

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

John Elias Baldacci  
Governor

**COPY**

Anne H. Jordan  
Commissioner

Lauren V. Stewart  
Director

August 23, 2010

Mr. Philip J. Weiser  
Regional Administrator  
National Highway Traffic Safety Administration  
55 Broadway, DTS-903  
Cambridge, MA 02142-1093

**RECEIVED**  
AUG 23 2010

BY:.....

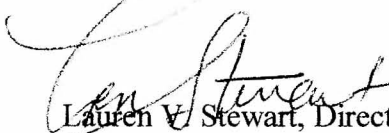
Re: Federal Fiscal Year 2011 Highway Safety Plan

Dear Phil,

I am pleased to submit one original and two copies of the State of Maine's Federal Fiscal Year 2011 Annual Highway Safety Plan.

I look forward to hearing from you. Please contact me if you have any questions or require additional information.

Sincerely,

  
Lauren V. Stewart, Director  
Maine Bureau of Highway Safety

cc: Anne H. Jordan, Commissioner



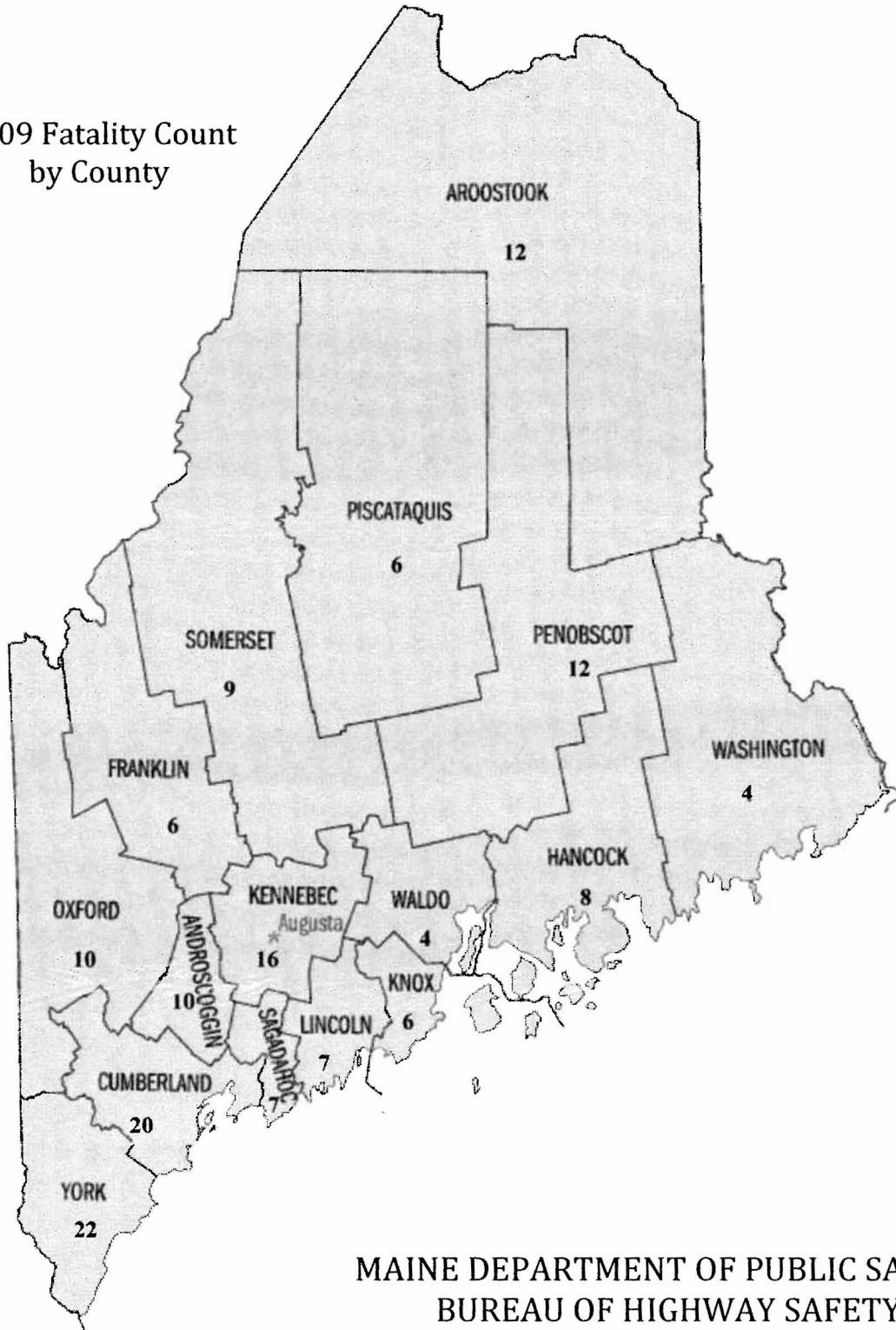
Buckle Up. Drive Safely.

