactive displays.

Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2020	Media Recall Target	2020	3 Year	45.0

Countermeasure Strategies in Program Area

| Countermeasure Strategy |
|---|
| Communications Outreach |

Countermeasure Strategy: Communications Outreach

Program Area: **Communications (Media)**

The MEBHS public relations and marketing program focuses on all of the behavioral program areas. The NHTSA communications calendar is used as a guide when developing the schedule for statewide media campaigns.

MEBHS contracts with NL Partners and Critical Insights to survey Maine residents every six months regarding the reach and recognition (recall) of media campaigns. Maine residents were asked "in the past year, have you seen or heard any adds in the newspaper, on television, on the radio, etc., here in Maine that relate to a safe driving campaign?" The bar chart below shows that in the Spring of 2019, 47% of residents recall seeing or hearing highway safety media messages.

Recall of Safe Driving Messages
(Percent who recall any safe driving campaigns)

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

The MeBHS' partnership with Alliance Sport Marketing (ASM) has resulted in over 100 marketing events annually that reach more than one million high school and college students, and sporting event attendees throughout the state. The sports partners are:

University of Maine Hockey	University of Maine Football
Maine Mariners Hockey and Youth Hockey	Maine Red Claws D-League Basketball
Maine Principals Association for: Maine Champion Football, Hockey, Basketball, Science and Math Tournaments	Oxford Plains Speedway
Portland Sea Dogs	Richmond Karting Speedway

Unity Raceway   Beech Ridge Motor Speedway

Wiscasset Speedway   Speedway 95

Spud Speedway

The MeBHS partners with local law enforcement agencies (LEAs) to conduct the various event campaign messages. Officers volunteer to stand in the event parking lots to identify spectators that are obeying traffic safety laws. Campaigns include: *You've Been Ticketed* (seat belt); *Share the Road, Watch for Motorcycles*; and the *One Text or Call Could Wreck It All*. All campaigns include premium signage and public address announcements.

Linkage Between Program Area
According to NHTSA, a sound highway safety program includes paid and earned media in addition to high-visibility and sustained enforcement. Education and enforcement are proven to work together to reach the widest audience and impact behavior change.

Rationale
According to NHTSA, effective high visibility communications and outreach are an essential part of successful highway safety programs. Paid advertising can be a critical part of the media strategy. Paid advertising brings with it the ability to control message content, timing, placement, and repetition.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
PM20-001	Statewide Strategic Media Plan
PM20-002	Statewide Sports Marketing Campaign

Planned Activity: Statewide Strategic Media Plan
Planned activity number: **PM20-001**

Primary Countermeasure Strategy ID:

Planned Activity Description
This project will fund paid media (television, radio, print, digital, social) associated with all of the MeBHS programs and NHTSA High Visibility Enforcement campaigns. Expenses include continued campaign development, re-tagging of NHTSA or other state's PSA's, purchase of radio, television, social and print media, and production of new PSA's: In 2018 and 2019, together with our media contractor, we created new media for distracted driving, teen seat belt, move over, speeding, bicycle and pedestrian, motorcycle and child passenger safety. In 2020 we

plan to increase our social and digital presence; and add even more new PSA's for teen occupant protection, speeding and impaired for 20-24 year old drivers and a focus on mature drivers. We will continue our efforts to increase our observed seat belt usage rate by embarking on a "no excuses" campaign utilizing digital banners, pre-rolls and an accompanying PSA.

Intended Subrecipients
MeBHS with contracted vendor NL Partners

Countermeasure strategies
Countermeasure strategies in this planned activity

Countermeasure Strategy
Communications Outreach

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405e Comprehensive Distracted Driving	405e Public Education (FAST Comprehensive)	$2,334,598.13	$583,649.53	
2019	FAST Act 405f Motorcycle Programs	405f Paid Advertising (FAST)	$16,970.26	$4,242.57	
2019	FAST Act NHTSA 402	Paid Advertising (FAST)	$1,631,121.63	$407,780.41	$652,448.65

Planned Activity: Statewide Sports Marketing Campaign
Planned activity number: **PM20-002**

Primary Countermeasure Strategy ID:

Planned Activity Description
This project will support educational events and advertising at sporting venues which is our primary method to reach the young drivers age 20-24 and those between 25-55. Motorcycle safety, impaired driving, seat belt usage, distracted driving, and pedestrian safety will be addressed via public service announcements, signage, informational displays, and personal interaction with the public using local law enforcement and MeBHS staff during *You've Been Ticketed* and *Share the Road with Motorcycle* events. Funds will also be used for educational events and advertising at sporting venues that are frequented by sports enthusiasts. In addition, the Sports Marketing Program incorporates and focuses on young drivers through the One Text

or Call Could Wreck It All Pledge Campaign and the Choices Matter program. These two programs involve high school and college age students through interactive displays, discussions, speaking events and signage at major school sporting and other events.

MeBHS with Contracted Vendor Alliance Highway Safety

Countermeasure strategies
Countermeasure strategies in this planned activity

Countermeasure Strategy
Communications Outreach

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405e Comprehensive Distracted Driving	405e Public Education (FAST Comprehensive)	$2,300,000.00	$575,000.00	
2019	FAST Act NHTSA 402	Paid Advertising (FAST)	$1,857,375.38	$464,343.85	$742,950.15

Program Area: Distracted Driving

Description of Highway Safety Problems

Distracted driving is believed to be a leading cause of crashes, and it is the most difficult crash type for which to obtain precise data . Distracted driving data has only recently been reported as more than inattention, and is believed to be grossly under reported for many reasons, but law enforcement believes distraction plays a huge part in the majority of the crashes they see. Although distractions encompass many behaviors, electronic device use is most often targeted.

 With 94% of crashes being the direct result of driver behavior, there is little doubt that distracted driving is a significant factor. The proliferation of smartphone use while driving has been identified as a significant catalyst for the increase. However, direct correlating data is hard to come by. The first landmark study of cell phone related crash risk was completed in 1997 and showed a quadrupled risk for those driving while using a cellphone. NHTSA estimated in 2012 that distraction was a factor in roughly 10% of all fatal motor vehicle crashes and 18% of all crashes causing injury. The exact toll is unknown because investigators often have difficulty measuring the extent to which driver distraction is a contributing factor in a crash. Methods of reporting are improving, but current estimates likely underestimate how frequently distraction causes crashes. A 2015 AAA Foundation for Traffic Safety study on teen driver distraction revealed that distraction was a factor in 58% of all crashes studied, including 89% of road-departure crashes and 76% of rear-end crashes. NHTSA previously has estimated that distraction is a factor in only 14 percent of all teen driver crashes.

Maine law only prohibits drivers under the age of 18 from using a hand held device, making them the obvious focus group for education and enforcement efforts, though all age groups suffer from distracting habits while driving. The average age of a driver involved in a distracted crash is 40. Males and Females are equally as likely to be involved.

Maine's first Cell Phone Use While Driving in Maine (2018) report supported that of 13,568 drivers observed, 3.7% held a phone to their ear, .7% used an in-ear device, and 3.1% of the time drivers were observed manipulating a phone. Overall 6.3% of drivers were observed holding or manipulating a mobile device.

Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2020	Distracted Driver Fatalities	2020	5 Year	6.00

Countermeasure Strategies in Program Area

Countermeasure Strategy

Distracted Driving Laws and Enforcement
Distracted Driving School Programs; Communication and Outreach; Strategies for Older Children
Innovative Countermeasure - Distracted Observational Survey

Countermeasure Strategy: Distracted Driving Laws and Enforcement
Program Area: **Distracted Driving**

Project Safety Impacts
Comprehensive research studies have identified distraction as a leading cause of motor vehicle crashes, serious injuries and fatalities. Strong laws against distraction are proven to reduce crashes. Although vehicle manufactures continue to increase the safety features in newer model vehicles, driver choices (including use of distracting devices) continues to be a challenge on Maine roadways. Maine distraction laws are some of the best in the Nation, but still pose a challenge for enforcement.

Linkage Between Program Area
High-visibility enforcement and education has proven to be effective in reducing negative driver behaviors in other program areas. High-visibility enforcement for distracted driving is assumed to have the same effect.

Rationale
High-visibility enforcement is detailed in CTW, Nineth Edition 2017 1.3.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
DD20-000	High Visibility Distracted Driving Enforcement

Planned Activity: High Visibility Distracted Driving Enforcement
Planned activity number: **DD20-000**

Primary Countermeasure Strategy ID:

Planned Activity Description
Funding will support dedicated crash reduction overtime patrols for law enforcement agencies to conduct distracted driving enforcement where their data and state data indicate the most distracted driving related crashes, including: I-95, I-295 and other designated high crash locations. Our law enforcement partners will conduct high visibility overtime enforcement in support of the National Campaign (April) and also during times and places that have been identified through the distracted observational survey and an analysis of the crash and fatal statistics that we have.

Various Law Enforcement Agencies

Countermeasure strategies
Countermeasure strategies in this planned activity

Countermeasure Strategy
Distracted Driving Laws and Enforcement

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405e Comprehensive Distracted Driving	405e DD Law Enforcement (FAST Comprehensive)	$3,155,500.00	$788,875.00	

Countermeasure Strategy: Distracted Driving School Programs; Communication and Outreach; Strategies for Older Children
Program Area: **Distracted Driving**

Project Safety Impacts
This countermeasure was chosen because we know that teen drivers and drivers age 20-24 are difficult groups to reach and convince to make driver behavior changes. Often they are no longer under the direction of their parents or are in the latter stages of their high school years and are entertained electronically with friends and social media. In order to reach them, we must spend considerable resources on education in a way that is meaningful to them. We have found that posters; pledges and social media posts are one of our best options for reaching these age groups. Using videos on You-Tube, and Instagram are one way we will reach them.

Linkage Between Program Area
Educating the public on the dangers of distracted driving requires information regarding the observed usage of hand-held devices while driving. High-Visibility Enforcement deters texting and driving. With the data in hand from the observational survey and the planned enforcement, we will be better able to determine the right mix of education and social presence need to effect change.

Rationale
The ultimate goal of these campaigns is to change driver behavior, but they face substantial obstacles. As discussed in other chapters, communications and outreach by themselves rarely

change driving behavior. However, together with high-visibility enforcement, education has proven to make an impact on driver behavior.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
DD20-001	Distracted Driving Campaign PSA, Brochure/Educational Materials

Planned Activity: Distracted Driving Campaign PSA, Brochure/Educational Materials
Planned activity number: **DD20-001**

Primary Countermeasure Strategy ID:

Planned Activity Description
Distracted Driving has proven to be one of the hardest driver behaviors to curb. Everyone of every age engages in distracted driving. Whether it is eating, reading, vaping, talking or texting, distracted driving related-crashes and fatalities continue to increase. Despite dedicated overtime enforcement and our social, digital and paid media campaigns, distraction continues to plague our roadways. We will work with our media vendor, reprint and distribute our comprehensive distracted driving campaign materials which include a distracted driving brochure (based on the USAA brochure no longer available) to help support education and enforcement efforts to reduce distracted driving occurrences. We will continue to work with our partners to identify countermeasures proven to work in other states. In Plan Year 2019, we created new PSA's which will air in Plan Year 2020 together with newly created print materials, and posters.

Intended Subrecipients
MeBHS with NL Partners

Countermeasure strategies
Countermeasure strategies in this planned activity

Countermeasure Strategy
Distracted Driving School Programs; Communication and Outreach; Strategies for Older Children

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit

2019	FAST Act 405e Comprehensive Distracted Driving	405e Public Education (FAST Comprehensive)	$75,000.00	$18,750.00	

Countermeasure Strategy: Innovative Countermeasure - Distracted Observational Survey

Program Area: **Distracted Driving**

Project Safety Impacts

NHTSA's 2012 national observation survey found 5% of drivers on the road at any given moment were using hand-held cell phones, unchanged since 2009 (NHTSA, 2014). The percent of drivers who were manipulating a handheld device (e.g., texting or dialing) increased from 0.6% in 2009 to 1.5% in 2012. NHTSA currently estimates that 9% of drivers are using some type of phone (hand-held or hands-free) in a typical daylight moment (NHTSA, 2014). These estimates may under-represent cell phone use given the inherent difficulty in accurately observing these behaviors.

Linkage Between Program Area

Educating the public on the dangers of distracted driving requires information regarding the observed usage of hand-held devices while driving. High-Visibility Enforcement deters texting and driving.

Rationale

The effectiveness of hand-held cell phone bans in reducing crashes is still unclear. Nikolaev, Robbins, and Jacobson (2010) examined driving injuries and fatalities in 62 counties in New York State both before and after a hand-held cell phone ban took effect. Forty-six counties showed a significant decrease in injury crashes following the ban, and 10 counties showed a less significant decrease in fatal crashes. Although encouraging, the study did not include a control group to account for other factors that may have decreased crashes. A study by the Highway Loss Data Institute (HLDI) investigated State-level automobile insurance collision claims in California, Connecticut, New York and the District of Columbia. When compared to neighboring States, there was no change in collision claim frequency after these jurisdictions implemented hand-held cell phone bans (HLDI, 2009). However, the data from the Highway Loss Data Institute is proprietary and an independent analysis of the data has not been conducted. Also, not all crashes result in a collision claim, so collision claim rates may differ from crash rates.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
DD20-002	Distracted Driving Observational Survey

Planned Activity: Distracted Driving Observational Survey

Planned activity number: **DD20-002**

Primary Countermeasure Strategy ID:

Planned Activity Description
Cell phone use and texting while driving can degrade driver performance in three ways -- visually, manually, and cognitively. Talking and texting while driving have grown in the past decade as drivers take their cell phones into their vehicles. In an effort to gather data on actual cell phone use, and to determine if enforcement efforts and education has been successful, Maine intends to use the Connecticut demonstration model to conduct a cell phone usage observational study. The University of Southern Maine, Muskie School will conduct the survey in April of 2020. The results will follow the April 2018 and April 2019 surveys and give us better insight into the who, what, when and where of our distracted driving problem.

Intended Subrecipients
MeBHS with contracted vendor University of Southern Maine

Countermeasure strategies
Countermeasure strategies in this planned activity

Countermeasure Strategy
Innovative Countermeasure - Distracted Observational Survey

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405e Comprehensive Distracted Driving	405e Public Education (FAST Comprehensive)	$80,000.00	$20,000.00	

Program Area: Impaired Driving (Drug and Alcohol)

Description of Highway Safety Problems

Fatal Crash Facts

1. There were 214 DUI-related fatal crashes involving 216 impaired drivers between 2013 and 2017.

2. There were 233 DUI-related fatalities during this period.

3. 30% of all fatalities involved an impaired driver.

4. 21% of all drivers involved in fatal crashes were impaired.

Impaired Driving Fatalities in Perspective

Approximately 30% of all fatalities involved an impaired driver. This proportion ranged from a low of 27% in 2017 to a high of 36% in 2016.
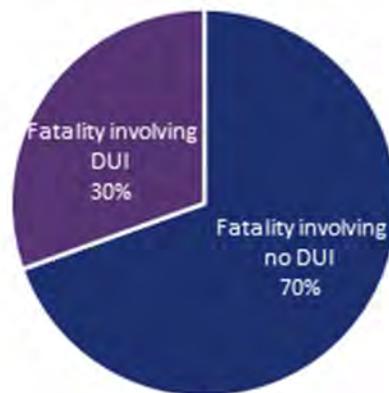
Impaired Driving and Gender

While 21% 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 (24%) compared to female drivers (15%).
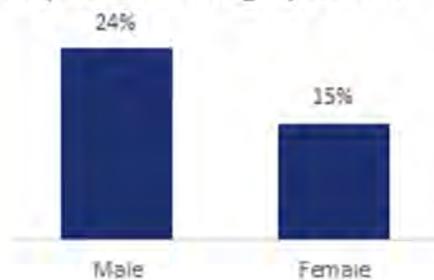
Impaired Driving and Age

The median age of drivers operating under the influence in fatal crashes was 33, meaning half of the impaired drivers were younger than 33 and half were older. One-quarter of all drivers operating under the influence were between the ages of 17 and 23, and one-quarter were between the ages of 24 and 32. These are dense distributions compared to the remaining two quartiles, which together span the ages of 33 and 74; as such, the bottom two age quartiles might make good targets for public safety messages.

Age of Impaired Drivers
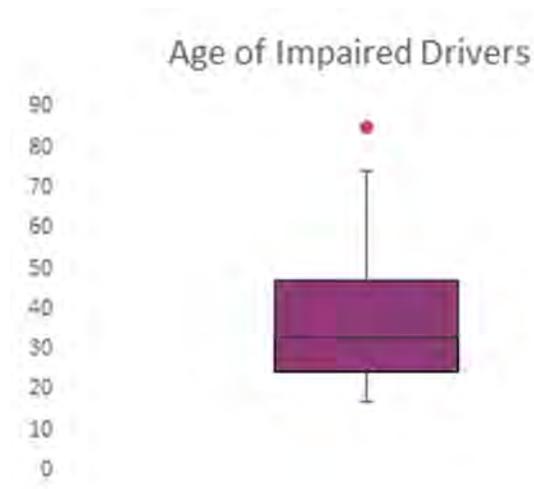
Who Dies?

Crashes involving impaired driving resulted in 233 fatalities between 2013 and 2017. The majority of these fatalities (75%) involved the loss of life for the impaired driver. An additional 13% of fatalities involved the impaired drivers' passengers. This suggests that 88% of the risk associated with impaired driving is borne by impaired drivers and their passengers. An additional 12% of fatalities involved occupants of other vehicles, pedestrians, and bicyclists.

DUI-Related Fatalities by Person Type
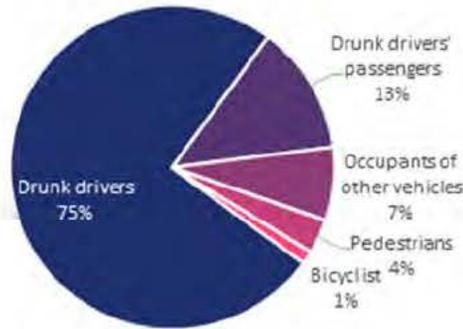
DUI Fatalities by Month

Fatalities are highest in August and September, regardless of whether the crash involved driving under the influence. In fact, the distribution of fatalities for both DUI- and non-DUI-related incidents are similar across the calendar year except for the month of December. While 12% of non-DUI-related fatalities occur in the month of December, only 3% of DUI-related fatalities occur during December, suggesting that drivers take more care during this time to *not* drink and drive.

	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
Not DUI-Related	6%	5%	6%	4%	10%	7%	10%	12%	12%	7%	10%	12%
DUI-Related	6%	4%	6%	4%	9%	9%	10%	14%	11%	11%	13%	3%

Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2020	C-5) Alcohol-Impaired Driving Fatalities (FARS)	2020	Annual	46.00

Countermeasure Strategies in Program Area

Countermeasure Strategy
Deterrence: Enforcement
Enforcement of Drug-Impaired Driving
Impaired Driving High Visibility Enforcement
Impaired Driving Program Administration
Judicial Education
Judicial Outreach Liason
Law Enforcement and Prosecutor Training
Law Enforcement Outreach Liaison
Law Enforcement Training
Sobriety Checkpoints
Traffic Safety Resource Prosecutor

Countermeasure Strategy: Deterrence: Enforcement
Program Area: **Impaired Driving (Drug and Alcohol)**

Project Safety Impacts
At a sobriety checkpoint, law enforcement officers stop vehicles at a predetermined location to check whether the driver is impaired. They either stop every vehicle or stop vehicles at some regular interval, such as every third or tenth vehicle. The purpose of checkpoints is to deter driving after drinking by increasing the perceived risk of arrest. To do this, checkpoints should be highly visible, publicized extensively, and conducted regularly, as part of an ongoing sobriety checkpoint program. Fell, Lacey, and Voas (2004) provide an overview of checkpoint operations, use, effectiveness, and issues. See Fell, McKnight, and Auld-Owens (2013) for a detailed description of six high visibility enforcement programs in the United States, including enforcement strategies, visibility elements, use of media, funding, and many other issues.

Linkage Between Program Area
Impaired driving countermeasures require a multi-pronged approach. Sobriety checkpoints are proven effective by the CTW Ninth Edition 2017.

Rationale
Impaired driving countermeasures require a multi-pronged approach. Sobriety checkpoints are proven effective by the CTW Ninth Edition 2017.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
ID20-000	Regional Impaired Driving Task Force Teams (RIDE)
ID20-003	Maine State Police SPIDRE Team

Planned Activity: Regional Impaired Driving Task Force Teams (RIDE)

Planned activity number: **ID20-000**

Primary Countermeasure Strategy ID: **Deterrence: Enforcement**

Planned Activity Description

Funds will support overtime costs to continue support of the enforcement efforts by Regional Impaired Driving Enforcement (RIDE) Teams. Approximately 20 officers are necessary to conduct the proposed enforcement details. RIDE Teams will be focusing their efforts during the time and days identified by data-analysis of alcohol and drug related crashes in the counties identified (Cumberland, York, Kennebec, Androscoggin, Penobscot). These Regional Teams conduct saturation patrols and sobriety checkpoints in selected locations (using evidence based traffic safety methods) throughout identified jurisdictions. Exact patrol locations are determined and agreed upon by the program coordinator and Law Enforcement Liaison in partnership with individual RIDE administrators. MeBHS monitors the successes of the grant as it is being conducted to determine if modifications need to be implemented to insure the activity is producing results.

Intended Subrecipients

Law enforcement agencies in the counties identified from data analysis.

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Deterrence: Enforcement

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405d Impaired Driving Mid	405d Impaired Driving Mid (FAST)	$150,000.00	$37,500.00	

Planned Activity: Maine State Police SPIDRE Team

Planned activity number: **ID20-003**

Primary Countermeasure Strategy ID: **Deterrence: Enforcement**

Planned Activity Description

The State Police Impaired Driving Reduction Enforcement Team (SPIDRE) is comprised of members of the Maine State Police that are proficient in NHSTA Standardized Field Sobriety Training, ARIDE, and several are certified as Drug Recognition Experts. SPIDRE consists of a team leader and team members available statewide. The SPIDRE Team will increase OUI saturation patrols and checkpoints, with a focus on scheduled events where there is a significant potential for impaired drivers. The team leader will be a liaison within the MeBHS to work with other agencies. The Maine Bureau of Highway Safety Roadside Testing Vehicle (RTV) and agency message trailers will be utilized when assisting other departments at various events and OUI checkpoints throughout the state.

Intended Subrecipients

Maine State Police

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Deterrence: Enforcement

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405d Impaired Driving Mid	405d Impaired Driving Mid (FAST)	$150,000.00	$37,500.00	
2020	FAST Act 405d Impaired Driving Mid	405d Impaired Driving Mid (FAST)	$50,000.00	$12,500.00	

Countermeasure Strategy: Enforcement of Drug-Impaired Driving

Program Area: **Impaired Driving (Drug and Alcohol)**

Project Safety Impacts

Operating Under the Influence (OUI) refers to operating or attempting to operate a motor vehicle while affected by alcohol and/or drugs, including prescription drugs, over-the-counter medicines,

or illicit substances. The Maine impaired driving program focuses on individuals operating a motor vehicle under the influence of alcohol and/or drugs. In Maine, it is unlawful for a person under the age of 21 to operate a motor vehicle with a blood-alcohol or breath-alcohol level above 0.00 (referred to as zero tolerance) and at or above 0.08 for drivers 21 and older. Maine's impaired driving program provides guidance and funding for various impaired driving countermeasures that include OUI enforcement activities, awareness and education campaigns, proactive teen/young adult focused OUI education and outreach, and specialized law enforcement and prosecution programs to increase OUI adjudication.

Linkage Between Program Area

Despite continued efforts to reduce traffic-related fatalities and serious injuries in Maine over the past several years, the number of alcohol-involved crashes, fatalities, and injuries continues to be a challenge in our goal to reach zero fatalities. On average, approximately 31% of all fatalities in Maine involve an alcohol-impaired driver. This proportion ranged from a low of 28% in 2013 and 2014 to a high of 39% in 2016.

Drug-impaired driving is increasingly becoming as much of an impaired driving problem as alcohol. Activities addressing drug-impaired driving are necessary for a successful impaired driving program. Training officers to draw evidentiary blood, providing staff for the in-state lab, and providing highly-trained special prosecutors sets Maine up to effectively address the impaired driving problems through this combined effort.

Rationale

MEBHS utilizes a three-prong approach to identify problem high-risk populations and locations. This three-prong approach is outlined below:

1. Due to the State of Maine's geographic size, the state is divided into eight regions. To proportionately divide the state based on geography alone, the current State of Maine district court regions were utilized.

2. The eight geographic regions vary significantly in population density, which in turn affects their respective crash rates. To account for population density in each of these regions, the Maine Bureau of Highway Safety calculates the proportion of vehicle miles travelled in each region as compared to the total vehicle miles traveled in the State of Maine. Each region is then assigned a specific number of grants based upon those percentages and the total number of grants decided upon for each program area in the state. For example, Region 1 (York County) accounted for 15.73% of the total vehicle miles travelled in the entire State of Maine. This allocated six grants to Region 1 out of the 35 high-visibility enforcement grants decided upon for the impaired driving program area.

3. To identify problem areas within each geographic region, the Maine Bureau of Highway Safety utilized different tools to analyze data. Crash data spanning the five-year period from 2013-2017 is averaged for each program area. The data includes crashes that resulted in possible injuries, evident injuries, serious injuries, and fatalities.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
ID20-009	DRE and LEFPT Call-Out and Training
ID20-010	DHHS HETL Lab Chemists/Toxicologists
ID20-011	Impaired Driving Special Prosecutors (IDSP)

Planned Activity: DRE and LEFPT Call-Out and Training

Planned activity number: **ID20-009**

Primary Countermeasure Strategy ID: **Enforcement of Drug-Impaired Driving**

Planned Activity Description

The Bureau recognizes the importance of specially trained law enforcement officers for drug recognition (DRE) and forensic evidence collection (FPT). Law enforcement agencies that have invested time and resources in DRE and FPT will be reimbursed for overtime associated with their officer attending other agency requests. They will also be reimbursed for their own agency, provided their DRE or FPT is off-duty at the time of the call-out. In addition to overtime call-outs, this project provides travel expenses for DRE candidates to complete field certifications in more densely populated states. To ensure that they meet the proficiency requirements without undue delay, these individuals may travel out of state for their certification requirements. This project also funds selected attendance at the annual IACP DRE Conference which is critical for keeping DRE's current and proficient in utilizing best practices. Highly trained DRE and FPT's will ensure integrity of the MEBHS impaired driving program. Finally, this project will reimburse educational costs for law enforcement officers that attend FPT training. Anticipated costs for call-out reimbursement is $25,000.00 and for training is $50,000.00 Intended Subrecipients

MEBHS

Countermeasure strategies
Countermeasure strategies in this planned activity

Countermeasure Strategy
Enforcement of Drug-Impaired Driving

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit

2019	FAST Act 405d Impaired Driving Mid	405d Impaired Driving Mid (FAST)	$50,000.00	$12,500.00	
2020	FAST Act 405d Impaired Driving Mid	405d Impaired Driving Mid (FAST)	$25,000.00	$6,250.00	

Planned Activity: DHHS HETL Lab Chemists/Toxicologists

Planned activity number: **ID20-010**

Primary Countermeasure Strategy ID: **Enforcement of Drug-Impaired Driving**

Planned Activity Description

This planned activity funds the fully burdened salaries of two chemists who are tasked with analyzing blood samples for drugs at the Maine Health and Environmental Testing Lab. Training and travel costs are necessary for the chemists to become fully certified toxicologists and to ensure Maine is working under and toward best practices and to ensure that these chemists can provide expert toxicological and pharmacological testimony for Maine prosecutors as needed. Training may included: SOFT conference, Borkenstein courses, IACP DRE conference and LifeSavers conference.

Intended Subrecipients

Maine DHHS

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Enforcement of Drug-Impaired Driving

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405d Impaired Driving Mid	405d Impaired Driving Mid (FAST)	$250,000.00	$62,500.00	
2020	FAST Act 405d Impaired Driving Mid	405d Impaired Driving Mid (FAST)	$75,000.00	$18,750.00	

Planned Activity: Impaired Driving Special Prosecutors (IDSP)

Planned activity number:　　　　**ID20-011**

Primary Countermeasure Strategy ID:　　**Enforcement of Drug-Impaired Driving**

Planned Activity Description

An IDSP is a member in good standing of the Maine bar with knowledge, education and experience in the prosecution of OUI crimes. The IDSP works directly with selected Maine prosecutorial districts to assist with the prosecution of OUI crimes. The IDSPs in the counties of York, Cumberland, Androscoggin and Penobscot participated in the State DRE School, the Impaired Driving Summit, and the basic law enforcement academy Standardized Field Sobriety Testing School. All the IDSPs have worked closely and communicate regularly with Maine's TSRP and Maine JOL in grappling with some of the issues Maine faces in OUI enforcement and prosecution. This multi-jurisdictional effort has increased the ability of all prosecutors in Maine to more efficiently handle their OUI caseload and understand the complex and technical issues association with drug impaired driving prosecution. This is especially important in the coming years as Maine implements sales of legalized recreational marijuana.

Funds support direct and dedicated OUI activities of 8 part-time OUI prosecutors in the counties listed, one computer and the appropriate software license for each participating district, and reimbursement for the IDSPs to attend up to two out-of-state training conferences that will enhance their special knowledge and training. One IDSP from each county will be selected to attend the national TSRP training and the national DRE Conference.

Intended Subrecipients

Maine Office of the Attorney General

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Enforcement of Drug-Impaired Driving

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405d Impaired Driving Mid	405d Impaired Driving Mid (FAST)	$600,000.00	$150,000.00	

| 2020 | FAST Act 405d Impaired Driving Mid | 405d Impaired Driving Mid (FAST) | $200,000.00 | $50,000.00 | |

Countermeasure Strategy: Impaired Driving High Visibility Enforcement

Program Area: **Impaired Driving (Drug and Alcohol)**

Project Safety Impacts

High visibility and sustained enforcement are proven and accepted NHTSA countermeasures - CTW Ninth Edition, 2017.

Linkage Between Program Area

Data-driven approach to traffic safety includes sustained enforcement beyond the two, two-week national mobilizations. Maine is a partner in the national mobilizations, but also sustains enforcement outside of those campaigns, based on data-analysis of impaired crash and fatality data as explain in the problem identification section of this document.

Rationale

A saturation patrol (also called a blanket patrol or dedicated DWI patrol) consists of a large number of law enforcement officers patrolling a specific area to look for drivers who may be impaired. These patrols usually take place at times and locations where impaired driving crashes commonly occur. Like publicized sobriety checkpoint programs, the primary purpose of publicized saturation patrol programs is to deter driving under the influence of alcohol or drugs by increasing the perceived risk of arrest. To do this, saturation patrols should be publicized extensively and conducted regularly, as part of an ongoing saturation patrol program.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
ID20-000	NHTSA HVE and Drive Sober, Maine!

Planned Activity: NHTSA HVE and Drive Sober, Maine!

Planned activity number: **ID20-000**

Primary Countermeasure Strategy ID: **Impaired Driving High Visibility Enforcement**

Planned Activity Description

This project will support dedicated overtime costs for approximately 60 law enforcement agencies (LEA's) selected by previously described data analysis, to participate in impaired driving enforcement details and checkpoints including those that support NHTSA's national campaigns in August and December (Holiday Season). The "*Drive Sober, Maine!*" campaign is designed to further address the impaired driving problem in Maine (outside of the two two-week national campaigns) but only during the months identified by each requesting agency, based on

an analysis of crash and fatality data involving alcohol and discussed in the preceding pages. Agencies will be awarded grant funds using project selection and data analysis methods previously discussed in this plan. Intended Subrecipients

Various Law Enforcement Agencies identified through data

Countermeasure strategies
Countermeasure strategies in this planned activity

Countermeasure Strategy
Impaired Driving High Visibility Enforcement

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405d Impaired Driving Mid	405d Impaired Driving Mid (FAST)	$747,485.69	$186,871.42	
2020	FAST Act 405d Impaired Driving Mid	405d Impaired Driving Mid (FAST)	$729,221.22	$182,305.31	

Countermeasure Strategy: Impaired Driving Program Administration
Program Area: **Impaired Driving (Drug and Alcohol)**

Project Safety Impacts
Impaired Driving Program Management is necessary for an Impaired Driving Program.

Linkage Between Program Area
Impaired Driving Program Management is necessary for an Impaired Driving Program.

Rationale
Impaired Driving Program Management is necessary for an Impaired Driving Program.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
AL20-001	Impaired Driving Program Management and Operations

Planned Activity: Impaired Driving Program Management and Operations

Planned activity number: **AL20-001**

Primary Countermeasure Strategy ID: **Impaired Driving Program Administration**

Planned Activity Description

Costs under this program area include allowable expenditures for salaries and travel for highway safety program staff. Costs also include general expenditures for operating costs e.g., printing, supplies, state indirect rates, insurance and postage.

Intended Subrecipients

MeBHS Program Administration

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Impaired Driving Program Administration

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Alcohol (FAST)	$150,000.00	$37,500.00	$60,000.00
2020	FAST Act NHTSA 402	Alcohol (FAST)	$150,000.00	$37,500.00	$60,000.00

Countermeasure Strategy: Judicial Education

Program Area: **Impaired Driving (Drug and Alcohol)**

Project Safety Impacts

Educating judges on impaired driving programs and processes will lead to better overall prosecution of impaired driving cases.

Linkage Between Program Area

Impaired driving continues to be one of Maine's biggest challenges. A trained and knowledgeable prosecutor and judicial system is key to a successful program implementation.

Rationale

CTW Ninth Edition 2017 supports judicial training as part of the enforcement of drug and alcohol impaired driving.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
ID20-002	Maine Judicial Training

Planned Activity: Maine Judicial Training

Planned activity number: **ID20-002**

Primary Countermeasure Strategy ID:

Planned Activity Description

Intended Subrecipients

Enter intended subrecipients.

MEBHS with Dirigo Safety, LLC.

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Judicial Education

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405d Impaired Driving Mid	405d Impaired Driving Mid (FAST)	$25,000.00	$6,250.00	

Countermeasure Strategy: Judicial Outreach Liason

Program Area: **Impaired Driving (Drug and Alcohol)**

Project Safety Impacts

Judicial Outreach Liaisons have proven to be successful in other states to train judges on drug and alcohol impaired case law.

MeBHS believes that funding a JOL will benefit our overall impaired driving program by providing judicial support.

Rationale
MeBHS believes that a JOL is an integral part of the overall impaired driving program.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
ID20-001	Judicial Outreach Liaison Position

Planned Activity: Judicial Outreach Liaison Position

Planned activity number: **ID20-001**

Primary Countermeasure Strategy ID:

Planned Activity Description
This funding will support a full-time position for a Judicial Outreach Liaison (JOL). The JOL is responsible for developing a network of contacts with judges and judicial educators to promote judicial education related to sentencing and supervision of OUI offenders, court trial issues, and alcohol/drug testing and monitoring technology. In addition, the JOL makes presentations at meetings, conferences, workshops, media events and other gatherings that focus on impaired driving and other traffic safety programs. The JOL identifies barriers that hamper effective training, education or outreach to the courts and recommends alternative means to address these issues and concerns. With the help of the Traffic Safety Resource Prosecutor, the JOL achieves uniformity with regard to impaired driving prosecution throughout Maine. The planned funding will include a salary, traffic safety training, o include in-state travel , out-of-state travel.

Intended Subrecipients
Countermeasure strategies
Countermeasure strategies in this planned activity

Countermeasure Strategy
Judicial Outreach Liason

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit

| 2019 | FAST Act 405d Impaired Driving Mid | 405d Impaired Driving Mid (FAST) | $100,000.00 | $25,000.00 | |

Countermeasure Strategy: Law Enforcement and Prosecutor Training

Program Area: **Impaired Driving (Drug and Alcohol)**

Project Safety Impacts

A well trained cadre of officers and prosecutors in impaired driving is beneficial to a state's Impaired Driving Program. Increasing ARIDE, DRE trained officers, and well-trained prosecutors will enhance the state's overall impaired driving program.

Linkage Between Program Area

As part of our deterrence strategy to ensure an effective program to reduce impaired driving, from arrest to adjudication, properly trained law enforcement officers and prosecutors play a vital role. Alcohol and drug impaired driving continues to be a significant, contributing factor in motor vehicle crashes and fatalities. To decrease impaired driving, we will increase training for officers in the detection of impaired drivers. Prosecutors will be trained to increase prosecution and decrease pleas and deferred dispositions.

Rationale

CTW Eighth Edition 2017 - Training

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
ID20-002	Prosecutor, Toxicologist, and Law Enforcement Training
ID20-007	Maine Annual Impaired Driving Summit (with AAA NNE)

Planned Activity: Prosecutor, Toxicologist, and Law Enforcement Training

Planned activity number: **ID20-002**

Primary Countermeasure Strategy ID:

Planned Activity Description

This project is intended to support Maine's Traffic Safety Resource Prosecutor training projects for Maine prosecutors and law enforcement. The project funding covers the following classes: (1) OUI Investigation Review; (2) Prosecutor and Toxicologist Guide to Effective Communication in Impaired Driving Cases; and (3) Cops in Court.

Maine's TSRPs two-day class for prosecutors and law enforcement is entitled: "OUI Investigation Review" This 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. This year MeBHS will to offer this class in four locations within Maine.

In addition to this locally taught class for Maine prosecutors, the MeBHS has sponsored classes annually from the National Traffic Law Center to be held here in Maine. Past classes were "Lethal Weapon," and "Courtroom Success," This year, MeBHS would like to sponsor another two NTLC classes "Prosecutor and Toxicologist Guide to Effective Communication in Impaired Driving Cases" and "Cops in Court" using NTLC Staff and other out-of-state TSRPs as deemed appropriate by Maine's TSRP.

The goal is to continue to provide this high-quality training to the prosecutorial districts in Maine. Costs include: lodging and travel, materials, and supplies. The funds will be used to cover the costs associated with delivery of the above trainings including printing/ materials, travel, lunch on site, and registration fees for the District Attorneys and Law Enforcement participating in the program. The location, date, and time of the trainings are yet to be determined.

MEBHS

Intended Subrecipients

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Law Enforcement and Prosecutor Training

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405d Impaired Driving Mid	405d Impaired Driving Mid (FAST)	$25,000.00	$6,250.00	

| 2020 | FAST Act 405d Impaired Driving Mid | 405d Impaired Driving Mid (FAST) | $50,000.00 | $12,500.00 | |

Planned Activity: Maine Annual Impaired Driving Summit (with AAA NNE)

Planned activity number: **ID20-007**

Primary Countermeasure Strategy ID:

Planned Activity Description

MeBHS, with our partners, will continue to elevate the importance of the serious and growing issue of drug impaired driving by hosting another annual summit similar to previous successful summits. The date and location will be determined upon contract negotiation with AAANNE. The project opportunity will be released upon approval of this Plan. Impaired Driving Summits are attended by over 200 people. Several out of state national speakers present 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. The goal is to increase the attendance of the Impaired Driving Summits and to encourage greater judicial and legislative attendance. The summits generate a significant amount of earned media and the after-event surveys provide useful recommendations for ongoing annual summits in Maine.

Intended Subrecipients

AAA Northern New England

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Law Enforcement and Prosecutor Training

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405d Impaired Driving Mid	405d Impaired Driving Mid (FAST)	$35,000.00	$8,750.00	

Countermeasure Strategy: Law Enforcement Outreach Liaison

Program Area: **Impaired Driving (Drug and Alcohol)**

Project Safety Impacts

Impaired Driving continues to be the largest challenge facing Maine, especially with the drug and opiate crisis and the new legalization of marijuana laws. A dedicated statewide impaired driving coordinator will ensure that all of Maine's approaches to address impaired driving are implemented statewide. The coordinators purpose includes assisting the highway safety grants program manager with law enforcement training; conducting successful sobriety checkpoints; alcohol and drug testing procedures and protocols are in place statewide; increasing the number of ARIDE and DRE trained officers; working with the Law Enforcement Liaison to increase enforcement of impaired driving; and to work with the Traffic Safety Resource Prosecutor to ensure successful prosecution of cases.

Linkage Between Program Area

s. 405d funding allows eligible use for a statewide impaired driving coordinator.

Rationale

CTW Ninth Edition 2017 and s. 405d funding eligible uses.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
ID20-006	Statewide Impaired Driving Coordinator (MSP)

Planned Activity: Statewide Impaired Driving Coordinator (MSP)

Planned activity number: **ID20-006**

Primary Countermeasure Strategy ID:

Planned Activity Description

This project supports the continuation of one Maine State Police Trooper FTE position within the Maine State Police Traffic Safety Unit. This position assists the MEBHS and the MSP and all Maine law enforcement agencies with the creation, administration and improvement of various traffic safety programs aimed at reducing impaired driving by alcohol and drugs. This position works closely with various partners and communities such as the MEBHS, MCJA, BMV, Impaired Driving Task Force, LEL, JOL and TSRP, to deliver the best possible impaired driving reduction projects and information that save lives. This will include, but is not limited to: the DRE Program, Blood Technician Program, OUI/SFST instruction, ARIDE, Impaired driving enforcement, educational speaking engagements, PSA's, awareness and prevention programs and monitoring of legislative issues. Intended Subrecipients

Maine Criminal Justice Academy

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Law Enforcement Outreach Liaison

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405d Impaired Driving Mid	405d Mid ID Coordinator (FAST)	$130,000.00	$32,500.00	

Countermeasure Strategy: Law Enforcement Training
Program Area: **Impaired Driving (Drug and Alcohol)**

Project Safety Impacts
Well trained law enforcement in DRE, SFST, and ARIDE increases the likelihood that police officers will successfully detect impaired drivers during enforcement activities or traffic stops.

Linkage Between Program Area
Impaired driving continues to be one of Maine's biggest challenges especially with the implementation of recreational marijuana. Additional trained officers will help detect impaired drivers.

Rationale
Enforcement of drug-impaired driving laws can be difficult. Typically, drug-impaired driving is only investigated when a driver is obviously impaired but the driver's BAC is low. If drivers have BACs over the illegal limit, many officers and prosecutors do not probe for drugs as in many States drug-impaired driving carries no additional penalties.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
ID20-005	Specialized Law Enforcement Training (Impaired) MCJA

Planned Activity: Specialized Law Enforcement Training (Impaired) MCJA
Planned activity number: **ID20-005**

Primary Countermeasure Strategy ID:

Planned Activity Description

This project funds the specialized training and supplies necessary for law enforcement officers to detect, apprehend, and prosecute motorists suspected of operating under the influence of alcohol and/or drugs. The Maine Impaired Driving Task Force has identified that a best practice methodology for OUI investigation dictates a three-pronged approach: (1) the NHTSA approved curriculum in Standardized Field Sobriety Testing (SFST) which is mandatory for 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) program 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. The MeBHS recognizes the need to increase DREs and is actively working toward that goal. These projects are administered jointly with the Maine DRE and impaired driving training coordinator at the Maine Criminal Justice Academy (MCJA).

We expect to train 100 new officers for ARIDE and at least 15 new Drug Recognition Experts.

Intended Subrecipients

Maine Criminal Justice Academy

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Law Enforcement Training

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405d Impaired Driving Mid	405d Impaired Driving Mid (FAST)	$25,000.00	$6,250.00	

Countermeasure Strategy: Sobriety Checkpoints

Program Area: **Impaired Driving (Drug and Alcohol)**

Project Safety Impacts

We expect the use of our Roadside Testing Vehicle to enhance and encourage more conducted statewide sobriety checkpoints.

Linkage Between Program Area
Roadside Testing Vehicle requires maintenance in order to be safe and useful for law enforcement agencies.

Rationale
At a sobriety checkpoint, law enforcement officers stop vehicles at a predetermined location to check whether the driver is impaired. They either stop every vehicle or stop vehicles at some regular interval, such as every third or tenth vehicle. The purpose of checkpoints is to deter driving after drinking by increasing the perceived risk of arrest. To do this, checkpoints should be highly visible, publicized extensively, and conducted regularly, as part of an ongoing sobriety checkpoint program.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
ID20-004	Impaired Driving Roadside Testing Vehicle (RTV) Operational Costs

Planned Activity: Impaired Driving Roadside Testing Vehicle (RTV) Operational Costs
Planned activity number: **ID20-004**

Primary Countermeasure Strategy ID:

Planned Activity Description
The Maine State Police (MSP), local law enforcement and the MeBHS will be reimbursed for all necessary RTV operational and maintenance expenses including supplies and equipment, overtime for the troopers and other drivers working the RTV activities (estimated at $65 per hour for 150 hours), fuel, maintenance , and monthly fees associated with storage (estimated at $3600) tolls, radio fees , and OIT/Wi-Fi. This project benefits all Maine law enforcement agencies.

Intended Subrecipients
MeBHS

Countermeasure strategies
Countermeasure strategies in this planned activity

Countermeasure Strategy
Sobriety Checkpoints

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405d Impaired Driving Mid	405d Impaired Driving Mid (FAST)	$10,000.00	$2,500.00	

Countermeasure Strategy: Traffic Safety Resource Prosecutor

Program Area: **Impaired Driving (Drug and Alcohol)**

Project Safety Impacts

Funding the Maine Traffic Safety Resource Prosecutors (TSRP) will ensure that we maintain a coordinated, multidisciplinary approach to the prosecution of impaired driving and other traffic crimes. Traffic safety resource prosecutors (TSRPs) are typically current or former prosecutors who provide training, education, and technical support to traffic crimes prosecutors and law enforcement personnel throughout their States. Traffic crimes and safety issues include alcohol and/or drug impaired driving distracted driving, vehicular homicide, occupant restraint, and other highway safety issues. Some State TSRP's prosecute cases.

The TSRPs disseminates, among other things, training schedules, case law updates, new trial tactics, and new resource material in order to help keep prosecutors, judges, and law enforcement officers, and other interested parties current and informed.

Linkage Between Program Area

Traffic Safety Resource Prosecutors are supported by NHTSA as an effective countermeasure.

Rationale

NHSTA supports Traffic Safety Resource Prosecutors.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
ID20-001	Traffic Safety Resource Prosecutor

Planned Activity: Traffic Safety Resource Prosecutor

Planned activity number: **ID20-001**

Primary Countermeasure Strategy ID:

Planned Activity 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 to support the TSRP contract, which assists Maine law enforcement, prosecutors, motor

vehicle hearings examiners, DHHS lab technicians, and other state agencies with training, investigation and prosecution of traffic safety and impaired driving-related crimes. The TRSP will also assist with the implementation and coordination of the Impaired Driving Special Prosecutors (IDSPs) within selected prosecutorial districts in Maine. The TSRP is encouraged by NHTSA and proven effective in the fight against impaired driving.

Intended Subrecipients
MeBHS with contracted vendor Dirigo Safety, LLC.

Countermeasure strategies
Countermeasure strategies in this planned activity

Countermeasure Strategy
Traffic Safety Resource Prosecutor

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405d Impaired Driving Mid	405d Impaired Driving Mid (FAST)	$250,000.00	$62,500.00	

Program Area: Motorcycle Safety
Description of Highway Safety Problems
Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2020	C-7) Number of motorcyclist fatalities (FARS)	2020	Annual	26
2020	C-8) Number of unhelmeted motorcyclist fatalities (FARS)	2020	Annual	17

Countermeasure Strategies in Program Area

Countermeasure Strategy
MC Safety Communications Campaign

Countermeasure Strategy: MC Safety Communications Campaign
Program Area: **Motorcycle Safety**

Project Safety Impacts
MeBHS will purchase advertisements in multiple media markets to promote the "Share the Road" concept. The goal of the campaign is to educate drivers to share the road with motorcyclists. We will utilize the county registration information to purchase media where it will make the most impact. Additionally, the United Bikers of Maine will use grant funds to purchase advertising space for the PSA that was created in 2019.