Offices Located At:  
Central Maine Commerce Center  
45 Commerce Dr, Suite 1  
Augusta, ME 04330  
Phone: (207) 626-3840 Fax: (207) 287-3430

# STATE OF MAINE 2011 HIGHWAY SAFETY PLAN

TOWARD ZERO DEATHS: EVERY LIFE COUNTS!

2009 Fatality Count  
by County



MAINE DEPARTMENT OF PUBLIC SAFETY  
BUREAU OF HIGHWAY SAFETY  
John E. Baldacci, Governor  
Anne H. Jordan, Commissioner

HIGHWAY SAFETY PLAN  
FEDERAL FISCAL YEAR 2011  
(October 1, 2010 - September 30, 2011)

PREPARED FOR:

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

BY:

Maine Bureau of Highway Safety  
Lauren V. Stewart, Director

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Anne H. Jordan  
Commissioner

Lauren V. Stewart  
Director

Dear Maine Citizens:

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

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

The MeBHS strives to be results-oriented in all that we do and to be a leader in the traffic safety arena. We proactively respond to emerging traffic safety issues through innovative and evidential-based programs and technologies. Through extensive data analysis, we are able to pin-point Maine's top traffic safety problems, such as impaired driving, distraction and speed, and implement programs and projects that will ultimately reduce the incidence of fatalities, crashes and injuries associated with these driver behaviors. Also, we work more effectively through public and private partnerships with key stakeholders, and continue to explore methods that enable traffic safety practitioners to do their jobs more efficiently.

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

We maintain the vision of *Toward Zero Deaths: Every Life Counts!* The 2011 Highway Safety Plan details the State of Maine's strategies to achieve our overall goals of continuing to reduce fatalities, injuries, and property damage costs resulting from motor vehicle crashes. It also serves as our application for Section 402 federal funds for Fiscal Year 2011.

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

Sincerely,

Lauren V. Stewart, Director

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Buckle Up. Drive Safely.

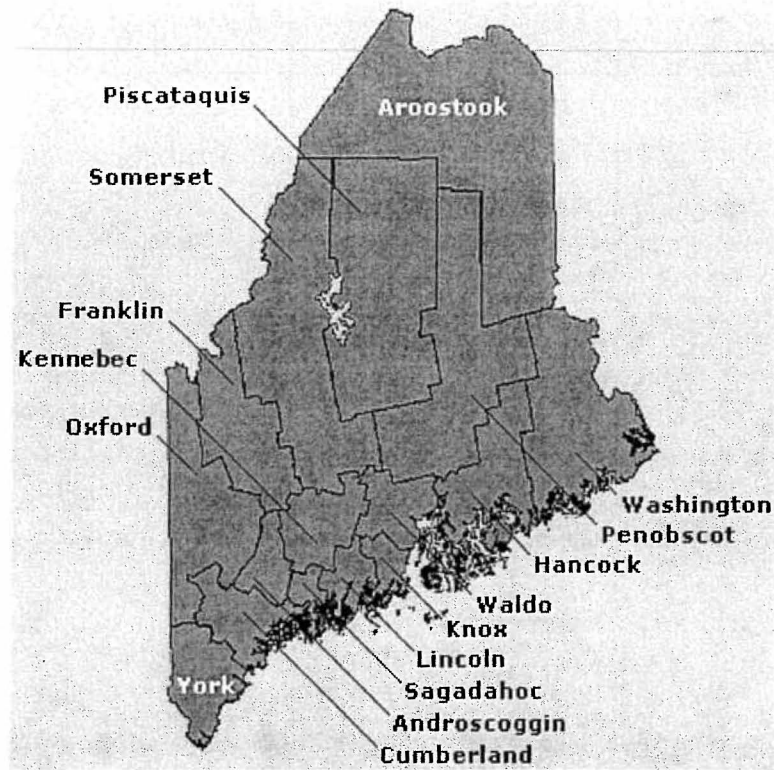


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## **Mission of the Bureau**

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

## Maine Facts



- Population of Maine in 2000: 1,274,923
- Land Area: 33,215 square miles
- Length of coastline: 3,500 miles
- Forest: 17 million acres
- Persons per square mile: 41.3
- Home ownership rate (2000): 71.6%
- Largest city by population: Portland
- 1,016,827 licensed drivers plus 102,763 licensed motorcyclists (2009)
- 1,519,008 registered vehicles (2009)
- State Capital: Augusta
- 16 Counties
- Nearly 500 municipalities
- 146 law enforcement agencies: 123 local agencies, 16 County Sheriffs' offices, and 7 Maine State Police troops
- 5.2% under age 5; 78.5 % 18 years and over; 14.1% age 65 and over
- 96.6% white; .7% African American; .5% American Indian and Alaska Native; .8% Asian; .4% other; .9% Hispanic or Latino

## About the Maine Bureau of Highway Safety

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

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

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

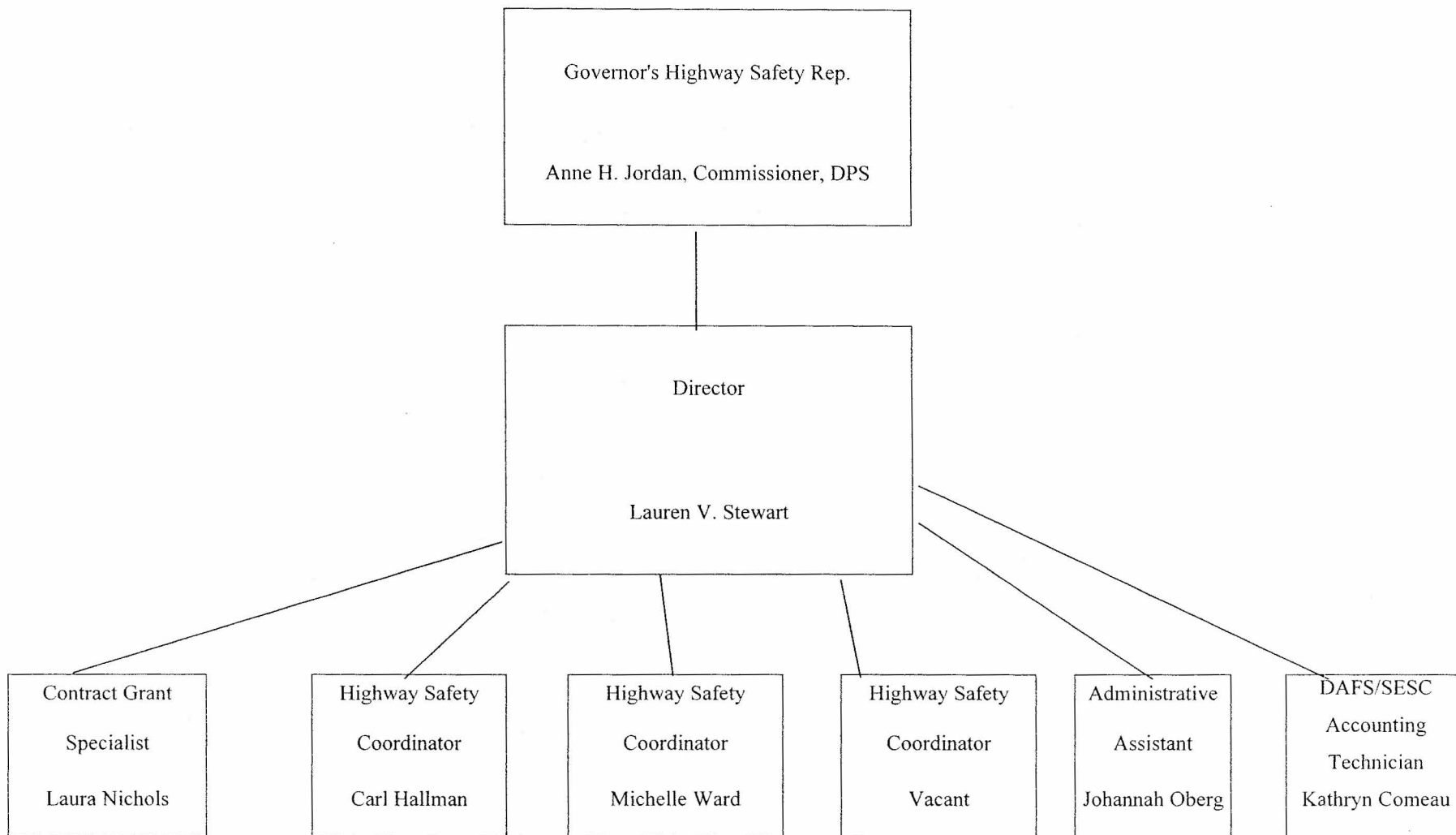
- Managing Maine's Implied Consent Program. This is a statewide program that tests drivers suspected of being impaired by alcohol or other drugs. Maine's Implied Consent and Operating Under the Influence laws mandate that all drivers arrested for suspected OUI must take a blood alcohol test. Failure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