Linkage Between Program Area
MeBHS will purchase advertisements in multiple media markets to promote the "Share the Road" concept. The goal of the campaign is to increase awareness of motorcyclists and to educate motor vehicle operators to Share the Road with motorcyclists. Motorcyclist crashes and fatalities continue to rise to a level of concern.

Rationale
An objective is to increase other motorists' awareness of motorcyclists by increasing the visibility of motorcyclists and by educating other drivers on the importance of sharing the road with motorcycles.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
MC20-001	United Bikers of Maine
PM20-001	Motorcycle Safety Paid Media Campaign

Planned Activity: United Bikers of Maine

Planned activity number: **MC20-001**

Primary Countermeasure Strategy ID:

Planned Activity Description

This project will educate motorist and motorcycle riders on the principles of "Share the Road". To maximize the general awareness of motorcycles on the road, the campaign will focus on the importance of motorists paying attention and yielding to the right of way to motorcycles. Activities to accomplish this may include UBM providing educational materials to the motorcycle riding community and motorcycle retail stores, as well as developing and displaying a unique motorcycle safety banners at statewide events. The project may consist of education, program branding, media buys, and social media. The funding for this project will support the printing of education material, mailing, program branding, and paid and digital media efforts aimed at motor vehicle drivers.

Intended Subrecipients

United Bikers of Maine (UBM)

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
MC Safety Communications Campaign

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405f Motorcycle Programs	FAST ACT 405f Motorcycle Program	$16,970.25	$4,242.57	

Planned Activity: Motorcycle Safety Paid Media Campaign

Planned activity number: **PM20-001**

Primary Countermeasure Strategy ID: **MC Safety Communications Campaign**

Planned Activity Description

MeBHS will purchase advertisements in multiple markets to promote the "Share the Road" concept. The goal of the campaign is to increase awareness of motorcyclists and to educate motor vehicle operators to Share the Road with motorcyclists.

Intended Subrecipients

MeBHS with contracted vendor N L Partners

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
MC Safety Communications Campaign

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405f Motorcycle Programs	405f Motorcyclist Awareness (FAST)	$16,970.26	$4,250.00	

Program Area: Non-motorized (Pedestrians and Bicyclist)

Description of Highway Safety Problems

Pedestrian Fatality Facts

5. There were 75 fatal pedestrian crashes between 2013 and 2017 resulting in 76 pedestrian deaths.

6. Three of the 75 fatal pedestrian crashes were hit and runs.

7. Twenty-four percent (24%) of the pedestrians who died in crashes were under the influence.

Pedestrian Fatalities in Perspective

Approximately 10% of fatalities were pedestrian fatalities.

Pedestrian Fatalities

Pedestrian fatalities 10%

All other fatalities 90%
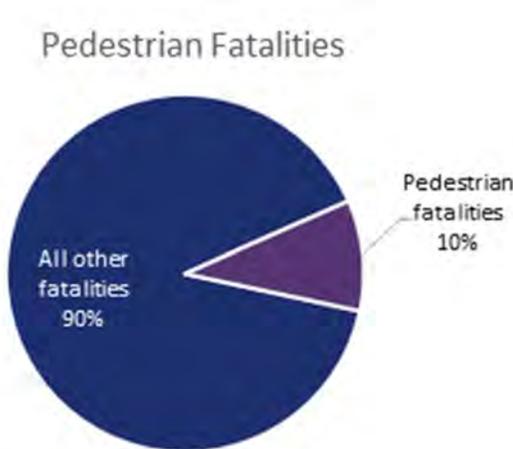
Pedestrian Hit and Runs

Of the 75 fatal pedestrian crashes occurring from 2013 to 2017, 3 (4%) were hit and runs.

Pedestrian Hit and Runs

Hit and Run 4%

Driver present 96%
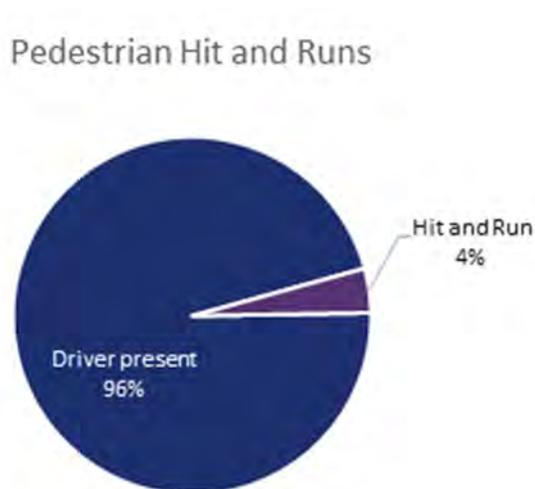
Pedestrians Under the Influence

A sizeable proportion (24%) of the pedestrians who died as a result of highway crashes were under the influence at the time of the crash.

Pedestrian Fatalities by Impairment
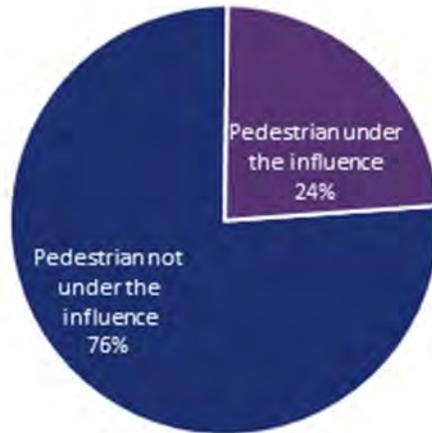
Pedestrian Fatalities and Drivers Under the Influence

A smaller proportion (11%) of crashes that resulted in a pedestrian fatality involved a driver who was under the influence at the time of the crash.

Pedestrian Fatalities by Driver Impairment
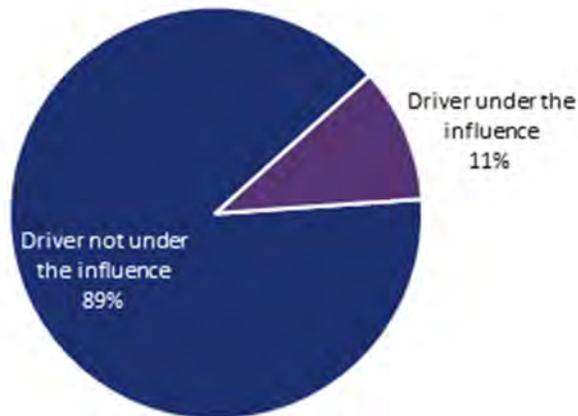
Pedestrian Fatalities and Other Factors

A number of factors contribute to pedestrian fatalities. The following table summarizes the percentage of fatalities associated with some of these known factors. Notable contributing factors were *after dark, pedestrian under the influence,* and *inclement weather*, at 64%, 24%, and 13%, respectively.

| 64% | 24% | 13% | 11% | 11% | 5% | 5% | 5% |

NOTE: Only 17% of pedestrian fatalities were not associated with any of the factors above.

Pedestrian Serious Injury Facts

8. There were 73 pedestrian crashes in 2017 resulting in the serious injury of 74 pedestrians.

9. Eleven percent (11%) of the pedestrians who were seriously injured in crashes were under the influence.

Serious Injury to Pedestrians in Perspective

Approximately 10% of serious injuries were to pedestrians.

Serious Injury to Pedestrians

Serious injury to all others 90%

Serious injury to pedestrian 10%
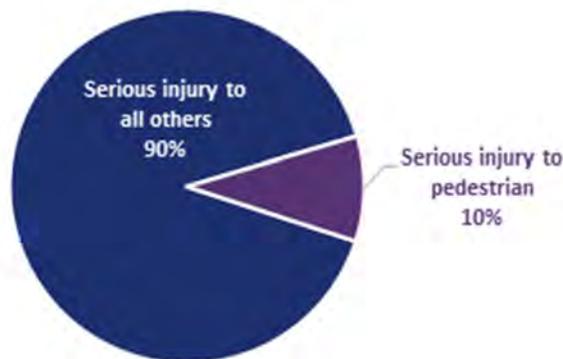
Pedestrians Under the Influence

A sizeable proportion (11%) of the pedestrians who were seriously injured were under the influence at the time of the crash. No seriously injured pedestrians were injured due to an impaired driver in 2017.

Serious Injury to Pedestrians by Impairment
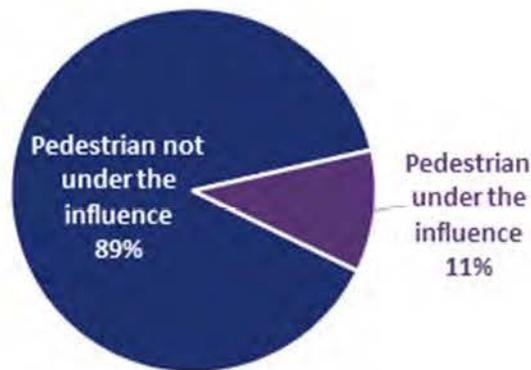
Serious Injury to Pedestrians and Other Factors

A number of factors contribute to the serious injury of pedestrians. The following table summarizes the percentage of serious injury associated with some of these known factors. Notable contributing factors were *after dark*, *senior driver*, and *inclement weather*, at 38%, 23%, and 12%, respectively.

After dark	Senior driver	Inclement weather	Pedestrian under the influence	Young driver	Speed	License suspension
38%	23%	12%	11%	8%	3%	3%

Bicyclists

Facts

1. There were 12 fatal bicycle crashes between 2013 and 2017.

2. Twelve bicyclists died in these crashes.

Bicyclist Fatalities in Perspective

Bicyclists make up a very small proportion, 2%, of all highway fatalities. On average, there were 2.4 bicyclist fatalities per year.

Bicyclist Fatalities
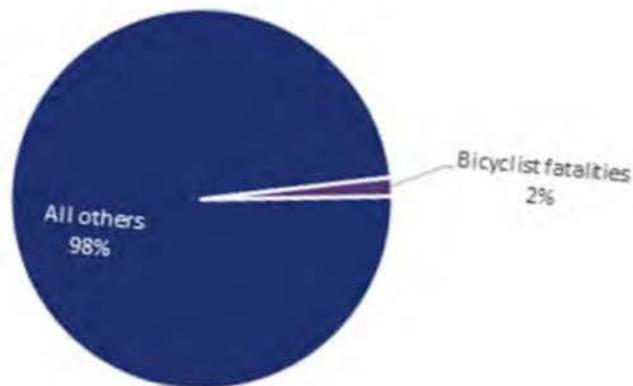
Bicyclist Fatalities and Other Factors

A number of factors contribute to bicyclist fatalities:

1.   3 fatalities occurred after dark

2.   3 fatalities involved an impaired vehicle driver

3.   3 fatalities involved a young (< age 21) vehicle driver

4.   1 fatality involved a young (< age 16) bicyclist

5.   1 fatality involved an impaired bicyclist

No bicyclist fatalities involved speeding, senior drivers, inclement weather, or driver's license suspension.

Bicyclist Serious Injury Facts

1.   There were 20 crashes resulting in serious injury to 20 bicyclists in 2017.

Serious Injury to Bicyclists in Perspective

Bicyclists make up a very small proportion, 3%, of all serious injuries.

Serious Injury to Bicyclists
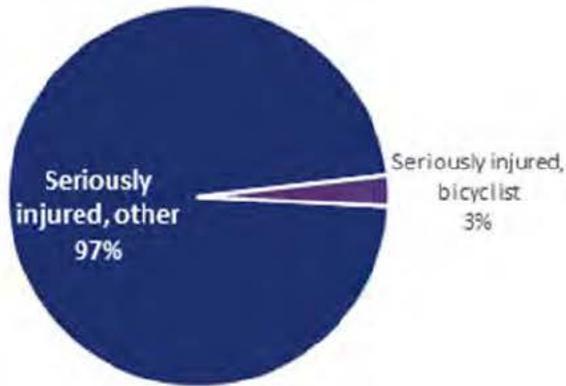
Serious Injury to Bicyclists and Other Factors

A number of factors contribute to the serious injury of bicyclists:

1. 1 serious injuries involved a young ($\leq$ age 20) vehicle driver

2. 2 serious injuries involved an impaired vehicle driver

3. 2 serious injuries occurred after dark

4. 3 serious injuries involved a young ($\leq$ age 16) bicyclist

5. 3 serious injuries involved a senior ($\geq$ age 65) bicyclist

6. 3 serious injuries involved a senior ($\geq$ age 65) driver

No bicyclists sustained serious injury due to impaired bicycling, speeding, inclement weather, or driver's license suspension.

Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2020	C-10) Number of pedestrian fatalities (FARS)	2020	Annual	20

2020	C-11) Number of bicyclists fatalities (FARS)	2020	Annual	2.00

Countermeasure Strategies in Program Area

Countermeasure Strategy
Targeted Enforcement

Countermeasure Strategy: Targeted Enforcement
Program Area: **Non-motorized (Pedestrians and Bicyclist)**

Project Safety Impacts
Increasing compliance with traffic laws for pedestrians, bicyclists, and motorists will improve road user behaviors.

Linkage Between Program Area
Pedestrians and bicyclists are the most vulnerable road users. Targeted enforcement focuses on high crash locations.

Rationale
Education for pedestrians, bicyclists, and drivers make them understand why behavior changes are important. Enforcement is necessary to encourage compliance.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
PS20-001	Pedestrian-Motor Vehicle Traffic Enforcement

Planned Activity: Pedestrian-Motor Vehicle Traffic Enforcement
Planned activity number: **PS20-001**

Primary Countermeasure Strategy ID:

Planned Activity Description
Targeted enforcement (in high pedestrian crash locations) will continue to be utilized to reduce the number of pedestrian crashes and fatalities in the State of Maine. Agencies will be selected together with the Maine DOTand as identified by the Maine Department of Transportation Pedestrian Safety Working Group.

Intended Subrecipients
High-Crash Pedestrian Community Law Enforcement Agencies

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Targeted Enforcement

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Pedestrian Safety (FAST)	$50,000.00	$12,500.00	$50,000.00

Program Area: Occupant Protection (Adult and Child Passenger Safety)

Description of Highway Safety Problems

Facts

7. Sixty-seven percent (67%) of those involved in fatal crashes between 2013 and 2017 were wearing seatbelts while 33% were not.

8. The proportion of occupants involved in fatal crashes who were wearing seatbelts varied between a low of 62% in 2016 and a high of 71% in 2017.

9. Sixty-two percent (62%) of males involved in fatal crashes between 2013 and 2017 were wearing seatbelts while 75% of females were.

Seatbelt Use Over Time

While 67% of occupants involved in fatal crashes between 2013 and 2017 who were required to wear seatbelts were wearing them, that rate varied from one year to another. The lowest rate occurred in 2016, at 62%, while the highest occurred in 2017, at 71%
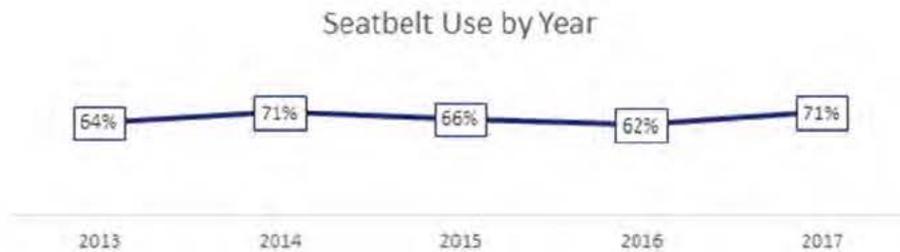
Seatbelt Use by Year

	2013	2014	2015	2016	2017
	64%	71%	66%	62%	71%

Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2020	C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	2020	Annual	52.0
2020	B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)	2020	Annual	88.90

Countermeasure Strategies in Program Area

Countermeasure Strategy

Child Restraint System Inspection Station(s)
Occupant Protection Administration
Occupant Protection Other
Occupant Protection Sustained Enforcement
School Programs
Short-term, High Visibility Seat Belt Law Enforcement

Countermeasure Strategy: Child Restraint System Inspection Station(s)

Program Area: **Occupant Protection (Adult and Child Passenger Safety)**

Project Safety Impacts

Child passenger safety is a NHTSA priority program. The distribution of child restraints to income-eligible families is part of the program.

Linkage Between Program Area

From 2014 to 2018, 11 children aged 12 and under have died in crashes in Maine. In an effort to reach 0 we distribute child safety seats to income eligible families, provide free seat checks and education statewide. We also educate parents and caregivers that the back seat is safest for kids under 13.

Rationale

CTW Ninth Edition 2017

The misuse of child restraints has been a concern for many years. A number of programs have been implemented to provide parents and other caregivers with "hands-on" assistance with the installation and use of child restraints in an effort to combat widespread misuse. Child passenger safety (CPS) inspection stations, sometimes called "fitting stations" are places or events where parents and caregivers can receive this assistance from certified CPS technicians.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
CR20-001	Car Seat Purchase for Income Eligible Children
OPB20-001	CPS Technician and Instructor Training

Planned Activity: Car Seat Purchase for Income Eligible Children

Planned activity number: **CR20-001**

Primary Countermeasure Strategy ID: **Child Restraint System Inspection Station(s)**

Planned Activity Description

This project supports the purchase and distribution of child safety seats (convertible or booster) for Maine income eligible families that are issued through partner CPS distribution sites.; and necessary fitting station and technician supplies and educational materials.

Intended Subrecipients

MeBHS with distribution technicians and partners (listed on NHTSA and MEBHS website)

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Child Restraint System Inspection Station(s)

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405b OP Low	405b Low CSS Purchase/Distribution (FAST)	$14,371.09	$3,592.77	
2019	FAST Act NHTSA 402	Child Restraint (FAST)	$135,000.00	$33,750.00	$54,000.00

Planned Activity: CPS Technician and Instructor Training

Planned activity number: **OPB20-001**

Primary Countermeasure Strategy ID: **Child Restraint System Inspection Station(s)**

Planned Activity Description

This project will support training (possible conference attendance) and certification of new Child Passenger Safety technicians and Instructors. It will also provide for recertification for those with expired credentials. MeBHS anticipates four certification classes and at least one certification renewal class in the federal fiscal year 2020.   Certification courses will be held in each large region of the State of Maine: Northern Central Maine, Northern Maine (County), Central Maine and Down East. Exact hosting locations and dates for the trainings will be determined in the fall and spring to ensure that we are meeting the needs of potential trainees (as received by requests).

Intended Subrecipients

MEBHS

Countermeasure strategies
Countermeasure strategies in this planned activity

Countermeasure Strategy
Child Restraint System Inspection Station(s)

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405b OP Low	405b Low Training (FAST)	$35,000.00	$8,750.00	

Countermeasure Strategy: Occupant Protection Administration
Program Area: **Occupant Protection (Adult and Child Passenger Safety)**

Project Safety Impacts
Costs under this program area include: salaries, travel (e.g., TSI training courses, in-state travel to monitor sub-grantees, meetings) for highway safety program coordinators, and operating costs (e.g., printing, supplies, state indirect rate, postage) directly related to the development, coordination, monitoring, evaluation, public education, monitoring, marketing, and training required of this program.

Linkage Between Program Area
Salaries, training, travel, and equipment maintenance costs to fund program area.

Rationale
To administer Occupant Protection Program.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
OP20-001	Occupant Protection Program Management and Operations

Planned Activity: Occupant Protection Program Management and Operations
Planned activity number: **OP20-001**

Primary Countermeasure Strategy ID:

Planned Activity Description

This project funds costs associated with the procurement, use, gasoline and repairs, and maintenance of highway safety vehicles and equipment used for occupant protection education programs. Vehicles and equipment include: a loaned truck from the Maine State Police, the CPS trailer, the Convincer and Rollover Simulators.

Intended Subrecipients

MeBHS

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Occupant Protection Administration

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Occupant Protection (FAST)	$150,000.00	$37,500.00	$60,000.00
2020	FAST Act NHTSA 402	Occupant Protection (FAST)	$150,000.00	$37,500.00	$60,000.00

Countermeasure Strategy: Occupant Protection Other

Program Area: **Occupant Protection (Adult and Child Passenger Safety)**

Project Safety Impacts

Observational seatbelt usage surveys are a required NHTSA program.

Linkage Between Program Area

Uniform Guidelines for Highway Safety Program 20 stipulates that states must conduct and publicize at least on statewide observational survey of seat belt use annually, ensuring that it meets current, applicable Federal guidelines.

Rationale

NHTSA required.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
OPB20-002	Annual Observational Seat Belt Use Survey

Planned Activity: Annual Observational Seat Belt Use Survey

Planned activity number: **OPB20-002**

Primary Countermeasure Strategy ID: **Occupant Protection Other**

Planned Activity Description

Uniform Guidelines for Highway Safety Program 20 stipulates that states must conduct and publicize at least on statewide observational survey of seat belt use annually, ensuring that it meets current, applicable Federal guidelines. This project funds a contract with a vendor 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.

Intended Subrecipients

MeBHS with contracted vendor University of Southern Maine

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Occupant Protection Other

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405b OP Low	405b OP Low (FAST)	$60,000.00	$15,000.00	

Countermeasure Strategy: Occupant Protection Sustained Enforcement

Program Area: **Occupant Protection (Adult and Child Passenger Safety)**

Project Safety Impacts

The most effective strategy for achieving and maintaining restraint use at acceptable levels is well publicized high visibility enforcement of strong occupant restraint use laws. The effectiveness of high visibility enforcement has been documented repeatedly in the United States and abroad. The strategy's three components – laws, enforcement, and publicity – cannot be separated: effectiveness decreases if any one of the components is weak or missing. This countermeasure is chosen by Maine in order to increase our observed seat belt usage rate to a

high-rate for eligibility purposes and to save more lives. Maine has a primary belt law effective since April 2008. Regardless, approximately 50% of traffic fatalities are unrestrained. Sustained enforcement beyond the National Campaign will help us achieve this.

Linkage Between Program Area
In order to increase observed seatbelt usage, sustained enforcement is an integral part of our Occupant Protection Program.

Rationale
CTW Ninth Edition 2017

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
OP20-003	Maine State Police TOPAZ

Planned Activity: Maine State Police TOPAZ
Planned activity number: **OP20-003**

Primary Countermeasure Strategy ID: **Occupant Protection Sustained Enforcement**

Planned Activity Description
In an effort to increase seat belt compliance and decrease unrestrained fatalities, the Maine State Police Targeted Occupant Protection Awareness Zone (TOPAZ) project is planned to sustain enforcement. The TOPAZ team will be made up of troopers focused on seat belt enforcement in previously identified zones with the highest unbelted fatalities. 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. The MSP TOPAZ team will work the specific days, times and zones and will focus on male pickup drivers and younger drivers. Additionally, the Maine State Police will conduct state-funded occupant protection details in order to assist with Maintenance of Effort.

Intended Subrecipients
Maine State Police

Countermeasure strategies
Countermeasure strategies in this planned activity

Countermeasure Strategy
Occupant Protection Sustained Enforcement

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405b OP Low	405b Low HVE (FAST)	$140,000.00	$35,000.00	

Countermeasure Strategy: School Programs
Program Area: **Occupant Protection (Adult and Child Passenger Safety)**

Project Safety Impacts
Communications and outreach strategies for children and other low belt user groups is necessary to increase voluntary seat belt usage.

Linkage Between Program Area
In order to achieve a high belt use rate, Maine must reach our target demographic most likely to not use a seatbelt.

Rationale
CTW Ninth Edition 2017

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
OP20-002	Traffic Safety Education

Planned Activity: Traffic Safety Education
Planned activity number: **OP20-002**

Primary Countermeasure Strategy ID:

Planned Activity Description
This project funds two full-time positions dedicated to providing traffic safety education statewide. The education includes: NETS, Convincer and Rollover demonstrations for occupant protection, distracted and impaired driving simulations, and the use of highway safety displays at schools, colleges, health fairs, community centers, businesses, and other locations where the targeted demographic can be found. The seat belt education component of this program reaches approximately 4,000 citizens each year and provides education to grades K-12, private businesses and state agencies. Funds for travel to state and national conferences and trainings are included in the grant. The NETS component of this program works with businesses and industry safety leaders statewide. With the exception of MeBHS' media campaign, this program has been proven to be the most effective tool for reaching school-aged children, young drivers, parents, and the employer workforce.