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

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

# Highway Safety Organizational Chart



## **HSP Planning Process Overview**

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

In 2010, the MeBHS instituted the Request for Proposal (RFP) process as part of the HSP planning process. The RFP process will be used to streamline the projects the MeBHS will focus on, create a definitive evaluation system for RFP projects, and bring in new highway safety partners.

The HSP development calendar is listed on the next page.

## HSP Planning Process Cycle

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

The MeBHS mails surveys and requests for HSP projects to all eligible state, public and private agencies outlining opportunities to participate in MeBHS programs and the requirements to compete for available funds. The RFPs are released and publicized across Maine to alert Maine's communities and organizations of available funding for highway safety related projects. Proposals are submitted addressing traffic safety problems from all interested and eligible agencies.

The MeBHS reviews proposals and selects the most qualified candidates to partner with for the following federal fiscal year. Since the MeBHS may not have sufficient funds for all submitted proposals, a comprehensive review is part of the proposal selection process. We review all proposals against several criteria including: potential traffic safety impact, crash and fatality statistics (specifically high crash locations), seriousness of identified problem(s), and performance on previous grants.

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

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

### **Priority Program Areas**

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

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

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

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

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

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

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

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

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

This Highway Safety Plan addresses these national priority program areas as they are administered by the MeBHS. Activities to be undertaken in FFY 2011 for these priority areas will include:

- various activities and programs that counter the incidence of impaired driving by adults and teens, including enforcement, education, support of the National *Drunk Driving. Over the Limit. Under Arrest* campaigns, and continued actions toward supporting a Traffic Safety Resource Prosecutor (TSRP);
- continuing our focus on increasing adult, teen and child safety restraint usage through support of the National “*Click It or Ticket*” Campaigns, child passenger safety technician training, and educational outreach through new partnerships and well publicized enforcement mobilizations;
- enhancing partnerships that increase our opportunity for data analysis and evaluation;
- increasing participation of law enforcement in our enforcement activities through use of the BHS Law Enforcement Liaison;
- identifying activities to decrease the incidence of speed related fatalities and crashes and providing opportunities for enforcement and education;
- using crash data to understand the distracted driving problem in Maine;
- activities to decrease the incidence of crashes related to distractions;

- continuing our focus on reducing the number of motorcycle fatalities through our partnerships with the Bureau of Motor Vehicles, Maine DOT, MTSC and various motorcycle rider associations.
- Other activity identified in the state's Strategic Highway Safety Planning Process.

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



## Priority Program Area Assignments

<b>Alcohol/Drugs and Impaired Driving</b>	<p>Carl J. Hallman, Highway Safety Coordinator  <a href="mailto:Carl.j.hallman@maine.gov">Carl.j.hallman@maine.gov</a>                      (207) 626-3843</p>
<b>Occupant Protection &amp; Child Passenger Safety</b>	<p>Michelle Ward, Highway Safety Coordinator  <a href="mailto:Michelle.ward@maine.gov">Michelle.ward@maine.gov</a>                      (207) 626-3845</p>
<b>Pedestrian and Bicycle Safety</b>	<p>Laura Nichols, Contract Grant Specialist  <a href="mailto:laura.nichols@maine.gov">laura.nichols@maine.gov</a>                      (207) 626-3844</p>
<b>Traffic Records</b>	<p>Lauren V. Stewart, Director  <a href="mailto:Lauren.v.stewart@maine.gov">Lauren.v.stewart@maine.gov</a>                      (207) 626-3840</p>
<b>Emergency Medical Services</b>	<p>Lauren V. Stewart, Director  <a href="mailto:Lauren.v.stewart@maine.gov">Lauren.v.stewart@maine.gov</a>                      (207) 626-3840</p>
<b>Police Traffic Services</b>	<p>Carl J. Hallman, Highway Safety Coordinator  <a href="mailto:Carl.j.hallman@maine.gov">Carl.j.hallman@maine.gov</a>                      (207) 626-3843</p>
<b>Motorcycle Safety</b>	<p>Carl J. Hallman, Highway Safety Coordinator  <a href="mailto:Carl.j.hallman@maine.gov">Carl.j.hallman@maine.gov</a>                      (207) 626-3843</p>
<b>Teen Drivers</b>	<p>Michelle Ward, Highway Safety Coordinator  <a href="mailto:Michelle.ward@maine.gov">Michelle.ward@maine.gov</a>                      (207) 626-3845</p>
<b>Senior Drivers</b>	<p>Lauren V. Stewart, Director  <a href="mailto:Lauren.v.stewart@maine.gov">Lauren.v.stewart@maine.gov</a>                      (207) 626-3840</p>