Atlantic Partners EMS

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
School Programs

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Community Traffic Safety Project (FAST)	$160,000.00	$40,000.00	$64,000.00

Countermeasure Strategy: Short-term, High Visibility Seat Belt Law Enforcement
Program Area: **Occupant Protection (Adult and Child Passenger Safety)**

Project Safety Impacts

In order to qualify for NHTSA funding, states must participate in no less than three National high-visibility enforcement campaigns. Maine choses this countermeasure in order to participate in the National Click It or Ticket program. High visibility enforcement (HVE) and education are proven counter measures to increase seat belt compliance rates.

Maine combines paid and earned media in conjunction with funding dedicated overtime details for law enforcement to conduct occupant protection enforcement. It is anticipated that HVE and education will increase our observed usage rate to make Maine a high-rate state for qualification purposes.

Linkage Between Program Area

Required as part of regulation to participate in the mobilization.

Rationale

NHTSA Required.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name

OPB20-000	HVE Occupant Protection (CIOT-BUNE)

Planned Activity: HVE Occupant Protection (CIOT-BUNE)

Planned activity number: **OPB20-000**

Primary Countermeasure Strategy ID: **Short-term, High Visibility Seat Belt Law Enforcement**

Planned Activity Description

Funds will support overtime enforcement associated with law enforcement participation in the NHTSA National *Click It or Ticket* high-visibility campaign. This project supports law enforcement efforts to increase the seat belt usage rate, voluntary compliance, and decrease unbelted passenger fatalities. Selected law enforcement agencies will be awarded grants following Maine's standard process for contracting and following the data analysis process described elsewhere in this document. Participating law enforcement agencies often incorporate an educational component (non-federally funded) to their CIOT activities through school events, MeBHS sports marketing events, and community events.

Intended Subrecipients

Various Law Enforcement Agencies based on data analysis and participation in national mobilizations.

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Short-term, High Visibility Seat Belt Law Enforcement

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405b OP Low	405b Low HVE (FAST)	$416,232.82	$104,059.00	
2020	FAST Act 405b OP Low	405b Low HVE (FAST)	$273,050.78	$68,263.00	

Program Area: Older Drivers
Description of Highway Safety Problems

Facts
- Senior drivers were involved in 174 of the 708 fatal crashes (25%) that occurred between 2013 and 2017.
- Of the 764 fatalities that occurred, 197 (26%) involved a senior driver.

Senior Driver Fatalities in Perspective

A total of 197 fatalities were associated with senior drivers (ages 65 and older) between 2013 and 2017. These fatalities accounted for 26% of all highway fatalities.

Fatalities by Senior Driver

One or more senior drivers 26%
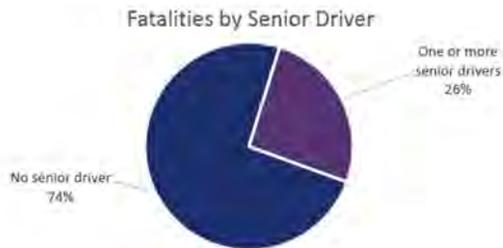
No senior driver 74%

Who Dies?

Many of the fatalities associated with senior drivers, 66%, involved loss of life for the senior driver. An additional 17% of fatalities were the senior drivers' passengers. This suggests that 83% of the risk associated with senior drivers is borne by senior drivers and their passengers. An additional 17% of fatalities were occupants of other vehicles, bicyclists, and pedestrians.

Senior Driver Fatalities by Person Type

Senior drivers' passengers 17%

Occupants of other vehicles 13%

Senior drivers 66%
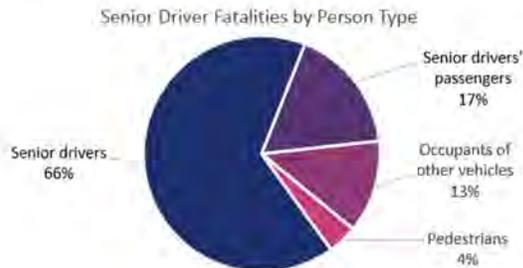
Pedestrians 4%

Type of Crash

The majority (96%) of **all** fatalities between 2013 and 2017 were related to one of the following crash types:

- Went off road (37%)
- Head-on/sideswipe (31%)
- Pedestrians (9%)
- Rollover (8%)
- Rear-end/sideswipe (6%)
- Intersection movement (6%)

While these six categories were likewise the top six 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. *Went off the road* accounted for the plurality of fatalities involving no senior driver; approximately 43% of fatalities from incidents involving no senior driver fell into this category. *Head-on/sideswipe* crashes accounted for an additional 24% of fatalities involving no senior driver. For fatalities involving senior drivers, the order of these categories was flipped: Approximately 49% of fatalities involving senior drivers were associated with *head-on/sideswipe* crashes, while 21% were associated with *went off the road*.

In addition to this difference, incidents involving senior drivers were more likely to be associated with *intersection movement* crashes. Approximately 13% of incidents involving senior drivers were *intersection movement* crashes, while only 3% of incidents involving no senior drivers fell into this category.
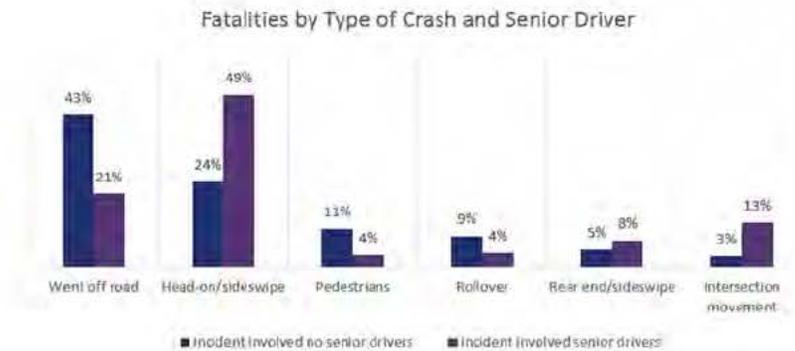
Fatalities by Type of Crash and Senior Driver

Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2020	Senior Driver Fatalities	2020	Annual	33.0

Countermeasure Strategies in Program Area

Countermeasure Strategy
Communication Campaign

Countermeasure Strategy: Communication Campaign

Program Area: **Older Drivers**

Project Safety Impacts

Maine has the highest rate of older drivers in the nation due to the rural nature, public transportation is severely limited. Activities designed to educate older drivers and their families and physicians will decrease older driver crashes and fatalities.

Linkage Between Program Area

Senior drivers die at a relatively high proportion compared to other ages drivers.

Rationale

CTW Ninth Edition 2017

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
PM20-001	Older Driver Education

Planned Activity: Older Driver Education

Planned activity number: **PM20-001**

Primary Countermeasure Strategy ID: **Communication Campaign**

Planned Activity Description

NL Partners will help to develop driver safety educational materials for Physicians, nurses, caretakers and others for distribution. The educational materials will complement the older driver paid, earned and digital media campaign.

Intended Subrecipients

NL PARTNERS

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Communication Campaign

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit

	FAST Act NHTSA 402	Driver Education (FAST)	$50,000.00	$12,500.00	$20,000.00

Program Area: Planning & Administration
Description of Highway Safety Problems

The Planning & Administration (P&A) program area and its projects outline the activities and associated costs necessary for the overall management and operations of the MeBHS, including, but not limited to:

1. Identifying the state's most significant traffic safety problems

2. Prioritizing problems and developing methods for distribution of funds

3. Developing the annual Highway Safety Plan and Annual Report

4. Recommending individual grants for funding

5. Developing planned grants

6. Monitoring and evaluating grant progress and accomplishments

7. Preparing program and grant reports

8. Conducting grantee performance reviews

9. Increasing public awareness and community support of traffic safety and appropriate behaviors that reduce risk

10. Participating on various traffic safety committees and task forces

11. Promoting and coordinating traffic safety in Maine

12. 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.

13. Conducting trainings for applicable grant personnel

14. Applicable salaries and state costs

15. Preparing for Management Reviews

16. Collaboration with many traffic safety partners

Associated Performance Measures

Planned Activities
Planned Activities in Program Area

Unique Identifier	Planned Activity Name	Primary Countermeasure Strategy ID
PA20-003	Maine Life Savers Conference	Administration
PA20-001	Planning & Administration	Administration

| PA20-002 | Pre-MR Review GHSA CSI | Administration |

Planned Activity: Maine Life Savers Conference
Planned activity number: **PA20-003**

Primary Countermeasure Strategy ID: **Administration**

Planned Activity Description
MEBHS will contract with a vendor (Alliance Sports Marketing) to host a FFY2020 Maine Lifesaver Conference. The conference will support program areas including: child passenger safety, occupant protection, impaired driving, and distracted driving. This will be a first conference of this type for Maine. We have conducted successful Impaired Driving Summits and Child Passenger Safety Conferences for years. This global conference will bring Maine safety stakeholders together for a one-day event.

Intended Subrecipients
Alliance Sports Marketing

Countermeasure strategies
Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	402 FAST Act Program Management	$35,000.00	$35,000.00	$35,000.00

Planned Activity: Planning & Administration
Planned activity number: **PA20-001**

Primary Countermeasure Strategy ID: **Administration**

Planned Activity Description
The Planning & Administration (P&A) program area and its projects outline the activities and associated costs necessary for the overall management and operations of the MeBHS, including, but not limited to:

17.   Identifying the state's most significant traffic safety problems

18.   Prioritizing problems and developing methods for distribution of funds

19.   Developing the annual Highway Safety Plan and Annual Report

20.   Recommending individual grants for funding

21. Developing planned grants

22. Monitoring and evaluating grant progress and accomplishments

23. Preparing program and grant reports

24. Conducting grantee performance reviews

25. Increasing public awareness and community support of traffic safety and appropriate behaviors that reduce risk

26. Participating on various traffic safety committees and task forces

27. Promoting and coordinating traffic safety in Maine

28. 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.

29. Conducting trainings for applicable grant personnel

30. Applicable salaries and state costs

31. Preparing for Management Reviews

32. Collaboration with many traffic safety partners

Intended Subrecipients
MEBHS

Countermeasure strategies
Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Planning and Administration (FAST)	$471,601.44	$401,601.44	$0.00
2020	FAST Act NHTSA 402	Planning and Administration (FAST)	$327,772.13	$327,772.13	$0.00

Planned Activity: Pre-MR Review GHSA CSI

Planned activity number: **PA20-002**

Primary Countermeasure Strategy ID: **Administration**

Planned Activity Description

GHSA's Consulting Services Initiative (CSI) helps State Highway Safety Office (SHSO) with important and necessary projects that SHSO's may not have time or staffing resources to complete. CSI's pool of consultants are seasoned traffic safety professionals, with SHSO and/or NHTSA expertise. MEBHS will contract with GHSA CSI for a Pre-Management Review evaluation of its highway safety program in preparation for the FFY20 Management Review.

Intended Subrecipients

GHSA -CSI

Countermeasure strategies

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Planning and Administration (FAST)	$30,000.00	$30,000.00	$0.00

Description of Highway Safety Problems

Facts

33.   There were 207 speed-related fatal crashes between 2013 and 2017.

34.   There were 227 speed-related fatalities between 2013 and 2017, including 171 driver fatalities, 52 passenger fatalities, and 4 pedestrian fatalities.

35.   Thirty percent (30%) of all highway fatalities were speed related.

Speeding Fatalities in Perspective

Between 2013 and 2017 there were 227 fatalities related to speeding. This was between a quarter and a third (30%) of all highway fatalities.

Fatalities by Speeding
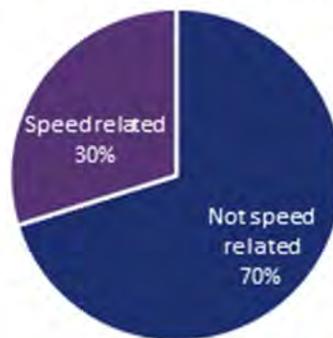
Speeding Fatality Trend

The proportion of fatalities associated with speeding fluctuated slightly over the years, from a high of 35% in 2015 to a low of 26% in 2017.

Speed-Related Fatalities by Year
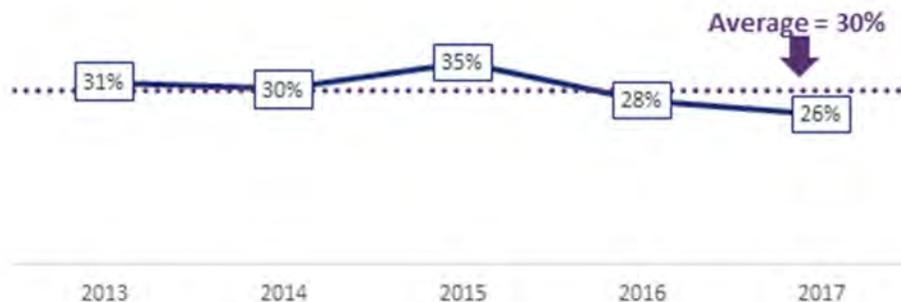
Speeding and Age

While 20% of all drivers involved in fatal crashes were speeding, the rate differed by driver age. At 44%, young drivers (those 16 to 20) were much more likely to have been speeding than older drivers, 18% of whom were speeding.

Driver Speeding by Age

44%

18%

Young driver
(ages 16 to 20)

Older driver
(ages 21 and up)
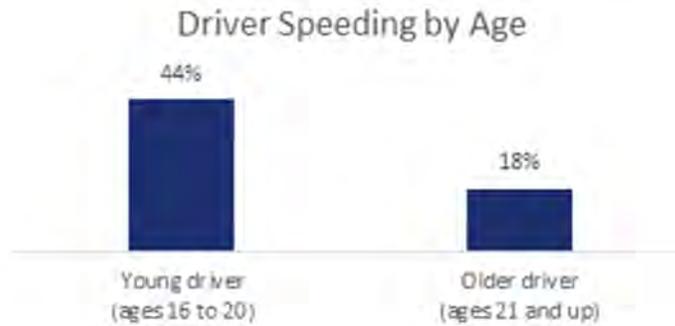
Speeding and Gender

There were no gender differences for speeding drivers.

### Speeding Fatalities and Leaving the Road

Approximately 65% of speeding vehicles left the road, while approximately 33% of non-speeding vehicles did so. 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. Almost two-thirds (63%) of occupants involved in fatal crashes in which the vehicle remained on the road survived the crash, but when the vehicle left the road only about half that rate (32%) survived.

Vehicle Left Road by Speed

65%

33%

Vehicle speeding   Vehicle not speeding

Survival by Vehicle Left Road

63%

32%

Vehicle left road   Vehicle stayed on road

Speeding by Month

Overall, 29% of fatal crashes were speed related, but this proportion varied depending on month. Rates ranged from a low of 18% in June to a high of 44% in March.

Fatalities by Speeding and Month

Speeding Serious Injjry Facts

36.   There were 123 speed-related serious injury crashes in 2017.

37.   There were 145 speed-related serious injuries in 2017, including 101 driver injuries, 42 passenger injuries, and 2 pedestrian injuries.

38.   Nineteen percent (19%) of all serious injuries were speed related.

Speed-Related Serious Injuries in Perspective

In 2017, there were 145 serious injuries related to speeding. This was approximately nineteen percent (19%) of all serious injuries.

Serious Injuries by Speeding
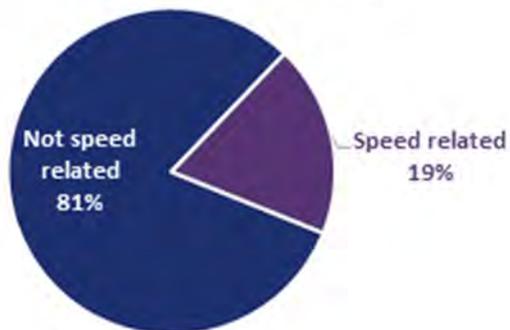
Speeding by Age and Gender

While 12% of all drivers involved in serious injury crashes were speeding, a much higher proportion of young male drivers (ages 16 to 20) involved in serious injury crashes were speeding (27%) compared to older male drivers (12%), young female drivers (9%), and older female drivers (10%).

Driver Speed by Age and Gender

	Male		Female	
	Young (ages 16 to 20)	Older (ages 21 and up)	Young (ages 16 to 20)	Older (ages 21 and up)
	27%	12%	9%	10%
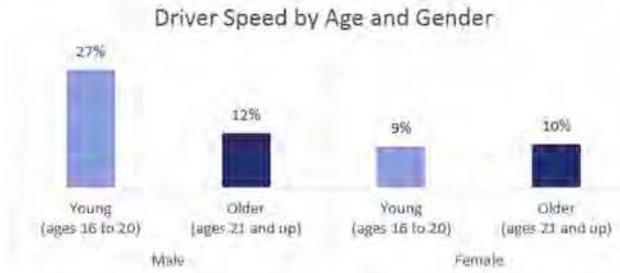
Speed-Related Serious Injuries and Leaving the Road

Approximately 65% of speeding vehicles left the road, while approximately 26% of non-speeding vehicles did so. This is an important distinction because a larger proportion of people involved in serious injury crashes in which the vehicle leaves the road are seriously injured. Approximately 38% of occupants involved in crashes in which the vehicle remains on the road are seriously injured, but when the vehicle leaves the road, the proportion rises to 70%.

Vehicle Left Road by Speed

Vehicle speeding	Vehicle not speeding
65%	26%

Serious Injury by Vehicle Left Road

Vehicle left road	Vehicle stayed on road
70%	38%
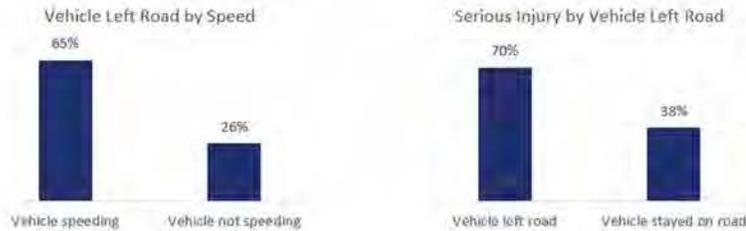
Speeding by Month

Overall, 18% of serious injury crashes were speed related, but this proportion varied depending on month. Rates ranged from a low of 9% in October to a high of 33% in March.
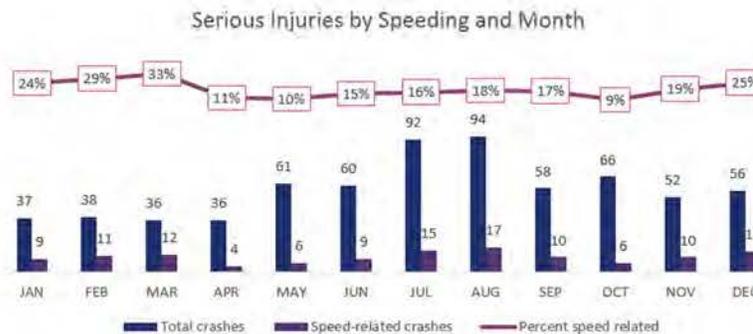
Serious Injuries by Speeding and Month

	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
Total crashes	37	38	36	36	61	60	92	94	58	66	52	56
Speed-related crashes	9	11	12	4	6	9	15	17	10	6	10	14
Percent speed related	24%	29%	33%	11%	10%	15%	16%	18%	17%	9%	19%	25%

Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2020	C-6) Number of speeding-related fatalities (FARS)	2020	Annual	42.00

Countermeasure Strategies in Program Area

Countermeasure Strategy
Police Traffic Services Administration
Police Traffic Services Sustained Enforcement
Support of Law Enforcement Efforts

Countermeasure Strategy: Police Traffic Services Administration
Program Area: **Police Traffic Services**

Project Safety Impacts
Administrative support is required to successfully implement the Police Traffic Services Program Area of the Highway Safety Plan.

Linkage Between Program Area
Administrative support is required to successfully implement the Police Traffic Services Program Area of the Highway Safety Plan.

Rationale
Administrative support is required to successfully implement the Police Traffic Services Program Area of the Highway Safety Plan.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
PT20-001	Police Traffic Services Program Management and Operations

Planned Activity: Police Traffic Services Program Management and Operations
Planned activity number: **PT20-001**

Primary Countermeasure Strategy ID:

Planned Activity Description

Costs under this program area include: salaries for highway safety program coordinators working on law enforcement grants, travel (e.g., TSI training courses, in-state travel to monitor sub-grantees, meetings) for highway safety program coordinators, and operating costs (e.g., printing, supplies, state indirect rate, postage) directly related to the development, coordination, monitoring, evaluation, public education, monitoring, marketing, and training required of this program.

Intended Subrecipients

MeBHS

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Police Traffic Services Administration

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	402 PTS-Police Traffic Services	PTS Highway Safety Program Management	$150,000.00	$37,500.00	$60,000.00
2020	402 PTS-Police Traffic Services	PTS Highway Safety Program Management	$150,000.00	$37,500.00	$60,000.00

Countermeasure Strategy: Police Traffic Services Sustained Enforcement

Program Area: **Police Traffic Services**

Project Safety Impacts

High-Visibility Enforcement is a proven countermeasure to reduce speeding and aggressive driving. Sustained enforcement, together with a robust educational component, is proven to be more effective in changing driver behavior . Speeding continues to be a factor in motor vehicle fatal crashes in all categories (younger, older, motorcycle). By choosing this countermeasure and by conducting sustained speed enforcement in locations of known high-crash will help us reduce speeding related crashes in 2020 and beyond.

High-Visibility Enforcement is a proven countermeasure to reduce speeding and aggressive driving.

Rationale
CTW Ninth Edition 2017

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
PT20-000	Municipal and County Speed Enforcement
PT20-003	Maine State Police Strategic Area Focused Enforcement (SAFE) Program

Planned Activity: Municipal and County Speed Enforcement
Planned activity number: **PT20-000**

Primary Countermeasure Strategy ID:

Planned Activity Description
High-Visibility Enforcement is proven to reduce speeding and aggressive driving. Sustained enforcement, together with a robust educational component, is proven to be more effective in changing driver behavior, similar to sustained enforcement of other traffic laws.   Speeding continues to be a significant factor in motor vehicle fatal crashes in all categories (younger, older, motorcycle). By choosing this strategy to conduct data-driven sustained speed enforcement in locations of known high-crash will help reduce speeding related crashes in 2020 and beyond. Participating agencies are selected using the data-drive approach discussed previously in this Plan.

Intended Subrecipients

Portland Police Department

Caribou Police Department

Androscoggin County SO

Auburn Police Department

Scarborough Police Department

Lewiston Police Department

Ellsworth Police Department

Lincoln County SO

York County SO

Biddeford Police Department

York Police Department

Penobscot County SO

Gorham Police Department

Sagadahoc County SO

Westbrook Police Department

Waterville Police Department

Augusta Police Department

Kennebec County SO

Falmouth Police Department

Brunswick Police Department

Orono Police Department

Maine State Police SAFE Program

Saco Police Department

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Police Traffic Services Sustained Enforcement

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	402 PTS-Police Traffic Services	PT High Visibility Enforcement	$240,000.00	$60,000.00	$240,000.00

Planned Activity: Maine State Police Strategic Area Focused Enforcement (SAFE) Program

Planned activity number: **PT20-003**

Primary Countermeasure Strategy ID:

Planned Activity Description

This project will support dedicated over-time speed enforcement by Maine State Police Troopers air wing unit in identified high-crash locations. SAFE locations are determined using the most recent and available crash and fatality data. Approximately 1,500 hours of enforcement hours will be conducted.

Intended Subrecipients

Maine State Police

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Police Traffic Services Sustained Enforcement

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	402 PTS-Police Traffic Services	PTS High Visibility Enforcement	$140,000.00	$35,000.00	$0.00

Countermeasure Strategy: Support of Law Enforcement Efforts

Program Area: **Police Traffic Services**

Project Safety Impacts

The Law Enforcement Liaison serves the highway safety office and the law enforcement community and key partners by encouraging increased participation by law enforcement in HVE campaigns; encouraging the use of DDACTS and other proven countermeasure and evaluation measures; promoting specialized training (SFST, ARIDE, DRE, and 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.