## Problem Identification Process Overview

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

Our most recent analysis of available data indicates that despite our specific education and enforcement efforts, Maine increasingly struggles with traffic fatalities related to: unrestrained occupants in vehicles; drivers and motorcycle operators with alcohol content in excess of .08; excessive speed and non-use of helmets on motorcycle riders. From a behavioral stand-point, those are the priority areas that we hope to address in our highway safety planning activities.

## Goal Development Process

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

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

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

The minimum set of performance goals contains 15 measures: ten core outcome measures, one core behavior measure, an attitudinal measure and three activity measures. The measures cover the major areas common to State highway safety plans and use existing state data systems.

## Performance Goals

### Core Outcome Measures

#### **Traffic Fatalities (FARS)**

C-1) To decrease traffic fatalities by 5% from the 5 year average of 170.8 for 2005-2009 to 162.3 by December 31, 2014.

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

C-2) To decrease serious traffic injuries 5% from the 5 year average of 920 for 2005-2009 to 874 by December 31, 2014.

#### **Mileage Death Rate (FARS)**

C-3a) To decrease the mileage death rate 5% from the 5 year average of 1.14 for 2005-2009 to 1.08 by December 31, 2014.

#### **Rural Mileage Death Rate**

C-3b) To decrease the rural mileage death rate 5% from the 5 year average of 1.38 for 2005-2009 to 1.31 by December 31, 2014.

#### **Urban Mileage Death Rate**

C-3c) To decrease the urban mileage death rate 5% from the 5 year average of .48 for 2005-2009 to .45 by December 31, 2014.

#### **Unrestrained Passenger Vehicle Occupant Fatalities (FARS)**

C-4) To decrease unrestrained passenger vehicle occupant fatalities by 5% from the 5 year average of 62.6 for 2005-2009 to 59.5 by December 31, 2014.

#### **Alcohol Impaired Driving Fatalities (FARS)**

C-5) To decrease alcohol impaired driving fatalities by 5% from the 5 year average for 2005-2009 of 48 to 45.6 by December 31, 2014.

#### **Speeding Related Fatalities (FARS)**

C-6) To decrease speeding related fatalities by 5% from the 5 year average of 69.4 for 2005-2009 to 66 by December 31, 2014.

### **Motorcyclist Fatalities (FARS)**

C-7) To decrease motorcyclist fatalities by 5% from the 5 year average of 20.6 for 2005-2009 to 19.6 by December 31, 2014.

### **Unhelmeted Motorcyclist Fatalities (FARS)**

C-8) To decrease unhelmeted motorcyclist fatalities by 5% from the 5 year average of 14.4 for 2005-2009 to 13.7 by December 31, 2014.

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

C-9) To decrease drivers age 20 or younger involved in fatal crashes by 5% from the 5 year average of 20.6 for 2005-2009 to 19.6 by December 31, 2014.

### **Pedestrian Fatalities (FARS)**

C-10) To reduce pedestrian fatalities by 10% from the 5 year average of 10.4 for 2005-2009 to 9.4 by December 31, 2014.

## **BEHAVIOR MEASURE \***

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

B-1) To increase statewide seat belt compliance by 2% from the 2009 survey results from 82.6% to 84.3% by December 31, 2014.

## **ACTIVITY MEASURES**

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

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

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

## **ATTITUDINAL MEASURES\***

### **Impaired Driving**

A-1) In the past 60 days, how many times have you driven a motor vehicle within 2 hours after drinking alcoholic beverages?