Law Enforcement Liaisons are proven effective in increasing High-Visibility Enforcement efforts.

Rationale

CTW, Ninth Edition 2017

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
PT20-002	Law Enforcement Liaison

Planned Activity: Law Enforcement Liaison

Planned activity number: **PT20-002**

Primary Countermeasure Strategy ID:

Planned Activity Description

The Law Enforcement Liaison serves the highway safety office and the law enforcement community and key partners by encouraging increased participation by law enforcement in HVE campaigns; encouraging the use of DDACTS and other proven countermeasure and evaluation measures; promoting specialized training (SFST, ARIDE, DRE, and 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.

Intended Subrecipients

MeBHS with Contracted Vendor

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Support of Law Enforcement Efforts

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit

| 2019 | FAST Act NHTSA 402 | Police Traffic Services (FAST) | $100,000.00 | $25,000.00 | $100,000.00 |

Program Area: Traffic Records

Description of Highway Safety Problems

A complete traffic records program is necessary for planning, problem identification, operational management, and evaluation of a state's highway safety activities. MeBHS and its partners collect and use traffic records data to identify highway safety problems, select the most appropriate countermeasures and evaluate their effectiveness. The goal of Maine's Traffic Records Coordinating Committee (TRCC) is to continue to develop a comprehensive traffic records system so Maine can address the highest priority highway safety issues.

Maine's TRCC partners have made significant progress in improving the State's traffic records systems. These accomplishments and projects are identified in the **Traffic Records Strategic Plan** uploaded to this application in 405(c) .

Maine's TRCC has identified, selected and prioritized projects to resolve the deficiencies identified in the Traffic Records Strategic Plan through a 2016 Traffic Records Assessment. The TRCC agreed on the prioritization during the May 1, 2019 meeting and voted on funding priority. Maine's TRCC prioritized projects based on the 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. Assessment Recommendations addressed in the FFY20 HSP are addressed in the required Traffic Records Strategic Plan.

Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2020	Crash Uniformity	2020	Annual	44.0
2020	EMS Uniformity	2020	3 Year	96.0
2020	Crash Completeness	2020	Annual	66.0

Countermeasure Strategies in Program Area

Countermeasure Strategy
Improves accessibility of a core highway safety database
Improves completeness of a core highway safety database
Improves integration between one or more core highway safety databases
Improves uniformity of a core highway safety database

Traffic Records Administration
Traffic Records Improves Timeliness

Countermeasure Strategy: Improves accessibility of a core highway safety database
Program Area: **Traffic Records**

Project Safety Impacts
Traffic Records Projects are designed to increase MMUCC and NEMSIS compliance of core traffic systems. In addition, projects must increase timeliness, accuracy, completeness, uniformity, integration and accessibility of specific systems. Making crash data analysis available to the general public and providing EMS quality assurance, FARS analysis and Highway Safety Plan data are projects working toward accessibility of core data sets.

Linkage Between Program Area
Access to crash and fatality data is often limited to just the agency managing the data. Traffic Records projects should increase accessibility of data.

Rationale
NHTSA's Traffic Records Program Assessment Advisory discusses the core components and measures of successful Traffic Records Projects.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
ME-P-00015	Public Access Reports - Traffic

Planned Activity: Public Access Reports - Traffic
Planned activity number: **ME-P-00015**

Primary Countermeasure Strategy ID: **Improves accessibility of a core highway safety database**

Planned Activity Description
Maine Crash information is only currently available on a query able 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, and 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 will improve public access to highway safety information and lessen

the customized data requests now handled by various contacts in the state through creation of enhanced query tools and ad hoc reports.

Intended Subrecipients
MeBHS with Lexis Nexis (contracted vendor)

Countermeasure strategies
Countermeasure strategies in this planned activity

Countermeasure Strategy
Improves accessibility of a core highway safety database

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405c Data Program	405c Data Program (FAST)	$50,000.00	$12,500.00	
2020	FAST Act 405c Data Program	405c Data Program (FAST)	$75,000.00	$18,750.00	

Countermeasure Strategy: Improves completeness of a core highway safety database
Program Area: **Traffic Records**

Project Safety Impacts
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.

Linkage Between Program Area
Various traffic records system enhancements will ensure timely, accurate, complete, uniform, integrated and accessible traffic data.

Rationale
Various traffic records system enhancements will ensure timely, accurate, complete, uniform, integrated and accessible traffic data

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
ME-P-00006	Maine Crash Reporting System Upgrades

Planned Activity: Maine Crash Reporting System Upgrades

Planned activity number: **ME-P-00006**

Primary Countermeasure Strategy ID: **Improves completeness of a core highway safety database**

Planned Activity 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 date schema for ease of data transfer between the variety of software programs and agencies that use crash data. The goals of this project will 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. Funds for this project support the contract with the vendor to complete the TRCC approved upgrades.

Intended Subrecipients

Lexis-Nexis under Contract.

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Improves completeness of a core highway safety database
Traffic Records Improves Timeliness

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405c Data Program	405c Data Program (FAST)	$400,000.00	$100,000.00	

Countermeasure Strategy: Improves integration between one or more core highway safety databases

Program Area: **Traffic Records**

Project Safety Impacts

Integration of various data systems is necessary in order to achieve the most benefit from traffic records data and systems.

Linkage Between Program Area

Integration of systems is a traffic records core criterion.

Rationale

Integration of data and systems enhances a state's traffic records systems.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
ME-P-00024	Highway Safety/FARS/EMS Data Quality Analysis

Planned Activity: Highway Safety/FARS/EMS Data Quality Analysis

Planned activity number: **ME-P-00024**

Primary Countermeasure Strategy ID: **Improves integration between one or more core highway safety databases**

Planned Activity 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. Additionally, the Highway Safety Office contracts with a vendor to review and analyze the quality of EMS run reporting data. FARS analysts and analysis is partially funded using 405c. Funds are contracted to provide data analysis services; and funds are used to partially cover the costs associated with FARS that is not sufficiently covered under the FARS Co-operative agreement.

Intended Subrecipients

MeBHS with University of Southern Maine.

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Improves accessibility of a core highway safety database
Improves integration between one or more core highway safety databases

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405c Data Program	405c Data Program (FAST)	$34,813.71	$8,704.00	
2020	FAST Act 405c Data Program	405c Data Program (FAST)	$52,559.73	$13,140.00	

Countermeasure Strategy: Improves uniformity of a core highway safety database

Program Area: **Traffic Records**

Project Safety Impacts

The E-Citation project is designed to improve uniformity, completeness and accuracy of a core traffic records system. Creation and implementation of the electronic citation system will allow the violations bureau to receive electronic file uploads of all citations written - real time. All citations will be uniform.

Linkage Between Program Area

Utilization of an electronic citation system by all law enforcement agencies will increase uniformity, accuracy, completeness and timeliness of citation records.

Rationale

Improving uniformity (among other attributes) of core traffic record data systems is supported by NHTSA in the Traffic Records Program Assessment Advisory.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
ME-P-00011	E-citation

Planned Activity: E-citation

Planned activity number: **ME-P-00011**

Primary Countermeasure Strategy ID: **Improves uniformity of a core highway safety database**

Planned Activity 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. Current funds are under contract and being used for testing and deployment. Future deployment (statewide) and enhancements are also under contract.

Intended Subrecipients
MeBHS with Lexis Nexis (contracted vendor)

Countermeasure strategies
Countermeasure strategies in this planned activity

Countermeasure Strategy
Improves uniformity of a core highway safety database

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405c Data Program	405c Data Program (FAST)	$300,000.00	$75,000.00	
2020	FAST Act 405c Data Program	405c Data Program (FAST)	$200,000.00	$50,000.00	

Countermeasure Strategy: Traffic Records Administration
Program Area: **Traffic Records**

Project Safety Impacts
A complete traffic records program is necessary for planning, problem identification, operational management, and evaluation of a state's highway safety activities. MeBHS and its partners collect and use traffic records data to identify highway safety problems, select the most appropriate countermeasures and evaluate their effectiveness

Linkage Between Program Area
Travel costs and salaries allowable for administration of the Traffic Records Program.

Rationale
Administration is required to coordinate the Traffic Records Program Area. Additionally, the Traffic Records Assessment and Program Assessment Advisory identifies successful strategies for Traffic Records projects.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
TR20-001	Traffic Records Program Management and Operations

Planned Activity: Traffic Records Program Management and Operations

Planned activity number: **TR20-001**

Primary Countermeasure Strategy ID: **Traffic Records Administration**

Planned Activity Description

Costs under this program area include: salaries, in-state travel to monitor sub-grantees and contractors for highway safety program coordinators, out of state travel for Traffic Records Conference(s) and operating costs (e.g., printing, supplies, state indirect rate, postage) directly related to the development, coordination, monitoring, evaluation, public education, monitoring, marketing, and training required of this program.

Intended Subrecipients

MeBHS

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Traffic Records Administration

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Traffic Records (FAST)	$64,619.88	$16,155.00	$25,850.00
2020	FAST Act NHTSA 402	Traffic Records (FAST)	$100,000.00	$25,000.00	$40,000.00

Countermeasure Strategy: Traffic Records Improves Timeliness

Program Area: **Traffic Records**

Project Safety Impacts

With access to 100% electronically submitted crash data in Maine, this data is often more accurate, complete, and timely. Data accessibility for end users is a key component to any crash system. Allowing local agencies quick and easy access to their crash data through the MCRS web portal provides opportunities for law enforcement to expand its use of crash and traffic safety data and implement data-driven initiatives and more comprehensive data analytics

programs. This facilitates targeted enforcement and focused engineering efforts in areas with the greatest crash risk and allows law enforcement and transportation professionals to have a greater impact on traffic safety in communities.

Linkage Between Program Area

Complete and accurate crash data is necessary for a successful highway safety program. In order to identify problem areas and utilize federal funding appropriately, a state must understand what its overall crash problem is. Increasing timeliness of crash data, through updates and upgrades to the system allows for continued analysis and programming.

Rationale

Identified in NHTSA's Traffic Records Program Assessment Advisory.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
ME-P-00006	Maine Crash Reporting System Upgrades

Planned Activity: Maine Crash Reporting System Upgrades

Planned activity number: **ME-P-00006**

Primary Countermeasure Strategy ID: **Improves completeness of a core highway safety database**

Planned Activity 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 date schema for ease of data transfer between the variety of software programs and agencies that use crash data. The goals of this project will 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. Funds for this project support the contract with the vendor to complete the TRCC approved upgrades.

Intended Subrecipients

Lexis-Nexis under Contract.

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Improves completeness of a core highway safety database
Traffic Records Improves Timeliness

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405c Data Program	405c Data Program (FAST)	$400,000.00	$100,000.00	

Description of Highway Safety Problems

Facts

39.   Young drivers (ages 16 to 20) were involved in 78 of the 708 fatal crashes (11%).

40.   Eighty-three (83) of the 764 fatalities involved a young driver (11%).

41.   Eight percent (8%) of drivers involved in fatal crashes between 2013 and 2017 were young drivers.

Young Driver Fatalities in Perspective

A total of 83 fatalities were associated with young drivers (ages 16 to 20) between 2013 and 2017. These fatalities accounted for 11% of all highway fatalities.

Fatalities by Young Driver (ages 16 to 20)

No young driver 89%

One or more young drivers 11%
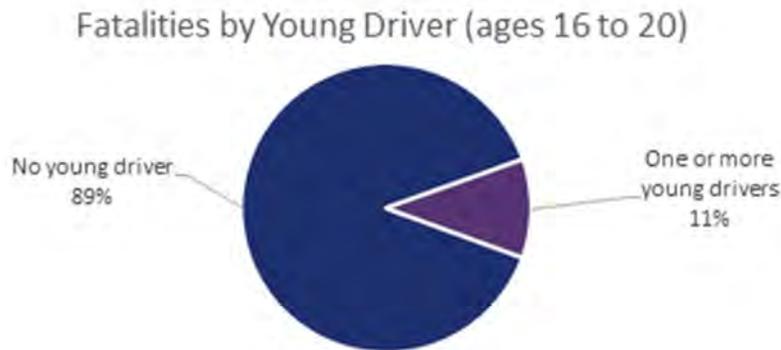
Who Dies?

Many of the fatalities associated with young drivers (49%) involved loss of life for the young driver. An additional 25% of fatalities were the young drivers' passengers. This suggests that 75% of the risk associated with young drivers is borne by young drivers and their passengers. An additional 25% of fatalities were occupants of other vehicles, pedestrians, and bicyclists.

Young Driver Fatalities by Person Type

Young drivers' passengers 25%

Occupants of other vehicles 17%

Young drivers 49%

Pedestrians & bicyclists 8%
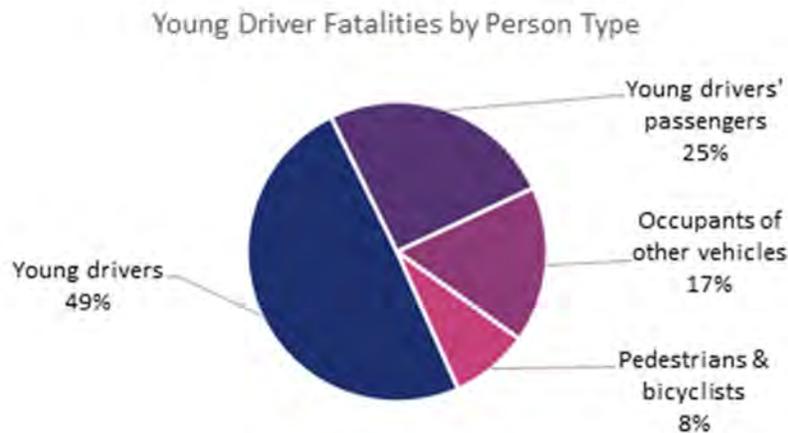
42.   Young drivers (ages 16 to 20) were involved in 96 of the 696 crashes (14%) that resulted in serious injury.

43.   One hundred twenty (120) of the 775 serious injuries involved a young driver (15%).

44.   Ten percent (10%) of drivers involved in crashes resulting in serious injury in 2017 were young drivers.

Serious Injury to Young Drivers in Perspective

A total of 120 serious injuries were associated with young drivers (ages 16 to 20) in 2017. These injuries accounted for 15% of all serious injuries.

Serious Injury by Young Driver (ages 16 to 20)

No young driver 85%

One or more young drivers 15%

Who Is Seriously Injured?

Many of the serious injuries associated with young drivers (41%) were sustained by a young driver. An additional 14% of serious injuries were sustained by a young drivers' passengers. This suggests that 55% of the risk associated with young drivers is borne by young drivers and their passengers. An additional 45% of serious injuries were sustained by occupants of other vehicles, pedestrians, and bicyclists.

Serious Injury & Young Drivers by Person Type
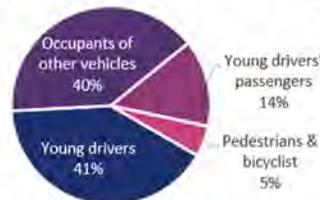
Occupants of other vehicles 40%

Young drivers' passengers 14%

Young drivers 41%

Pedestrians & bicyclist 5%

Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2020	C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)	2020	Annual	13.00

Countermeasure Strategies in Program Area

Countermeasure Strategy
Teen and Young Adults School Programs; Communication and Outreach; Strategies for Older Children

Countermeasure Strategy: Teen and Young Adults School Programs; Communication and Outreach; Strategies for Older Children

Program Area: **Young Drivers**

Project Safety Impacts

Teen and young drivers are involved crashes in resulting in serious injuries and fatalities more often than more experienced drivers. Education of this age group will help reduce motor vehicle crashes.

Linkage Between Program Area

Reaching young, inexperienced drivers can be challenging. Providing programs targeting directly to them in locations they can be found, such as schools, allows us to interact with them.

Rationale

CTW Ninth Edition 2017

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
SA20-001	AAA NNE Young Driver Education and Expo

Planned Activity: AAA NNE Young Driver Education and Expo

Planned activity number: **SA20-001**

Primary Countermeasure Strategy ID: **Teen and Young Adults School Programs; Communication and Outreach; Strategies for Older Children**

Planned Activity Description

This project will fund the annual AAA of Northern New England Young Driver Expo. The Teen Driver Expo and AAA Dare to Prepare programs provide education for young drivers, pre-

drivers and parents. National speakers and presenters are sought to discuss and demonstrate topics that appeal to and influence teens and impress upon them the importance of making good driving choices. Based on past years, it is estimated that 300 teens will attend the expo. AAA had developed an evaluation component to determine the effectiveness of the annual event. The evaluation is used to guide future improvements and adjustments to the event. In addition to the Expo, workshops at established leadership conferences or camps during the summer months educating teen leaders on the importance of traffic safety will be conducted.

Intended Subrecipients

AAA Northern New England

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Teen and Young Adults School Programs; Communication and Outreach; Strategies for Older Children

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Teen Safety Program (FAST)	$20,000.00	$5,000.00	$20,000.00

Evidence-based traffic safety enforcement program (TSEP)

Planned activities that collectively constitute an evidence-based traffic safety enforcement program (TSEP):

Unique Identifier	Planned Activity Name
ID20-010	DHHS HETL Lab Chemists/Toxicologists
ID20-009	DRE and LEFPT Call-Out and Training
DD20-000	High Visibility Distracted Driving Enforcement
OPB20-000	HVE Occupant Protection (CIOT-BUNE)
ID20-011	Impaired Driving Special Prosecutors (IDSP)
ID20-002	Maine Judicial Training
ID20-003	Maine State Police SPIDRE Team
PT20-003	Maine State Police Strategic Area Focused Enforcement (SAFE) Program
OP20-003	Maine State Police TOPAZ
PT20-000	Municipal and County Speed Enforcement
ID20-000	NHTSA HVE and Drive Sober, Maine!
PS20-001	Pedestrian-Motor Vehicle Traffic Enforcement
ID20-000	Regional Impaired Driving Task Force Teams (RIDE)

Analysis of crashes, crash fatalities, and injuries in areas of highest risk.

Crash Analysis

The statewide problem identification process used in the development of the Highway Safety Plan (HSP) has been described in Section 1300.11(a) (1) and other sections 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. Problem identification is summarized in the statewide and individual program area sections of this HSP.

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

Deployment of Resources

MeBHS uses a combination of enforcement checkpoints and saturation patrols, both of which can be found in the most recent edition of NHTSA's, *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, adult and child occupant protection, speeding, distracted, drowsy and impaired driving. Paid and earned media work together with dedicated enforcement patrols to saturate an identified area or region.

Effectiveness Monitoring

MeBHS Highway Safety Coordinators will use progress reports, and conduct desk and on-site monitoring to ensure grant funded law enforcement projects are effective and that funds are being utilized according to Plan. Monthly or quarterly progress reports will be required from each agency receiving grant funding to ensure both understanding and achievement of the goals and outcomes of each project. These reports must include data on the activities conducted, such as the area and times worked and the number of contacts made, and citations and warnings issued. MeBHS uses the Maine Crash Reporting System and FARS to monitor crashes and fatalities and will advise law enforcement if there are increases or decreases that would require a change in strategy in a particular jurisdiction. This continuous review and follow-up will allow for subtle or major adjustments thereby ensuring the best use of resources to address the stated priority traffic safety problem(s). MeBHS has developed monitoring policies and procedures to ensure that enforcement resources are used efficiently and effectively to support the goals of the state's highway safety program.

High-visibility enforcement (HVE) strategies

Planned HVE strategies to support national mobilizations:

Countermeasure Strategy
Deterrence: Enforcement
Distracted Driving Laws and Enforcement
Impaired Driving High Visibility Enforcement
Occupant Protection Sustained Enforcement
Police Traffic Services Sustained Enforcement
Short-term, High Visibility Seat Belt Law Enforcement

HVE planned activities that demonstrate the State's support and participation in the National HVE mobilizations to reduce alcohol-impaired or drug impaired operation of motor vehicles and increase use of seat belts by occupants of motor vehicles:

Unique Identifier	Planned Activity Name
DD20-000	High Visibility Distracted Driving Enforcement
ID20-000	Regional Impaired Driving Task Force Teams (RIDE)
ID20-000	NHTSA HVE and Drive Sober, Maine!
ID20-003	Maine State Police SPIDRE Team
OP20-003	Maine State Police TOPAZ
PT20-000	Municipal and County Speed Enforcement
PT20-003	Maine State Police Strategic Area Focused Enforcement (SAFE) Program

405(b) Occupant protection grant

Occupant protection plan

State occupant protection program area plan that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems:

Program Area Name
Occupant Protection (Adult and Child Passenger Safety)

Participation in Click-it-or-Ticket (CIOT) national mobilization

Agencies planning to participate in CIOT:

Agency
York Police Department
Yarmouth Police Department
Wiscasset Police Department
Westbrok Police Department
Wells Police Department
Waterville Police Department
Topsham Police Department
South Portland Police Department
Somerset County Sheriff's Office
Skowhegan Police Department
Scarborough Police Department
Sanford Police Department
Sagadahoc County Sheriff's Office
Saco Police Department
Sabattus Police Department
Rumford Police Department
Rockland Police Department

Presque Isle Police Department
Oxford Police Department
Orono Police Department
Old Town Police Department
Old Orchard Beach
Oakland Police Department
Norway Police Department
North Berwick Police Department
Monmouth Police Department
Mexico Police Department
Maine State Police TOPAZ
Lisbon Police Department
Lincoln County Sherrif's Office
Lewiston Police Department
Knox County Sheriff's Office
Kittery Police Department
Kennebunk Police Department
Kennebec County Sherrif's Office
Jay Police Department
Holden Police Department
Gorham Police Department
Gardiner Police Department
Fort Kent Police Department
Farmington Police Department
Fairfield Police Department
Ellsworth Police Department
Eliot Police Department
Dexter Police Department
Cumberland Police Department

Cumberland County Sherrif's Office
Caribou Police Department
Cape Elizabeth Police Department
Bucksport Police Department
Brunswick Police Department
Bridgton Police Department
Berwick Police Department
Bangor Police Department
Augusta Police Department
Auburn Police Department

Description of the State's planned participation in the Click-it-or-Ticket national mobilization:

Planned Participation in Click-it-or-Ticket

Funds will support dedicated overtime enforcement and education costs associated with participation in the NHTSA National Click It or Ticket Campaign (May). This project supports efforts to increase the seat belt usage rate and decrease unbelted passenger fatalities. Selected agencies will be awarded grants following Maine's standard process for contracting. Agencies are selected based on data-analysis and ability to staff dedicated overtime patrols for occupant protection.

List of Task for Participants & Organizations

Click or tap here to enter text.

Child restraint inspection stations

Countermeasure strategies demonstrating an active network of child passenger safety inspection stations and/or inspection events:

Countermeasure Strategy
Child Restraint System Inspection Station(s)

Planned activities demonstrating an active network of child passenger safety inspection stations and/or inspection events:

Unique Identifier	Planned Activity Name
CR20-001	Car Seat Purchase for Income Eligible Children
OPB20-001	CPS Technician and Instructor Training

Total number of planned inspection stations and/or events in the State.

Planned inspection stations and/or events: **58**

Total number of planned inspection stations and/or events in the State serving each of the following population categories: urban, rural, and at-risk:

Populations served - urban: **24**

Populations served - rural: **34**

Populations served - at risk: **29**

CERTIFICATION: The inspection stations/events are staffed with at least one current nationally Certified Child Passenger Safety Technician.

Child passenger safety technicians
Countermeasure strategies for recruiting, training and maintaining a sufficient number of child passenger safety technicians:

Countermeasure Strategy
Child Restraint System Inspection Station(s)

Planned activities for recruiting, training and maintaining a sufficient number of child passenger safety technicians:

Unique Identifier	Planned Activity Name
CR20-001	Car Seat Purchase for Income Eligible Children
OPB20-001	CPS Technician and Instructor Training

Estimate of the total number of classes and the estimated total number of technicians to be trained in the upcoming fiscal year to ensure coverage of child passenger safety inspection stations and inspection events by nationally Certified Child Passenger Safety Technicians.

Estimated total number of classes: **4**

Estimated total number of technicians: **80**

Maintenance of effort

ASSURANCE: The lead State agency responsible for occupant protection programs shall maintain its aggregate expenditures for occupant protection programs at or above the level of such expenditures in fiscal year 2014 and 2015.

Qualification criteria for a lower seat belt use rate State

The State applied under the following criteria:

Primary enforcement seat belt use statute: **Yes**

Occupant protection statute: **Yes**

Seat belt enforcement: **No**

High risk population countermeasure programs: **Yes**

Comprehensive occupant protection program: **No**

Occupant protection program assessment: **Yes**

Primary enforcement seat belt use statute

Requirement Description	State citation(s) captured
The State's statute(s) demonstrates that the State has enacted and is enforcing occupant protection statutes that make a violation of the requirement to be secured in a seat belt or child restraint a primary offense.	Yes

Citations

Legal Citation Requirement: **The State's statute(s) demonstrates that the State has enacted and is enforcing occupant protection statutes that make a violation of the requirement to be secured in a seat belt or child restraint a primary offense.**

Legal Citation: **29-A 2081**

Amended Date: **9/25/2009**

Citations

Legal Citation Requirement: **The State's statute(s) demonstrates that the State has enacted and is enforcing occupant protection statutes that make a violation of the requirement to be secured in a seat belt or child restraint a primary offense.**

Legal Citation: **29-A s. 2081**

Amended Date: **9/25/2009**

Occupant protection statute

Requirement Description	State citation(s) captured
Requirement for occupants to be secured in a seat belt.	Yes
Requirement for occupants to be secured in an age appropriate child restraint.	Yes
Coverage of all passenger motor vehicles.	Yes
Minimum fine of at least $25.	Yes

Citations

Legal Citation Requirement: **Requirement for occupants to be secured in a seat belt.**

Legal Citation: **MRSA 29-A s. 2081**

Amended Date: **9/25/2009**

Citations

Legal Citation Requirement: **Requirement for occupants to be secured in an age appropriate child restraint.**

Legal Citation: **29-A 2081**

Amended Date: **9/25/2009**

Citations

Legal Citation Requirement: **Coverage of all passenger motor vehicles.**

Legal Citation: **MRSA 29-A s. 2081**

Amended Date: **9/25/2009**

Citations

Legal Citation Requirement: **Minimum fine of at least $25.**

Legal Citation: **MRSA 29-A s. 2081**

Amended Date: **9/25/2009**

Legal citations for exemption(s) to the State's seat belt and child restraint requirements.

Citations

Legal Citation Requirement: **The State's statute(s) demonstrates that the State has enacted and is enforcing occupant protection statutes that make a violation of the requirement to be secured in a seat belt or child restraint a primary offense.**

Legal Citation: **29-A 2081**

Amended Date: **9/25/2009**

Legal Citation Requirement:

Legal Citation: **29-A 2081**

Amended Date: **9/25/2009**

Legal Citation Requirement: **Requirement for occupants to be secured in an age appropriate child restraint.**

Legal Citation: **29-A 2081**

Amended Date: **9/25/2009**

Legal Citation Requirement:

Legal Citation: **29-A 2081**

Amended Date: **9/25/2009**

Legal Citation Requirement: **The State's statute(s) demonstrates that the State has enacted and is enforcing occupant protection statutes that make a violation of the requirement to be secured in a seat belt or child restraint a primary offense.**

Legal Citation: **29-A s. 2081**

Amended Date: **9/25/2009**

Legal Citation Requirement: **Minimum fine of at least $25.**

Legal Citation: **MRSA 29-A s. 2081**

Amended Date: **9/25/2009**

Legal Citation Requirement: **Requirement for occupants to be secured in a seat belt.**

Legal Citation: **MRSA 29-A s. 2081**

Amended Date: **9/25/2009**

Legal Citation Requirement: **Coverage of all passenger motor vehicles.**

Legal Citation: **MRSA 29-A s. 2081**

Amended Date: **9/25/2009**

High risk population countermeasure programs

Countermeasure strategies demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations:

Drivers on rural roadways;Unrestrained nighttime drivers; Teenage drivers; Other high-risk populations identified in the occupant protection program area plan:

Countermeasure Strategy
Child Restraint System Inspection Station(s)
Occupant Protection Sustained Enforcement
Short-term, High Visibility Seat Belt Law Enforcement

Submit planned activities demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: Drivers on rural roadways; Unrestrained nighttime drivers; Teenage drivers; Other high-risk populations identified in the occupant protection program area plan:

Occupant protection program assessment
Date of the NHTSA-facilitated assessment of all elements of its occupant protection program.

Date of the NHTSA-facilitated assessment: **2/10/2017**

405(c) State traffic safety information system improvements grant

Traffic records coordinating committee (TRCC)

Meeting dates of the TRCC during the 12 months immediately preceding the application due date:

Meeting Date
11/7/2018
2/6/2019
5/1/2019

Name and title of the State's Traffic Records Coordinator:

Name of State's Traffic Records Coordinator: **Ms. Lauren Stewart**

Title of State's Traffic Records Coordinator: **Director**

TRCC members by name, title, home organization and the core safety database represented:

List of TRCC members

Name / Title	Organization	Function
James Glessner State Court Administrator	Maine Judicial Branch	Citation
Matthew Dunlap Secretary of State	Office of the Secretary of State	Driver/Vehicle
Bruce Van Note, Commissioner	Maine Department of Transportation	Roadway/Crash
Michael J. Sauschuck, Commissioner	Maine Department of Public Safety	Crash/Citation/ Highway Safety/ Injury Surveillance System

2.3.2 Technical Committee

Name / Title	Organization	Function
Doug Bracy, Chief	Maine Chiefs of Police Association	Law Enforcement
Vacant	Department of Public Safety,	Injury Surveillance System

Director	Maine EMS	
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
Karen Knox System Team Leader	Maine Office of Information Technology	Information Technology
David Poulin Systems Section Manager	Maine Office of Information Technology	Information Technology
Emile Poulin Senior Information System Support Specialist	Maine Office of Information Technology	Information Technology
Bruce Scott Lieutenant, Traffic Safety	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 Chair TRCC Coordinator
Jaime Pelotte Senior Contract Grants Specialist	Maine Bureau of Highway Safety	Highway Safety

Traffic Records System Assessment

4.1   Maine Traffic Records Coordinating Committee

4.1.1   TRCC Overview

The Maine Traffic Records Coordinating Committee (TRCC) is established by a Charter signed by the Director of the Maine Bureau of Highway Safety and by the Commissioner of the Maine Department of Public Safety (Governor's Representative). The Charter describes the mission of

the TRCC along with principles of operation. Annually, the Maine TRCC produces the Traffic Records Strategic Plan that lists the planned projects selected to improve the State's traffic records data systems.

The TRCC includes both an executive and technical committees with representation for the six core traffic records systems.

The Director of the Maine Bureau of Highway Safety serves as Coordinator and Co-Chair of the TRCC while a representative from the Maine State Police serves as the other Co-Chair. The TRCC meets three times per year.

The Maine TRCC influences policy decisions that affect the traffic records system and provides the leadership and coordination necessary to develop, implement, and monitor the Traffic Records Strategic Plan. The Maine Bureau of Highway Safety and the TRCC oversee and allocate federal traffic records improvement funds.

The TRCC regularly reviews traffic records data system performance measures. These performance measures track the improvements to the core data systems and are included within the Traffic Records Strategic Plan.

Representatives of the Maine Office of Information Technology (OIT) participate within the TRCC and provide assistance and consultation on all technical TRCC projects. As an organization, OIT must approve and oversee the implementation of all State technology projects and must sign off on them. As a recent example, OIT members are actively involved in the planning and implementation of the Maine eCitation system.

Over the course of the last plan year, the Maine TRCC developed a State of Maine Traffic Records Inventory document. The most recent NHTSA Traffic Records Assessment recommended development of the inventory and is being used to provide stakeholders with up to date system information; including data governance, system documentation, data dictionaries, and user documentation. This information will assist in the TRCC's efforts to improve the accessibility, completeness, uniformity, accuracy, integration, and timeliness of Maine's traffic records data.

4.1.2 Assessment Recommendations

There were no recommendations for the Traffic Records Coordinating Committee Management from the Maine's Traffic Records Assessment that was conducted on April 25, 2016.

4.1.3 TRCC Goals

Goal 1: Encourage presentations of core traffic records data systems at TRCC meetings.

Strategy: Perform outreach to core traffic records data system and schedule demos at TRCC meetings for each data system.

Outcome: Demos of data systems and their capabilities will foster a deeper understanding of integration opportunities with the overall goal of increasing traffic records data system performance and analysis capabilities.

4.2   Maine Traffic Records Data Systems

The Maine Traffic Records Data Systems are comprised of the Crash, Vehicle, Driver, Roadway, Citation/Adjudication, and Injury Surveillance component data systems. This section discusses the goals that span these core data systems and includes an overview of traffic records data use and integration.

4.2.1   System Overview

Maine's traffic records data systems is comprised of various discrete data systems; driver, vehicle, citation/adjudication, crash, roadway, and several injury surveillance data systems (EMS run reporting, hospital discharge, emergency department, vital records, and trauma registry).

The table below details each system along with any applicable comments.

Data System	System Name	Host Agency	Remarks
Driver	Driver Services System	Maine Bureau of Motor Vehicles	
Vehicle	Vehicle Services System	Maine Bureau of Motor Vehicles	
Citation	Maine eCitation	Maine Department of Public Safety	Initial Deployment – August 2018
Crash	Maine Crash Reporting System (MCRS)	Maine Department of Public Safety	Recent – Key data elements updated to MMUCC V5
Roadway	METRANS	Maine Department of Transportation	
EMS Run Reporting	MEFIRS	Maine Emergency Medical Services	NEMSIS 3.x Compliant
Trauma Registry	Maine Trauma Registry	Maine Emergency Medical Services	NTDS Compliant

4.2.2   Data Use & Integration Overview

Maine decision-makers have access to data and personnel to help them use the individual traffic records data systems. There is an established linkage of crash and roadway data files, but most of the data used by traffic safety partners and the public is from single data systems. Creation of, and access to, integrated data systems would help planners to better understand the overall traffic safety picture.

Analysts utilize the array of information related to drivers and vehicles contained within the crash database, but complete integration remains of the applicable data sets is a goal of the

TRCC. Integration combining data from multiple systems to form a complete traffic records dataset will provide enhanced analytics that can be used in developing effective safety countermeasures.

The Maine Office of Information Technology plays a role on the Traffic Records Coordinating Committee and consults on traffic data system projects. The inclusion of this office, with its State-established policies and regulations for data governance can be leveraged to facilitate access to other traffic records systems for analysis and integration.

Finally, the Maine Crash Public Query Tool website has provided stakeholders and the public with access to advanced crash analytics bolstered by the linked crash and roadway data sets.

4.2.3 Assessment Recommendation for Data Use and Integration

The following recommendation is from the Maine's Traffic Records Assessment conducted on April 25, 2016.

1. *Improve the traffic records systems capacity to integrate data to reflect best practices identified in the Traffic Records Program Assessment Advisory.*

State Accepts Recommendation. State Response: The State of Maine has deployed a Maine Crash Public Query Tool website that integrates crash and roadway data and makes analysis of this data accessible to the highway safety stakeholders and the public.

Maine plans to integrate the Crash and Citation data systems with the METRO state switch for the purpose of auto populating driver and vehicle data. This will result in increased data accuracy of the respective systems.

During the course of the last plan year, Maine has developed a State of Maine Traffic Records Inventory document. This document will be used in the TRCC's efforts to improve the integration of Maine's traffic records data.

Countermeasure Strategy: Improves Integration

Related Project: ME-P-00015 Public Access Reports – Traffic

Related Performance Measure: Crash Integration

4.2.4 Data Use & Integration Goals

Goal 1: Integrate Driver and Vehicle data within the Maine eCitation system.

Strategy: Maine DPS will lead the effort to add auto population of vehicle and driver data to the Maine eCitation system.

Outcome: Increased accuracy and integration of citation, vehicle, and driver data.

Activity: Planned.

Goal 2: Update the Maine Crash Public Query Tool website to add additional user-requested analytic capabilities.

Strategy: Identify and develop enhancements. Work with Maine OIT in deploying enhancements to test and production web servers.

Outcome: Increased integration and additional analytics for users of the Maine Crash Public Query Tool.

Activity: Underway.

4.3 Crash Data System Plan

4.3.1 System Overview

The Maine Crash Reporting System (MCRS) statewide crash repository is consolidated in a Microsoft SQL Server database hosted by Maine Office of Information Technology with data governance ownership being the Maine Department of Public Safety.

Maine has achieved 100% electronic crash reporting to the State and paper reports are no longer accepted, a goal that many other states continue to strive to achieve. Crash data is collected by either the MCRS client system that is installed at an agency or an agency's RMS system (currently TriTech/IMC is the only RMS vendor with a compliant crash module). Both systems use the same validation rules and schema to transmit xml data to the state portal.

The MCRS web portal provides dashboards including statistics and logging that provide useful information to the systems administrators to track performance of the statewide system. These dashboards include days since an agency last uploaded crash data to the portal, average number of days for each agency to upload, and average number of days to upload statewide (across all agencies). Additionally, the portal provides standard pre-built reports as well as ad-hoc reporting capabilities.

Crash data collected in MCRS is shared with the Maine Department of Transportation (MaineDOT) and with local law enforcement agencies and traffic safety professionals via the MCRS web portal. The portal allows for crash report tracking, and error and rejection handling. The crash system has many strong validation rules and edit checks in place to ensure the accuracy, completeness, and timeliness of crash reports.

The State of Maine TRCC reviews emerging trends and the national MMUCC guidelines to determine if the crash form is in need of update. The TRCC's process for updating the crash form is to convene the Crash Form Design working group of the TRCC that includes various crash data stakeholders. This working group decides on new and deleted crash data elements, approves the crash form modifications, and forwards the recommendations to the Maine Department of Public Safety for implementation and updating of data collection systems.

Maine utilizes MMUCC, ANSI D-16, and D-20 as primary sources for defining its crash system. Maine submitted its latest crash form for a NHTSA-sponsored MMUCC V5 mapping review in April 2018. The result of this review was used as the basis for a crash form revision that was released in September 2018 that complies with the latest MMUCC Version 5 Guideline for select

elements (e.g., Distracted By Source, Distracted By Action, Injury, and autonomous driving system dynamic elements).

The State maintains a crash reporting manual, data dictionary, and XSL/XSD schemas to provide reference data to the various users and stakeholders of the system. Documentation is continuously updated in coordination with system updates.

With access to 100% electronically submitted crash data in Maine, Maine's crash data is accurate, complete, and timely. Data accessibility for end users is a key component to any crash system. Allowing local agencies quick and easy access to their crash data through the MCRS web portal provides opportunities for law enforcement to expand its use of crash and traffic safety data and implement data-driven initiatives and more comprehensive data analytics programs. This facilitates targeted enforcement, enables focusing of engineering efforts in areas with the greatest crash risk thereby allowing law enforcement and transportation professionals to have a greater impact on traffic safety in communities.

Many crash risks and trends are unique to Maine and the State has implemented a number of countermeasure programs relating to the use of roundabouts, crashes involving moose, and implementation of rumble strips.

Given the rising importance of traffic safety data, Maine Department of Public Safety and the Maine Department of Transportation have partnered to create a publicly-accessible crash data analytics portal (i.e. Maine Public Crash Query Tool) that provides highway safety stakeholders, regional planning organizations, and the general public with geo-located crash data analysis.

4.3.2   Assessment Recommendations for Crash

The following recommendations for crash are from the Maine's Traffic Records Assessment conducted on April 25, 2016.

1.   *Improve the data dictionary for the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.*

State Accepts Recommendation. State Response: The State has published a State of Maine Crash Data Dictionary document that provides a comprehensive listing of all crash data elements, crash data business rules and edit checks. This document is the primary source used for identifying the currently collected crash data elements in the State. The document will be updated to reflect any future improvements made to the crash form to increase its MMUCC-compliance.

Maine has completed a NHTSA Go Team MMUCC review to determine compliance and find improvement opportunities with the MMUCC V5 standard. In August 2017, Maine added the MMUCC V4 Distracted By element and in 2018 replaced that element with the Distracted By Source and Distracted By Action elements to comply with MMUCC V5.

In August 2016, Maine added (for MMUCC/NHTSA compliance) a new Distracted Driving fields. Maine plans to update the on-line 'State of Maine Traffic Crash Reporting Manual' and explain the unique Maine attribute 'Distracted by Unknown Cause'.

Countermeasure Strategy: Improves Uniformity

Related Project: ME-P-00006 MCRS Upgrade

Related Performance Measure: Crash Uniformity

2. *Improve the interfaces with the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.*

State Accepts Recommendation. State Response: The State will look for opportunities to expand system interfaces and data integration efforts in an effort to improve data quality across core component traffic records systems.

In order to improve data integration and accessibility of crash safety data (a key goal of the TRCC), Maine is updating the State of Maine Public Crash Query Tool. This publicly available crash analysis website is getting wide spread use by DOT, LEA's, MPO's, etc. and receiving positive reviews. The State is currently developing several enhancements to this website.

Countermeasure Strategy: Improves Integration

Related Project: ME-P-00006 MCRS Upgrade

Related Performance Measure: Crash Integration

3. *Improve the data quality control program for the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.*

State Accepts Recommendation. State Response: The State currently provides some high level data quality feedback to law enforcement reporting agencies and State data managers. The State has recently updated its Maine Crash Reporting System portal to include additional data quality reports such as Timeliness, and detailed upload log data. The State will also investigate ways of providing additional data quality reports to reporting agencies.

MaineDOT continues to monitor crash submissions by agency and in cooperation with Maine State Police sends quarterly crash report submission summaries to every agency, highlighting those that show variances from historical averages. MaineDOT and Maine State Police call select agencies when significant variances are identified to help confirm variances and seek reporting and/or system solutions.

Countermeasure Strategy: Improves Accuracy

Related Project: ME-P-00006 MCRS Upgrade

Related Performance Measure: Crash Accuracy

4.3.3 Crash Goals

Goal 1: Implement Maine Crash Reporting System to Driver/Vehicle Interface.

Strategy: Implement Maine Crash Reporting System to Driver/Vehicle Interface to auto populate data fields.

Outcome: Increased accuracy and usability of Maine Crash Reporting System.

Activity: Planned.

Goal 2: Improve mapping of crashes in MaineCRASH system and MDOT Data Warehouse system for crashes occurring on rural dirt roads, parking lots.

Strategy: Add ability to map non-public road crashes within the MaineDOT MaineCRASH system.

Outcome: This will assist in comparing numbers and can help explain disparities with Highway Safety counts.

Activity: Planned.

Goal 3: Collaborate with crash data partner agencies to develop data quality management reports.

Strategy: Document existing data quality processes at Maine Department of Transportation, MSP Traffic Division, and Highway Safety FARS and develop data quality management reports that may include sample based audits, and periodic comparative and trend analyses.

Outcome: Provide data quality management reports to the TRCC for regular review of data system performance.

Activity: Planned.

Goal 4: Improve tracking of revised crash reports.

Strategy: Add the ability to track revised crash reports entered into the MCRS system. Add report listing the amended crash reports by date range.

Outcome: Highway safety analysts will be able to verify that the crash database has the latest available data.

Activity: Planned.

Goal 5: Implement electronic export of Maine Crash Reporting System crash date to NHTSA.

Strategy: Add process to export MCRS crash data to the NHTSA Crash Data Export service.

Outcome: Provides increased analysis capabilities through NHTSA crash portal and auto population of FARS using submitted crash data.

Activity: Ongoing.

4.4   Vehicle Data System Plan

4.4.1 System Overview

The Maine Bureau of Motor Vehicles (BMV), within the Department of the Secretary of State, is the custodian of the vehicle data system. The vehicle data system is separate from the driver system. The two do not use the same naming and access conventions. However, the Department of Public Safety has established queries for title and registration that selects and formats the data for crash and citation reports. Auto dealer query title and registration information are available

through INFORME for Query Title transactions. The registration document has a barcode that contains the tax receipt number that can be used by data entry personnel to load the record for scanning and edits. Registration data is purged after five years, older data is archived.

There are multiple types of record retrieval requests and the VIN, title number, license plate number, and person names are major search keys for those requests. Since vehicles may be owned by entities other than persons, other keys include company name and/or EIN, DBA, tax receipt number, and DOT number.

The BMV uses Polk's VINA verification as a standard process and queries NMVTIS manually before issuing new titles. Maine is NMVTIS certified. NMVTIS certification and participation protects customers and improves business and investigative processes related to titling and registration.

BMV tracks timeliness of registration data from municipalities and uses the data to monitor and address timeliness issues. Data quality checks are performed upon loading from any source (e.g. municipality, branch). Title data is checked for accuracy, daily timeliness and weekly reports (vehicle data issues, title issues) are reviewed. Titling follows up with dealers, branches, and municipalities for timeliness and data quality issues.

Municipalities and non-governmental agents are monitored based on change of agent, lack of timeliness, missing data, inaccuracies of inventory (e.g. plates and stickers), and workflow and business processes deficiencies. BMV contacts the municipality and may perform on-site visits, downgrade authority, and other punitive action up to and including revocation of authority.

BMV has taken efforts to modify business processes to reduce the use of duplicate registration plate numbers across plate types; however, duplication in older plate types do exist.

BMV has manuals used by all municipalities, branches, and BMV staff that document existing procedures. Procedures address electronic and manual reporting requirements, all title and registration transactions, and inventory. BMV is in the process of developing and/or updating a manual for job duties

4.4.2 Assessment Recommendations for Vehicle
The following recommendations are from the Maine's Traffic Records Assessment conducted on April 25, 2016.

1.   *Improve the interfaces with the Vehicle data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.*

State Accepts Recommendation.   State Response: The Maine BMV accepts the recommendation. The Maine BMV's goal is to standardize the naming and access conventions for driver and vehicle. In addition, it is a BMV goal to integrate the Vehicle and Driver systems into a "customer-based" system, which would standardize naming and accessing conventions.

The Maine BMV has not made progress towards integration of the vehicle and driver systems. Since this recommendation was accepted, questions have surfaced as to whether a customer-based system would support business requirement and provide consistent and reliable Vehicle data for its users. The BMV could not adequately serve its customers, including law enforcement and their accident-reporting efforts, if access to the Vehicle system did not remain consistent and reliable at the level provided by the current system.

In 2001, the Bureau attempted to build a customer-based system. Integration of the Vehicle system was unsuccessful and the project was abandoned in 2006. Later, the BMV built the current Vehicle system. The system was designed to support business requirements including consistent and reliable access to records.

Based on a preliminary assessment, we need to resolve a major issue before we can make committed and continued progress for a 2D barcode implementation. The majority of registrations are issued at municipal offices. There are 334 towns that send data electronically. There are 147 towns that send data manually. Electronic towns generate registrations using vendor software. That software does not have the capability to print barcodes.

The agency has recently revised registration forms to accommodate laser printing. Accordingly, vendors have changed their systems to allow for laser printing to comply with BMV business requirements and print specifications. Consequently, all towns have changed from impact printers to laser printers.

Countermeasure Strategy: Improves Integration

Related Project: Not directly addressed in FFY2020 funded projects

Related Performance Measure: Vehicle Integration

2. Improve the data quality control program for the Vehicle data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

State Accepts Recommendation. State Response: The Maine BMV accepts the recommendation. The Bureau has completed a major project to improve its data quality control program by adding a status reason of Inactive/Expired to the Vehicle database. The Bureau has changed the status of "active" registrations that have been expired for more than one year to "inactive."

These updates have significantly improved the timeliness, accuracy, and reliability of data in our vehicle registration database. The updates also improve the ability to retrieve the applicable record for analysis, including accident reporting.

BMV currently uses VIN decoding software to update vehicle information (year, make, model, etc.) on our title records. The agency intends to use the same software to update vehicle information on registration records, continuing to improve its data quality control program.

The Maine TRCC encourages the Bureau of Motor Vehicle to integrate sample-based audits, trend analysis, and performance measures into the State's Vehicle Registration system.