A-2) In the past 30 day, have you read, seen or heard anything about alcohol impaired driving (or drunk driving) enforcement by police?

A-3) What do you think the chance are of someone getting arrested if they drive after drinking?

### **Safety Belts**

B-1) How often do you use safety belts when you drive or ride in a car, van, sports utility vehicle or pick up?

B-2) In the past 60 days, have you read, seen or heard anything about seat belt law enforcement by police?

B-3) What do you think the chance are of getting a ticket if you don't wear your safety belt?

### **Speeding**

S-1) On a local road with a speed limit of 30 mph, how often do you drive faster than 35 mph? – most of the time, half the time, rarely, never.

S-1b) On a road with a speed limit of 65 mph, how often do you drive faster than 70 mph?  
- most of the time, half the time, rarely, never.

S-2: In the past 30 days, have you read, seen or heard anything about speed enforcement by police?

S-3) What do you think the chance are of getting a ticket if you drive over the speed limit?

\* Results of the observational & attitudinal surveys are not available until late fall and will be report in the MeBHS annual report.

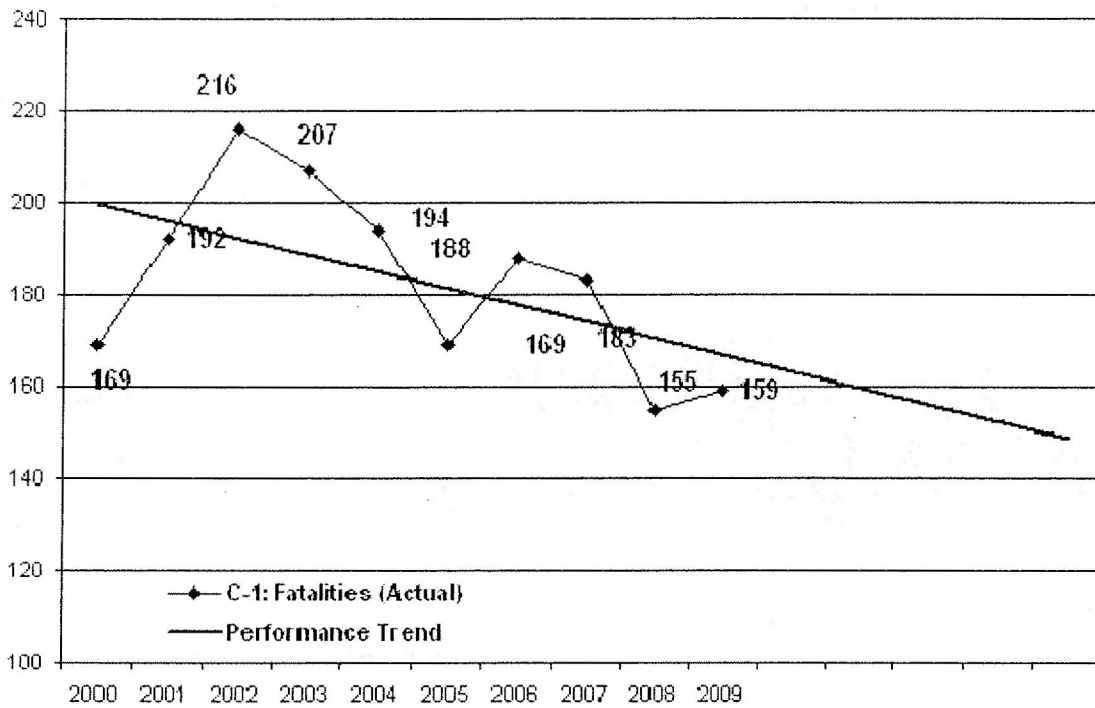
## Crash Data / Trends

	5 Year Averages					Progress Report Data 2005-2009				
	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
C-1: Fatalities (Actual)	169	192	216	207	194	169	188	183	155	159
C-2: # of Serious Injuries	1,271	1,222	1,237	1,091	1,119	1,030	996	978	862	732