Municipalities and non-governmental agents are monitored based on change of agent, lack of timeliness, missing data, inaccuracies of inventory (e.g. plates and stickers), and workflow and business processes deficiencies. BMV contacts the municipality and may perform on-site visits, downgrade authority, and other punitive action up to and including revocation of authority.

BMV is analyzing trends and/or sample-based audits and measures (% increase/ decrease) on the following data elements:

- Plate configurations and plate corrections (global analysis and manual updates).

- Trends in Registration plate type/class counts by source & geographic location.

- Trends in Registrations counts by year, make, model, and fuel type.

- Timeliness – The amount of time it takes to make registrations available to users by source.

- Make code standardization (sample-based audits).

- Standardization to models and fuel type for hybrid and electric vehicles (sample-based audits).

BMV has a goal to use VIN decoding software to measure and correct errors in VIN, year, make, model, and fuel type on Vehicle registration records (% increase/ decrease by source).

Additionally, a fully integrated Vehicle/Driver system, with unique identifiers, would better enable the BMV to retrieve data to perform sample-based audits, trend analysis, and measurable performance standards that help support traffic records data systems.

There are challenges in successfully deploying a "customer-based" Vehicle/Driver system. However, a single customer record, for driver, registrant, titled owner, company, motor carrier, etc., would better enable the BMV to retrieve consistent and reliable data to perform sample-based audits, trend analysis, and measurable performance standards..

Countermeasure Strategy: Improves Accuracy

Related Project: Not directly addressed in FFY2020 funded projects

Related Performance Measure: Vehicle Accuracy

4.4.3   Vehicle Goals
Goal 1: Create a unified, customer-based linkage of the Driver and Vehicle data systems.

Strategy: Develop a method that uniquely identifies vehicles, drivers and other transactions across program areas.

Outcome: Improved name information within vehicle data system, improved history data, Oversize and Overweight Permitting, Fuel Tax licensing.

Activity: Planned.

Goal 2: Add an automated interface to NMVTIS for Titles.

Strategy: Obtain and schedule IT resources to add automated interface to NMVTIS for Titles.

Outcome: Improved timeliness and accuracy of Title information.

Activity: Planned.

Goal 3: Add data quality checks for all Registrations through VIN decoding software.

Strategy: Obtain and schedule IT resources to add data quality checks for registrations through VIN decoding software.

Outcome: Improved accuracy of Registration data.

Activity: Planned.

Goal 4: Eliminate duplicate plate numbers across plate classes.

Strategy: Continue with new business process restricting duplicate numbers.

Outcome: Improved querying of plate data from out of state tolling authorities and law enforcement queries.

Activity: Ongoing.

Goal 5: Review and update process flow diagrams for Registration and Titling.

Strategy: Review and update process flow diagrams in existing procedural documentation, including alternate data flows and timelines in diagrams.

Outcome: Improved understanding and documentation of existing processes.

Activity: Ongoing.

Goal 6: Migrate remaining manual registration towns to electronic transmission.

Strategy: Build a simple, internet based registration system for current manual towns to provide a path to electronic transmission.

Outcome: Improved accuracy and timeliness of registration data.

Activity: Planned.

Goal 7: Complete plans for electronic lien release and titling.

Strategy: Currently, BMV is working on a lien holder database to for electronic lien release and titling. BMV is gathering data from other states in order to develop this new business process. BMV is reviewing related law and rule changes to support this effort.

Outcome: Improved accuracy and timeliness of title data.

Activity: Ongoing.

4.5 Driver Data System Plan

4.5.1 System Overview

The Maine Bureau of Motor Vehicles (BMV), within the Department of the Secretary of State, is the custodial agency for the driver record system. The BMV has a system in place that maintains critical driver identities, histories, and licensing information for all records within the system. Linkages and electronic transmissions exist for both the crash and citation data systems. There is interaction with the National Driver Register's Problem Driver Pointer System, Social Security Administration Online Verification System (SSOLV) and Systematic Alien Verification for Entitlements (SAVE), US Passport Verification Service (USPVS) and the Commercial Driver Licensing Information System.

The driver data system contents are documented with fields having established definitions with values that are updated periodically. Policies and procedures that govern the BMV driver data system are defined, documented, and verified. Security and fraud detection policies and procedures are also fundamentally established and documented.

The BMV driver data system has automated edit checks and validation rules to ensure that entered data falls within a range of acceptable values. The driver data system undergoes independent sample-based auditing of driver records annually by the Federal Motor Carrier Safety Administration (FMCSA) using a random sampling of CDL records to review program functionality.

Monthly audits of the commercial driver data are performed using CDLIS that check a variety of data quality and timeliness components (e.g. convictions, withdrawals, master pointer information).

4.5.2 Assessment Recommendations for Driver

The following recommendation is from the Maine's Traffic Records Assessment conducted on April 25, 2016.

1. *Improve the interfaces with the Driver data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.*

State Accepts Recommendation. State Response: The Maine BMV's goal is to standardize the naming and access conventions for driver and vehicle. Also, it is a BMV goal to integrate the Vehicle and Driver systems into a "customer-based" system, which would standardize naming and accessing conventions.

Countermeasure Strategy: Improves Integration

Related Project: Not directly addressed in FFY2020 funded projects

Related Performance Measure: Driver Integration

2. *Improve the data quality control for the Driver data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.*

State Accepts Recommendation. State Response: The Maine TRCC encourages the Bureau of Motor Vehicles to integrate sample-based audits, trend analysis, and performance measures into the State's Driver Records system.

Additionally, a fully integrated Vehicle/Driver system, with unique identifiers, would better enable the BMV to retrieve data to perform sample-based audits, trend analysis, and measurable performance standards that help support traffic records data systems.

Countermeasure Strategy: Improves Accuracy

Related Project: Not directly addressed in FFY2020 funded projects

Related Performance Measure: Driver Accuracy

4.5.3   Driver Goals

Goal 1: Create a unified, customer-based linkage of the Driver and Vehicle data systems.

Strategy: Develop a method that uniquely identifies vehicles, drivers and other transactions across program areas.

Outcome: Improved name information within vehicle data system for improved linkage with the driver data system. This will provide improved history data.

Activity: Planned.

Goal 2: Implement full electronic data linkage between the driver data system and the court data system.

Strategy: BMV will implement interfaces with the Maine Judicial court case management system for the electronic transmission of all driver history related court adjudication data including suspensions, adjudications (including alcohol-related offense convictions) and compliance components.

Outcome: The BMV and customers will benefit from more accurate and timely driver history data.

Activity: Planned.

4.6   Roadway Data System Plan

4.6.1   System Overview

The Federal Highway Administration (FHWA) has indicated that the collection and integration of useful data sets is integral to developing a strong data program and necessary for making informed decisions about safety strategies and investments. Roadway data is an essential component of this process. Maine has developed a robust roadway data program that is utilized for safety decisions.

The roadway data is maintained by the Maine Department of Transportation (MaineDOT) who maintain a linear reference system that manages their entire roadway system. All public roadways are on one compatible linear referencing system that is online and available to the public and the State's partners. This online tool has an interactive map where one can click on a

section of the map and bring up roadway information. It includes the roadway data, traffic data, railroad crossings, location reference, bridge, and pavement data. The Bentley AssetWise system and GIS is used to link all of these systems together. Crash data is located based on this roadway network. Through their Asset Management Warehouse, MaineDOT are able to link crashes and roadway data to produce ad-hoc analysis and support annual reporting needs including high crash location reports.

Maine collects all of the fundamental data elements (FDE's) that comprise the Minimum Inventory for Roadway Inventory (MIRE). The State also collects additional elements and estimate that they are collecting about 40% of these for both the State and non-State roads. They have documented the FDE's and additional MIRE elements in both the METRANS_Data_Summary (data dictionary) and LRS_summary documents.

The State is collecting roadway data for all roadways, not just the State owned system. Therefore, they do not rely on local or municipalities to collect and transmit data. With this process, MaineDOT does not need to worry about imported data complying with their database or need to develop performance measures for imported data. Roadway data from 2002 is archived annually by the Information Services division.

The data dictionary is updated as new assets are added to or removed from the system. The State consults with internal stakeholders before any additional elements are included in the document and within the databases.

Documentation is available that shows who is responsible for collecting each of the data elements. Documentation is also available showing the steps for collecting data. An example of the lane asset is available to show the guidelines provided for collection of data.

Weekly data quality reports are run to look at attribute and geometry validation and data structure integrity. An attribute validation is performed during input by the Bentley AssetWise product. Errors are addressed as they are encountered during entry or batch processing. Critical errors are documented and prioritized using the State's Job Tracking System. Quality control information is shared within the agency only. There is no need to share quality control information with outside sources as MaineDOT collects all related data. Maine is currently in the process of developing a data governance processes.

MaineDOT has a website containing roadway data and allows the public access to this information. MaineDOT Google Analytics provides performance statistics on customer usage. Statistics from a recent month revealed that there were 189 sessions outside of the State's firewall indicating that the public is accessing this website.

4.6.2 Assessment Recommendations for Roadway
The following recommendations are from the Maine's Traffic Records Assessment conducted on April 25, 2016.

1. *Improve the data quality control for the Roadway data system to reflect best practices identified in the Traffic Records Assessment Advisory.*

State Accepts Recommendation. **State Response:** The ME TRCC will promote the establishment of Roadway performance measures as a tool to measure improvements to the roadway data system.

Countermeasure Strategy: Improves Accuracy

Related Project: Not directly addressed in FFY2020 funded projects

Related Performance Measure: Roadway Accuracy

4.6.3 Roadway Goals

Goal 1: MaineDOT will increase the percentage of additional MIRE data elements integrated within the roadway network.

Strategy: MaineDOT will develop a schedule and implement a plan to increase the number of additional MIRE Data Elements added to the roadway data system.

Outcome: The MaineDOT increase in the roadway network's MIRE compliance will improve analysis capabilities.

Activity: Planned.

Goal 2: MaineDOT will implement a roadway network data governance model.

Strategy: MaineDOT will finalize and implement a roadway network data governance model. MaineDOT will leverage its current efforts to utilize data stewards for each internal datasets.

Outcome: The MaineDOT and all highway safety stakeholders will benefit from periodic stakeholder engagement, documentation, and data quality improvements.

Activity: Ongoing.

4.7   Citation/Adjudication Data System Plan

4.7.1 System Overview

Maine has a unified court system and the courts use two records management systems. The Judicial Branch is in a phased implementation of the Odyssey Court Case Management System that provides significant improvements such as online public access, e-filing, in courtroom processes and reporting abilities. Additionally, real-time interfaces with external systems will be implemented as part of this effort.

The Maine Judicial Branch is knowledgeable about the record-keeping needs in the courts. It participated in the development of NCSC guidelines. The Maine Judicial Branch contract with Tyler Technologies for the Odyssey Court Case Management System includes requirements from NCSC and COSCA standards to address Key Performance Indicators such as (but not limited to) NCSC CourTools and the Court Statistics Project.

Currently, the Judicial Branch notifies the Bureau of Motor Vehicles with daily, electronic notifications of traffic convictions, suspensions, and license restorations. The Judicial Branch and Bureau of Motor Vehicles plans to implement real-time interfaces for these areas.

Historically, the Judicial Branch has reported criminal convictions, suspensions, and license restorations manually by paper, which has presented challenges in complying with Federal Motor Carrier Safety Administration (FMCSA) reporting requirements. When the Judicial Branch Odyssey system is fully deployed, these notifications will be electronically transmitted.

The Maine Department of Public Safety (DPS) has deployed an electronic citation data collection client (i.e. Maine eCitation) that allows Maine State Police, county, and municipal local law enforcement agency to issue electronic traffic infraction citations and automatically transmit them to the Maine DPS eCitation repository. Once in the repository, the electronic citations are periodically transmitted (every 15 minutes) to the Maine Judicial Branch, Violation Bureau's Secure FTP (SFTP) site for processing by the Maine Judicial Branch's Odyssey Court Case Management System.

4.7.2 Assessment Recommendations for Citation/Adjudication

The following recommendations are from the Maine's Traffic Records Assessment conducted on April 25, 2016.

1. *Improve the data dictionary for the Citation and Adjudication systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.*

State Accepts Recommendation. State Response: The Maine TRCC has developed a citation schema and is in the process of deploying a statewide citation system. The TRCC will investigate obtaining a formal data dictionary for the Court Case Management System.

Countermeasure Strategy: Improves Uniformity

Related Project: ME-P-00011 e-Citation

Related Performance Measure: Citation Uniformity

2. *Improve the procedures/process flows for the Citation and Adjudication systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.*

State Accepts Recommendations. State Response: As part of the eCitation effort, the State will be updating the procedures/process flows for the Citation and Adjudication system.

Countermeasure Strategy: Improves Completeness

Related Project: ME-P-00011 e-Citation

Related Performance Measure: Citation Completeness

3. *Improve the interfaces with the Citation and Adjudication systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.*

State Accepts Recommendation. State Response: The State has developed an interface between the eCitation law enforcement data collection system and the court's new court case management system.

Countermeasure Strategy: Improves Integration

Related Project: ME-P-00011 e-Citation

Related Performance Measure: Citation Integration

4.   Improve the data quality control program for the Citation and Adjudication systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.

State Accepts Recommendations. State Response: The State is using NHTSA Standard Performance Measures to document the improvements resulting from the new eCitation system. The State has also planned for inclusion of Key Performance Indicators in their new court case management system.

Countermeasure Strategy: Improves Accuracy

Related Project: ME-P-00011 e-Citation

Related Performance Measure: Citation Accuracy

4.7.3   Citation/Adjudication Goals

Goal 1: Investigate obtaining formal Citation Data Dictionary from Court Case Management System Vendor.

Strategy: Reach out to vendor to determine if they can provide data dictionary.

Outcome: A formal data dictionary that can be used by Maine Judicial and citation data stakeholders.

Activity: Planned.

Goal 2: Develop Automated Disposition Reporting to Law Enforcement.

Strategy: Maine Judicial Branch to develop an automated disposition reporting module that provides law enforcement with disposition reports.

Outcome: Law enforcement will have access to disposition information for analysis.

Activity: Planned.

Goal 3: Develop eCitation performance measures.

Strategy: Maine Judicial Branch to develop performance measures, including timeliness across paper and electronic citations, and a timeliness measure based on dismissals (paper vs. electronic).

Outcome: Improved understanding of the performance of the electronic citation system vs the paper based citation system.

Activity: Planned.

Goal 4: Develop Maine eCitation Security Infrastructure Documentation.

Strategy: Maine Department of Public Safety to develop security infrastructure documentation for Maine eCitation and add it to the System Inventory page.

Outcome: Detailed security information available to eCitation stakeholders.

Activity: Planned.

Goal 5: Implement Maine eCitation to Driver/Vehicle Interface.

Strategy: Implement Maine eCitation to Driver/Vehicle Interface to auto populate data fields.

Outcome: Increased accuracy and usability of Maine eCitation system.

Activity: Planned.

Goal 6: Implement Court Case Management to BMV Real Time Interface.

Strategy: Maine Judicial and Maine BMV to develop interface requirements and allocate development resources.

Outcome: Increased timeliness of citation dispositions.

Activity: Planned.

Goal 7: Additional Reporting and Analysis Capabilities.

Strategy: Add reporting and analysis functionality to the Maine Judicial Court Case Management System.

Outcome: A more robust reporting system capable of providing improved reporting and analysis capabilities to internal and external stakeholder (e.g. highway safety).

Activity: Planned.

4.8   EMS/Injury Surveillance Data System Plan

4.8.1   System Overview

An ideal statewide Injury Surveillance System (ISS) is comprised of data from five core components: pre-hospital emergency medical services (EMS), trauma registry, emergency department, hospital discharge, and vital records. This data provides more detailed information on the nature and extent of injuries sustained in a motor vehicle crash than can be found in other components of the traffic records system. Consequently, this information is invaluable when determining the severity, cost, and clinical outcomes of the individuals involved. Overall, Maine

collects and maintains information on four of the five components. No interfaces are currently in place between any of the State's injury surveillance data system.

Maine EMS Patient Care Reporting

The Maine Emergency Medical Services (Maine EMS) is a bureau within the Maine Department of Public Safety and is the sole entity that is responsible for the collection and compilation of the State's EMS Data.

The Maine EMS patient care reporting system, Maine EMS and Fire Incident Reporting System (MEFIRS), complies with all current National EMS Information System (NEMSIS) 3.4.3 requirements and submits data quarterly to the NEMSIS national database. The system is used by 275 of the 276 licensed EMS agencies in Maine to document all pre-hospital emergency and transport medical care. The system includes tracking of the frequency, severity, and nature of injuries sustained in motor vehicle crashes.   Providers use a web-based application to document all assessments, findings and treatments provided in the course of each patient contact and/or incident. MEFIRS has been the system used since April 2017. As of May 1, 2019, there are currently over 498,000 records in MEFIRS. Providers are required to complete a patient care report for every call for service within one business day.

NEMSIS-compliant EMS report data is shared with the Medical Examiner's Office, Maine CDC, Bureau of Highway Safety, Office of the State Fire Marshal, and other approved research projects. The State utilizes the NEMSIS data dictionary V3.4 for common data elements and a state-specific data dictionary is currently being developed.

Maine Trauma Registry

Maine EMS has purchased a statewide trauma registry system and is currently encountering challenges with implementation and hospital trauma center participation due to privacy concerns. Currently, the trauma centers only submit data to the National Trauma Data Bank (NTDB) and the State does not have access to that data.

The Maine EMS statewide trauma patient registry is a web-based system used to collect specific information about patients that have experienced significant traumatic events. Hospitals in Maine may participate at no cost. The trauma registry is a secure system to ensure submitted data remains confidential and the confidentiality of patients is maintained throughout the processes. Only authorized personnel have access to submit data to the registry.

Data from the trauma registry will be used to create annual reports on the trauma system in Maine. The annual report will include the details such as:

- Injury severity; and

- Facility care provided and performance; and

- Outcomes.

The Maine Trauma Advisory committee is responsible for Evaluation and Quality Improvement. The data could be used by hospitals to drive performance improvement activities. Aggregate

data from the registry could be used by the trauma service areas to help inform overall improvements to the trauma system.

Maine Hospital Data

The Maine Health Data Organization (MHDO) is responsible for collecting all hospital encounter data, which includes emergency department visits, and inpatient stays. The State's emergency department and hospital discharge data both conform to the Uniform Billing Standard. The State relies on the MHDO Rule Chapter 241 as its data dictionary for emergency department and hospital discharge data. The "Hospital Inpatient Data Sets" and "Hospital Outpatient Data Sets" are the formal documentation that provides a summary dataset for each along with information on how it is collected, managed, and maintained.

Maine Vital Records

The Maine Center for Disease Control & Prevention (Maine CDC), Division of Public Health Systems, Department of Health and Human Services maintains the State's vital records repository. The State includes the Maine Integrated Youth Health Survey (which includes the Maine Youth Risk Behavior Survey) and the Behavioral Risk Factor Surveillance System in its injury surveillance system. The Maine CDC Injury Prevention Program occasionally uses EMS run reporting data and medical examiner data for special projects, but these have not been motor vehicle related.

4.8.2 Assessment Recommendations EMS/Injury Surveillance
The following recommendations are from the Maine's Traffic Records Assessment conducted on April 25, 2016.

1. *Improve the interfaces with the Injury Surveillance systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.*

State Accepts Recommendation. State Response: The Maine TRCC will review the elements of its Injury Surveillance System and evaluate opportunities for integration of the various data sets for the goal of increasing safety-related analysis.

Countermeasure Strategy: Improves Integration

Related Project: ME-P-00014 Maine CODES, ME-P-00025 EMS Trauma Registry

Related Performance Measure: EMS Integration

2. *Improve the data quality control program for the Injury Surveillance systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.*

State Accepts Recommendation. State Response: The Maine TRCC will identify goals for the various elements of the Injury Surveillance System to track the frequency, severity, and nature of injuries sustained in motor vehicle crashes in the State.

Countermeasure Strategy: Improves Accuracy

Related Project: ME-P-00024 Highway Safety/FARS/EMS Data Quality Analysis

Related Performance Measure: EMS Accuracy

4.8.3   EMS/Injury Surveillance Goals

Goal 1: Encourage trauma center participation with the Statewide Trauma Registry by revising existing legislation.

Strategy: Develop legislation that facilitates improved data collection from trauma centers.

Outcome: Improved integration and accessibility of statewide trauma data and injury surveillance related to trauma.

Activity: Planned.

Goal 2: Complete development of a state-specific data dictionary for MEFIRS (EMS patient care reporting).

Strategy: Maine EMS has is in the planning stages of developing a state-specific data dictionary for MEFIRS. Increased resource availability would be necessary for completion of this project.

Outcome: A state specific data dictionary for the EMS patient care reporting component databases will include the variable names and definitions including characteristics, values, limitations, and exceptions.

Activity: Ongoing.

Goal 3: Decrease EMS patient care report required completion/submission time for agencies and providers to within twenty-four hours.

Strategy: Maine EMS is developing plans to seek approval for rule changes that would reduce the reporting time from one business day to twenty-four hours.

Outcome: Improved timeliness of EMS patient care data.

Activity: Planned.

Goal 4: Maine EMS patient care reporting interface with HealthInfoNet.

Strategy: Maine EMS has started the process of integrating EMS patient care reports with HealthInfoNet.

Outcome: Improved accessibility for health care facilities and physicians to EMS patient care data.

Activity: Ongoing.

Enter a direct copy of the section of the State traffic records strategic plan that identifies which recommendations the State does not intend to address in the fiscal year and explains the reason for not implementing the recommendations.

Enter a direct copy of the section of the State traffic records strategic plan that describes specific, quantifiable and measurable improvements, as described in 23 C.F.R. 1300.22(b)(3), that are anticipated in the State's core safety databases, including crash, citation or adjudication, driver, emergency medical services or injury surveillance system, roadway, and vehicle databases. Specifically, the State must demonstrate quantitative improvement in the data attribute of accuracy, completeness, timeliness, uniformity, accessibility or integration of a core database by providing a written description of the performance measures that clearly identifies which performance attribute for which core database the State is relying on to demonstrate progress using the methodology set forth in the "Model Performance Measures for State Traffic Records Systems" (DOT HS 811 441), as updated.

The State has accepted and developed plans for all recommendations.

5.1   Traffic Records Performance Measures
5.1.1   Crash Completeness
Label: C-C-02

Status of Improvement: Demonstrated Improvement

Active Status: Active

Revision Date: May 30, 2019

Related Project: Maine Crash Reporting System (MCRS)

Narrative

This performance measure is based on the C-C-02 model performance measure.

Maine will improve the Completeness of the Crash system as measured in terms of an increase in:

The percentage of crash records with latitude and longitude values entered by the officer.

The state will show measureable progress using the following method:

Count the number of crash reports with latitude and longitude values (count only non-null and non-zero values) for all reporting agencies in the State during the baseline period and the current performance period. Then, count the total number of reports for all reporting agencies in the State for the same periods. Divide the total number of reports by the count of reports with latitude and

longitude and multiply by 100 to get the percentage of reports with latitude and longitude for each period.

The baseline period is from April 1, 2017 to March 31, 2018 limited to reports entered into the database by April 30, 2018.

The current performance period is from April 1, 2018 to March 31, 2019 limited to reports entered into the database by April 30, 2019.

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

The baseline period had 26,946 reports with latitude and longitude values out of a total 41,375 reports resulting in 65.13% completeness.

The current period had 27,613 reports with latitude and longitude values out of a total 42,250 reports resulting in 65.36% completeness.

The result is an increase in completeness of 0.23%.

Start Date	End Date	Lat/Long Reports	Total Reports	Completeness (%)
April 1, 2013	March 31, 2014	23,256	37,530	61.97%
April 1, 2014	March 31, 2015	24364	38827	62.75%
April 1, 2015	March 31, 2016	23,837	37,929	62.85%
April 1, 2016	March 31, 2017	26,189	40,833	64.14%
April 1, 2017	March 31, 2018	26,946	41,375	65.13%
April 1, 2018	March 31, 2019	27,613	42,250	65.36%

Supporting Materials (Backup)

2016

2017

2018

2019

5.1.2 Crash Uniformity

Label: C-U-1

Status of Improvement: Demonstrated Improvement

Status: Active

Last Updated: April 5, 2019

Related Project: Maine Crash Reporting System (MCRS)

Narrative

I-U-2: C-U-1: The number of MMUCC-compliant data elements entered into the crash database or obtained via linkage to other databases.

This Performance Measure evaluates the uniformity of the Maine Crash Reporting System by using the NHTSA MMUCC Mapping results to count the percentage of MMUCC V5 compliant crash data elements captured in the State of Maine Crash Form during the baseline period. It then compares that number to the number of MMUCC V5 compliant data elements captured in the form during the performance period.

Since NHTSA does not compile results to one percentage, but rather breaks them out by area, we are just averaging the reported percentages to simplify the comparison.

MMUCC V5 Compliance	April 1, 2017-March 31, 2018	April 1 2018 - March 31, 2019
Crash	70.70%	74.44%
Vehicle	59.09%	58.40%
Person	52.89%	56.94%
Roadway	22.92%	22.92%
Fatal Section	22.49%	22.49%
Large Vehicles & Hazardous Materials Section	24.09%	34.61%
Non-Motorist Section	40.53%	40.29%
Dynamic Data Elements	0.00%	32.20%
Average Compliance	**36.59%**	**42.79%**

Measurements

Start Date	End Date	Percent Compliance
April 1, 2017	March 31, 2018	36.59%
April 1, 2018	March 31, 2019	42.79%

Supporting Materials (Backup)

The following table contains the MMUCC V5 Mapping results from the NHTSA MMUCC Mapping reports.

Maine MMUCC Mapping Scores

Total Percent Mappable for All Elements

Data Structure Name	System	Percent (%)
Maine Crash Data Standard and Crash Form	Crash	70.7 %
Maine Crash Data Standard and Crash Form	Vehicle	59.09 %
Maine Crash Data Standard and Crash Form	Person	52.89 %
Maine Crash Data Standard and Crash Form	Roadway	22.92 %
Maine Crash Data Standard and Crash Form	Fatal Section	22.49 %
Maine Crash Data Standard and Crash Form	Large Vehicles & Hazardous Materials Section	24.09 %
Maine Crash Data Standard and Crash Form	Non-Motorist Section	40.53 %
Maine Crash Data Standard and Crash Form	Dynamic Data Elements	0 %

April 1, 2018 to March 31, 2019

Maine MMUCC Mapping Scores

Total Percent Mappable for All Elements

Data Structure Name	System	Percent (%)
Maine Crash Data Standard and Crash Form	Crash	74.44 %
Maine Crash Data Standard and Crash Form	Vehicle	58.4 %
Maine Crash Data Standard and Crash Form	Person	56.94 %
Maine Crash Data Standard and Crash Form	Roadway	22.92 %
Maine Crash Data Standard and Crash Form	Fatal Section	22.49 %
Maine Crash Data Standard and Crash Form	Large Vehicles & Hazardous Materials Section	34.61 %
Maine Crash Data Standard and Crash Form	Non-Motorist Section	40.29 %
Maine Crash Data Standard and Crash Form	Dynamic Data Elements	32.2 %

5.1.3 EMS Uniformity

Label: I-U-1

Status of Improvement: Demonstrated Improvement

Active Status: Active

Last Updated: May 30, 2019

Related Project: MEFIRS

Narrative

This performance measure is based on the I-U-1 NHTSA Model Performance Measure.

Maine will improve the Uniformity of the EMS system as measured in terms of an Increase of:

The percentage of records on the State EMS data file that are National Emergency Medical Service Information System 3.x (NEMSIS)-compliant.

The state will show measureable progress using the following method:

Compare the percentage of NEMSIS 3.x EMS reports entered during the baseline period of April 1, 2017 to March 31, 2018 as compared to the percentage of NEMSIS 3.x EMS reports entered during the performance period of April 1, 2018 to March 31, 2019.

The result is an increase in NEMSIS 3.X compliance of 24.08%.

Measurements

Start Date	End Date	NEMSIS 3.x Reports	Total Reports	NEMSIS 3.x Compliant Percentage
April 1, 2016	March 31, 2017	2,575	292,911	0.87%
April 1, 2017	March 31, 2018	201,692	287,858	70.06%
April 1, 2018	March 31, 2019	263,403	277,661	94.86%

Supporting Materials (Backup)

NEMSIS 3.x Counts

2017

Elite name   Count of Records - MEFIRS (Elite)

Count of Records

2,575

Report Filters

Incident Date   is between '04/01/2016' and '03/31/2017'

Description

This provides the total count of records in MEFIRS for a specified Date Range.

2018

Elite name   Count of Records - MEFIRS (Elite)

Count of Records

201,692

Report Filters

Incident Date   is between '04/01/2017' and '03/31/2018'

Description

This provides the total count of records in MEFIRS for a specified Date Range.

2019

Elite name   Count of Records - MEFIRS (Elite)

Count of Records

263,403

Report Filters

Incident Date   is between '04/01/2018' and '03/31/2019'

Description

This provides the total count of records in MEFIRS for a specified Date Range.

NEMSIS 3.x Non-Compliant Counts

2017

EMS View

Count of Reports MEMSRR (State Bridge)

Count of Reports

290,330

Report Filters

Incident Date (E5.44)   is between '04/01/2016' and '03/31/2017'

Description

Provides a count of individual reports based on a specified date range.

2018

EMS View

Count of Reports MEMSRR (State Bridge)

Count of Reports

86,166

Report Filters

Incident Date (E5.44)   is between '04/01/2017' and '03/31/2018'

Description

Provides a count of individual reports based on a specified date range.

2019

EMS View

Count of Reports MEMSRR (State Bridge)

Count of Reports

14,258

Report Filters

Incident Date (E5.44)   is between '04/01/2018' and '03/31/2019'

Description

Provides a count of individual reports based on a specified date range.

State traffic records strategic plan

Strategic Plan, approved by the TRCC, that— (i) Describes specific, quantifiable and measurable improvements that are anticipated in the State's core safety databases (ii) Includes a list of all recommendations from its most recent highway safety data and traffic records system assessment; (iii) Identifies which recommendations the State intends to address in the fiscal year, the countermeasure strategies and planned activities that implement each recommendation, and the performance measures to be used to demonstrate quantifiable and measurable progress; and (iv) Identifies which recommendations the State does not intend to address in the fiscal year and explains the reason for not implementing the recommendations:

Planned activities that implement recommendations:

Unique Identifier	Planned Activity Name
ME-P-00011	E-citation
ME-P-00006	Maine Crash Reporting System Upgrades
ME-P-00015	Public Access Reports - Traffic

Quantitative and Measurable Improvement

Supporting documentation covering a contiguous 12-month performance period starting no earlier than April 1 of the calendar year prior to the application due date, that demonstrates quantitative improvement when compared to the comparable 12-month baseline period.

State Highway Safety Data and Traffic Records System Assessment

Date of the assessment of the State's highway safety data and traffic records system that was conducted or updated within the five years prior to the application due date:

Date of Assessment: **4/25/2016**

Requirement for maintenance of effort

ASSURANCE: The lead State agency responsible for State traffic safety information system improvements programs shall maintain its aggregate expenditures for State traffic safety information system improvements programs at or above the average level of such expenditures in fiscal years 2014 and 2015

405(d) Impaired driving countermeasures grant

Impaired driving assurances

Impaired driving qualification: **Mid-Range State**

ASSURANCE: The State shall use the funds awarded under 23 U.S.C. 405(d)(1) only for the implementation and enforcement of programs authorized in 23 C.F.R. 1300.23(j).

ASSURANCE: The lead State agency responsible for impaired driving programs shall maintain its aggregate expenditures for impaired driving programs at or above the average level of such expenditures in fiscal years 2014 and 2015.

Impaired driving program assessment

Date of the last NHTSA-facilitated assessment of the State's impaired driving program conducted:

Date of Last NHTSA Assessment:

Authority to operate

Direct copy of the section of the statewide impaired driving plan that describes the authority and basis for the operation of the Statewide impaired driving task force, including the process used to develop and approve the plan and date of approval.

Authority and Basis of Operation

Key Stakeholders

Enter a direct copy of the list in the statewide impaired driving plan that contains names, titles and organizations of all task force members, provided that the task force includes key stakeholders from the State highway safety agency, law enforcement and the criminal justice system (e.g., prosecution, adjudication, probation) and, as determined appropriate by the State, representatives from areas such as 24–7 sobriety programs, driver licensing, treatment and rehabilitation, ignition interlock programs, data and traffic records, public health and communication.

Maine Impaired Driving Task Force

In 2005, the Maine Bureau of Highway Safety (MEBHS) established the Maine Impaired Driving Task Force (MIDTF) to identify and prioritize the State's most pressing impaired driving issues, review proven strategies, and identify deficiencies in the impaired driving program. The MIDTF was established under the authority of the Maine Governor's designated Highway Safety Representative (GR) and direction of the Maine Bureau of Highway Safety (MEBHS).

In 2019, the MIDTF released its first Impaired Driving Strategic Plan based on the Uniform Guidelines for State Highway Safety Programs for Impaired Driving No. 8 (NHTSA, 2006) in response to the recent increase in alcohol-impaired driving crashes and fatalities. The Impaired Driving Strategic Plan maximizes the State's ability to impact impaired driving crashes, and oversee implementation of the plan. Stakeholders from various agencies and organizations

responsible for critical components of Maine's impaired driving program participate in the MIDTF.

The MIDTF meets on a quarterly basis and remains in constant communication when issues involving impaired driving arise. The MIDTF Charter is included in Appendix A, and the list of members and their affiliations are available in Appendix B.

1.1.1 Maine Impaired Driving Task Force Mission

The Maine Impaired Driving Task Force Mission is to eliminate impaired driving injuries and fatalities in Maine through prevention, education, enforcement, and adjudication.

1.2 Impaired Driving Strategic Planning

Maine's Impaired Driving Strategic Plan utilizes targeted, evidence-based countermeasures to ensure a comprehensive effort towards Maine's overall safety goal of zero deaths. Maine's Impaired Driving Strategic Plan focuses on the following overarching strategies:

3. Collaborate with stakeholders such as the Maine Center for Disease Control, Bureau of Alcoholic Beverages and Lottery Operations, local schools, employers and other community-based coalitions to prevent impaired driving.

4. Identify high-risk populations and locations through extensive impaired-related crash data analysis.

5. Reduce impaired driving behavior through targeted high-visibility enforcement, effective prosecution, enhanced penalties for subsequent offenses resulting from impaired driving.

6. Combine high-visibility enforcement with increased public awareness of the dangers, costs, and consequences of impaired driving with emphasis on high-risk populations and locations.

7. Mandate persons with one or more alcohol and/or drug-related motor vehicle offenses to undergo the Driver Education and Evaluation Program (DEEP).

MIDTF Membership

Department/Agency/Organization	Name	Title
AAA	Patrick Moody	Public Affairs & Government Relations Manager
Androscoggin County District Attorney's Office	Patricia Mador	Impaired Driving Special Prosecutor
	Jessica Hollenkamp	Impaired Driving Special Prosecutor
Attorney (retired)	Theodore Hoch	Attorney (retired)
Brunswick Police Department	John Roma	Detective / DRE
Cumberland County District Attorney Office	Brendan O'Brien	Impaired Driving Special Prosecutor
Cumberland County Sheriff's Office	Scott Stewart	Captain / DRE
Department of Health and Human Services Maine Center for Disease Control and Prevention	Cheryl Cichowski	Substance Use Prevention Team Manager
Department of Health and Human Services Health and Environmental Testing Laboratory	Heather Dyer	Chemist
	Ellen Fraser	Chemist
	Nicole Ingalls	Chemist
	Robert Morgner	Chemist
	Maria Pease	Chemist
Department of Public Safety	James Lyman	Training Coordinator
	Edwin D. Finnegan	Training Coordinator

Maine Criminal Justice Academy		
Department of Public Safety	Lauren Stewart	Director
Bureau of Highway Safety	Jaime Pelotte	Contract Grant Specialist / FARS Supervisor
Department of the Secretary of State	Benjamin Tucker	Director of Legal Affairs
Bureau of Motor Vehicles	Lynne Gardner	Assistant Director of Legal Affairs
Dirigo Safety, LLC	Scot Mattox	Traffic Safety Resource Prosecutor
	Thomas Reagan	Law Enforcement Liaison
	David Kennedy	Judicial Outreach Liaison
Kennebec County District Attorney's Office	Meaghan Maloney	District Attorney
	Kristin Murray-James	Impaired Driving Special Prosecutor
Maine State Police	Bruce Scott	Lieutenant, Traffic Safety
	Seth Allen	Impaired Driving Reduction Specialist
Penobscot County District Attorney's Office	Marianne Lynch	District Attorney
	Mercedes Gurney	Impaired Driving Special Prosecutor
	Alice Clifford	Impaired Driving Special Prosecutor
Portland Police Department	Christopher Shinay	Officer
Sagadahoc County Sheriff's Office	Matthew Sharpe	Deputy / DRE
South Portland Police Department	Robert Libby	Officer / DRE
York County District Attorney's Office	Sheila Nevells	Impaired Driving Special Prosecutor

Appendix A:

167

Maine Impaired Driving Task Force Charter

(As Approved on May 21, 2019)

Article I. Mission

The mission of the State of Maine Impaired Driving Task Force is to prevent and eliminate impaired driving fatalities and injuries in Maine.

Article II. Authority

The Maine Impaired Driving Task Force (herein after referred to as the "MIDTF") was established under the authority of the Maine Governor's designated Highway Safety Representative (GR) and direction of the Maine Bureau of Highway Safety (MeBHS).

Article III. Objective

The MIDTF's objective is to reduce and eventually eliminate impaired driving related crashes and fatalities. To accomplish this objective, the MIDTF will approve, monitor, and evaluate the progress of the Impaired Driving Strategic Plan.

Article IV. Membership

Section 1. The MIDTF membership includes key representatives from various stakeholder groups which shall be comprised of governmental and non-governmental agencies, offices, and organizations, each of whom possesses a demonstrated interest in the elimination of impaired driving.

Section 2. The Maine Bureau of Highway Safety will determine representation and approve all members of the MIDTF based on the needs of the MIDTF. Current members may recommend representation from other governmental and non-governmental entities to be approved by the Maine Bureau of Highway Safety.

Article IV. Board of Directors

Section 1. Officers

8.   Chair – The MIDTF Chair shall be appointed by the Director of the Bureau of Highway Safety and is responsible for scheduling and coordinating MIDTF meetings along with the distribution of materials and meeting notes to members.

Section 2. The business, affairs and property of the MIDTF shall be managed by a Board of Directors of no fewer than eight (8), nor more than fifteen (15). The number of directors may be increased or decreased by a majority vote of the Board of Directors. No such resolution may impair the rights of a sitting Board member.

Date that the Statewide impaired driving plan was approved by the State's task force.

Date impaired driving plan approved by task force: **5/21/2019**

Strategic plan details

State will use a previously submitted Statewide impaired driving plan that was developed and approved within three years prior to the application due date.

Continue to use previously submitted plan: **No**

ASSURANCE: The State continues to use the previously submitted Statewide impaired driving plan.

Page number(s) from your impaired driving strategic plan that is based on the most recent version of Highway Safety Program Guideline No. 8 - Impaired Driving, which at a minimum covers the following:

Communication program: **14**

Criminal justice system: **8**

Program evaluation and data: **16**

Prevention: **5**

Alcohol and other drug misuse, including screening, treatment, assessment and rehabilitation: **15**

405(e) Distracted driving grant

Sample Questions

Legal citations

The State's texting ban statute, prohibiting texting while driving and requiring a minimum fine of at least $25, is in effect and will be enforced during the entire fiscal year of the grant.

Is a violation of the law a primary or secondary offense?:**Primary Offense**

Date enacted: **9/29/2011**

Date amended: **10/9/2013**

Prohibition on texting while driving.

Requirement Description	State citation(s) captured
Prohibition on texting while driving.	Yes
Definition of covered wireless communication devices.	Yes
Minimum fine of at least $25 for an offense.	Yes
Prohibition on texting while driving.	Yes
Definition of covered wireless communication devices.	Yes
Minimum fine of at least $25 for an offense.	Yes

Citations

Legal Citation Requirement: **Prohibition on texting while driving.**

Legal Citation: **29-A 2119**

Amended Date:

Citations

Legal Citation Requirement: **Definition of covered wireless communication devices.**

Legal Citation: **29-A 1311; 29-A 2119**

Amended Date:

Citations

Legal Citation Requirement: **Minimum fine of at least $25 for an offense.**

Legal Citation: **29-A 2119**

Amended Date:

Citations

Legal Citation Requirement: **Prohibition on texting while driving.**

Legal Citation: **Title 29-A 2119**

Amended Date:

Legal Citation Requirement: **Definition of covered wireless communication devices.**

Legal Citation: **Title 29-A 1311; 29-A 2119**

Amended Date:

Legal Citation Requirement: **Minimum fine of at least $25 for an offense.**

Legal Citation: **29-A 2119**

Amended Date:

Legal citations for exemptions to the State's texting ban:

Legal Citation Requirement:

Legal Citation: **29-A 2119**

Amended Date:

The State's youth cell phone use ban statute, prohibiting youth cell phone use while driving and requiring a minimum fine of at least $25, is in effect and will be enforced during the entire fiscal year of the grant.

Is a violation of the law a primary or secondary offense?:**Primary Offense**

Date enacted: **9/20/2007**

Date amended: **10/15/2015**

Prohibition on youth cell phone use while driving.

Requirement Description	State citation(s) captured
Prohibition on youth cell phone use while driving.	Yes
Definition of covered wireless communication devices.	Yes
Minimum fine of at least $25 for an offense.	Yes
Prohibition on youth cell phone use while driving.	Yes
Definition of covered wireless communication devices.	Yes
Minimum fine of at least $25 for an offense.	Yes

Legal Citation Requirement: **Prohibition on youth cell phone use while driving.**

Legal Citation: **29-A 1304; 29-A 1311; 29-A 2116;**

Amended Date:

Legal Citation Requirement: **Definition of covered wireless communication devices.**

Legal Citation: **29-A 1311; 29-A 2116**

Amended Date:

Legal Citation Requirement: **Minimum fine of at least $25 for an offense.**

Legal Citation: **29-A 1311; 29-A 2116**

Amended Date:

Legal Citation Requirement: **Prohibition on youth cell phone use while driving.**

Legal Citation: **29-A 1304; 29-A 1311; 29-A 2116**

Amended Date:

Legal Citation Requirement: **Definition of covered wireless communication devices.**

Legal Citation: **29-A 1311; 29-A 2116**

Amended Date:

Legal Citation Requirement: **Minimum fine of at least $25 for an offense.**

Legal Citation: **29-A 1311; 29-A 2116**

Amended Date:

Legal citations for exemptions to the State's youth cell phone use ban.

Legal Citation Requirement:

Legal Citation: **29-A 1304**

Amended Date:

405(f) Motorcyclist safety grant

Motorcycle safety information

To qualify for a Motorcyclist Safety Grant in a fiscal year, a State shall submit as part of its HSP documentation demonstrating compliance with at least two of the following criteria:

Motorcycle rider training course: **Yes**

Motorcyclist awareness program: **No**

Reduction of fatalities and crashes: **Yes**

Impaired driving program: **No**

Reduction of impaired fatalities and accidents: **Yes**

Use of fees collected from motorcyclists: **No**

Motorcycle rider training course

Name and organization of the head of the designated State authority over motorcyclist safety issues:

State authority agency: **Office of the Secretary of State**

State authority name/title: **Matthew Dunlap, Secretary of State**

Introductory rider curricula that has been approved by the designated State authority and adopted by the State:

Approved curricula: **(i) Motorcycle Safety Foundation Basic Rider Course**

Other approved curricula:

CERTIFICATION: The head of the designated State authority over motorcyclist safety issues has approved and the State has adopted the selected introductory rider curricula.

Counties or political subdivisions in the State where motorcycle rider training courses will be conducted during the fiscal year of the grant and the number of registered motorcycles in each such county or political subdivision according to official State motor vehicle records, provided the State must offer at least one motorcycle rider training course in counties or political subdivisions that collectively account for a majority of the State's registered motorcycles.

County or Political Subdivision	Number of registered motorcycles
Androscoggin	4,164
Aroostook	2,412
Cumberland	9,007
Franklin	1,444
Hancock	2,220

Kennebec	4,898
Knox	1,553
Penobscot	5,840
Sagadahoc	1,399
Somerset	2,176
Washington	1,063
York	10,199

Total number of registered motorcycles in State.

Total # of registered motorcycles in State: **49,646**

Reduction of fatalities and crashes involving motorcycles

State data showing the total number of motor vehicle crashes involving motorcycles in the State:

Year Reported: **2016**

Total # of motorcycle crashes: **572**

Total number of motorcycle registrations per Federal Highway Administration (FHWA) in the State for the year reported:

Number of motorcycle registrations per FHWA: **52,374**

State data showing the total number of motor vehicle crashes involving motorcycles in the State for the calendar year immediately prior to that calendar year of the most recent data submitted:

Total number of motorcycle crashes previous year: **633**

Year Reported Previous Year: **2015**

Total number of motorcycle registrations per FHWA in the State for the year reported above:

Number of motorcycle registrations per FHWA previous year: **54,664**

Crash rate change: **6.58**

Motorcyclist fatalities:

FARS Year Reported: **2016**

Total number of motorcycle fatalities: **19**

Motorcyclist fatalities for the calendar year immediately prior to that calendar year of the most recent data submitted:

Total number of motorcycle fatalities previous year: **32**

FARS Year Reported Previous Year (Old):

Fatality change: **13**

Description of the State's methods for collecting and analyzing data:

Method for Collecting and Analyzing Data
Motorcycle crash data is collected through the Maine Crash Reporting System. Crash data is analyzed by the MaineDOT. Fatal motorcycle crashes are analyzed by the MeBHS and entered into the FARS system. Motorcycle registration data is collected from the Bureau of Motor Vehicles. For the purposes of this application, FHWA registration information is used.

Reduction of fatalities and accidents involving impaired motorcyclists
State data showing the total number of reported crashes involving alcohol-impaired and drug-impaired motorcycle operators in the State:

Year Reported: **2016**

Total # of motorcycle impaired crashes: **35**

Total number of motorcycle registrations per Federal Highway Administration (FHWA) in the State for the year reported above:

Number of motorcycle registrations per FHWA: **52,374**

Total # of motorcycle impaired crashes previous year: **44**

Year Reported Previous Year:

Total number of motorcycle registrations per FHWA in the State for the year reported above:

Number of motorcycle registrations per FHWA previous year: **54,664**

Impaired crash rate change: **1.37**

Total number of motorcycle impaired crash fatalities in the State from the most recent final Fatality Analysis and Reporting System (FARS) data:

FARS Year Reported: **2016**

Total # of impaired involved motorcycle fatalities: **8**

Total number of impaired motorcycle crash fatalities in the State from the final FARS data for the calendar year immediately prior to the year entered above:

Total # of impaired involved motorcycle fatalities previous year: **13**

FARS Year Reported Previous Year:

Impaired fatality change: **5**

Description of the State's methods for collecting and analyzing data:

Method for Collecting and Analyzing Data
Motorcycle crash data is collected through the Maine Crash Reporting System. Crash data is analyzed by the MaineDOT. Fatal motorcycle crashes are analyzed by the MeBHS and entered

into the FARS system. Motorcycle registration data is collected from the Bureau of Motor Vehicles. For the purposes of this application, FHWA registration information is used.

Certifications, Assurances, and Highway Safety Plan PDFs

Certifications and Assurances for 23 U.S.C. Chapter 4 and Section 1906 grants, signed by the Governor's Representative for Highway Safety, certifying to the HSP application contents and performance conditions and providing assurances that the State will comply with applicable laws, and financial and programmatic requirements.