C-3a: Fatality Rate /100 million VMT	1.2	1.3	1.5	1.4	1.3	1.1	1.2	1.22	1.08	1.10
C-3b: Rural Mileage Death Rate					1.56	1.50	1.49	1.51	1.08	1.32
C-3c: Urban Mileage Death Rate					0.53	0.19	0.59	0.45	0.64	0.51
C-4: # of Unrestrained Passenger Vehicle Occupant Fatalities	73	78	72	87	75	64	65	76	45	50
C-5: # of Fatalities Involving Driver or Motorcycle Operator w/ $\geq$ .08 BAC	36	54	40	56	50	47	46	61	42	44
C-6: # of Speeding-Related Fatalities	74	73	83	79	90	86	61	86	53	61
C-7: # of Motorcyclist Fatalities	18	14	13	20	22	15	23	23	18	23
C-8: # of Unhelmeted Motorcyclist Fatalities	15	5	8	12	11	9	17	15	14	17
C-9: # of Drivers Age 20 or Younger Involved in Fatal Crashes	17	17	21	13	21	16	23	25	19	20
C-10: # of Pedestrian Fatalities	15	12	14	13	10	9	10	10	12	11
B-1: % Observed Belt Use for Passenger Vehicles - Front Seat Outboard Occupants	59.0%	59.0%	59.2%	59.2%	72.3%	75.8%	77.2%	79.8%	83.0%	82.6%
A-1: # of Seat Belt Citations Issued During Grant-Funded Enforcement Activities	0	0	245	0	2166	2568	1725	1566	5997	6,650
A-2: # of Impaired Driving Arrests Made During Grant-Funded Enforcement Activities	345	269	272	321	275	330	301	359	506	545
A-3: # of Speeding Citations Issued During Grant-Funded Enforcement Activities	0	0	0	0	0	0	3312	2947	3963	4887

**Goal: C-1: Fatalities (Actual)**  
**Baseline**

**Reduce 5 year average by 5% by December 2014**  
**5 year average of 170.8 to 162.3**

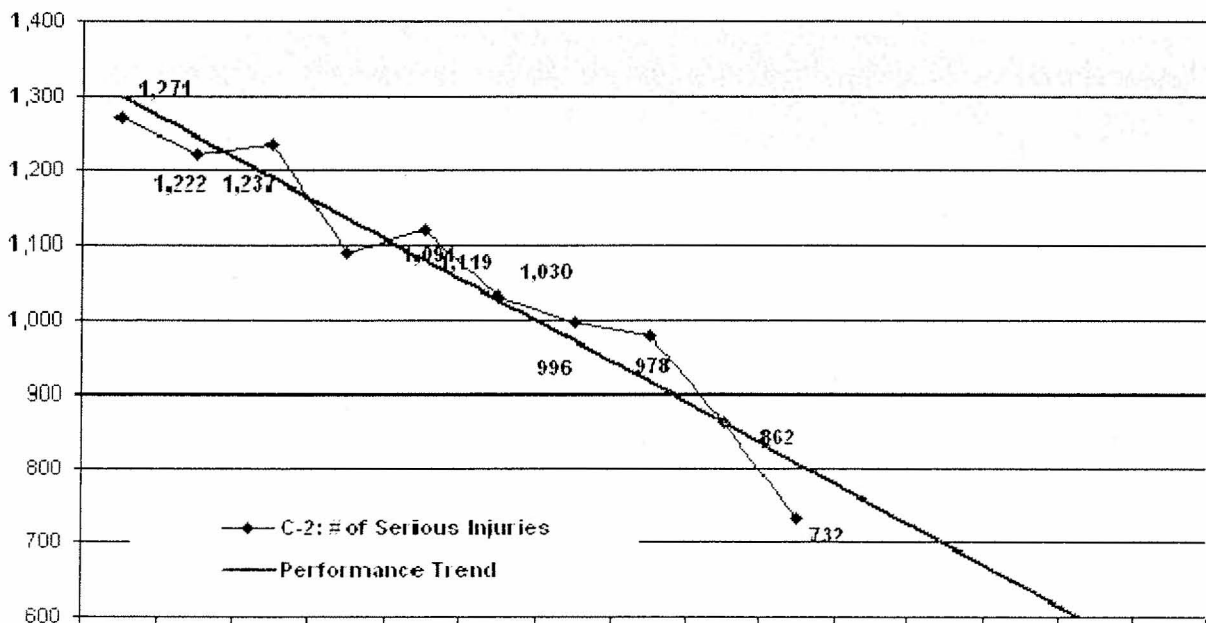
**Fatality Trends**



**Goal: C-2: # Serious Injuries**  
**Baseline**

**Reduce 5 year average by 5% by December 2014**  
**5 year average of 920 to 874**

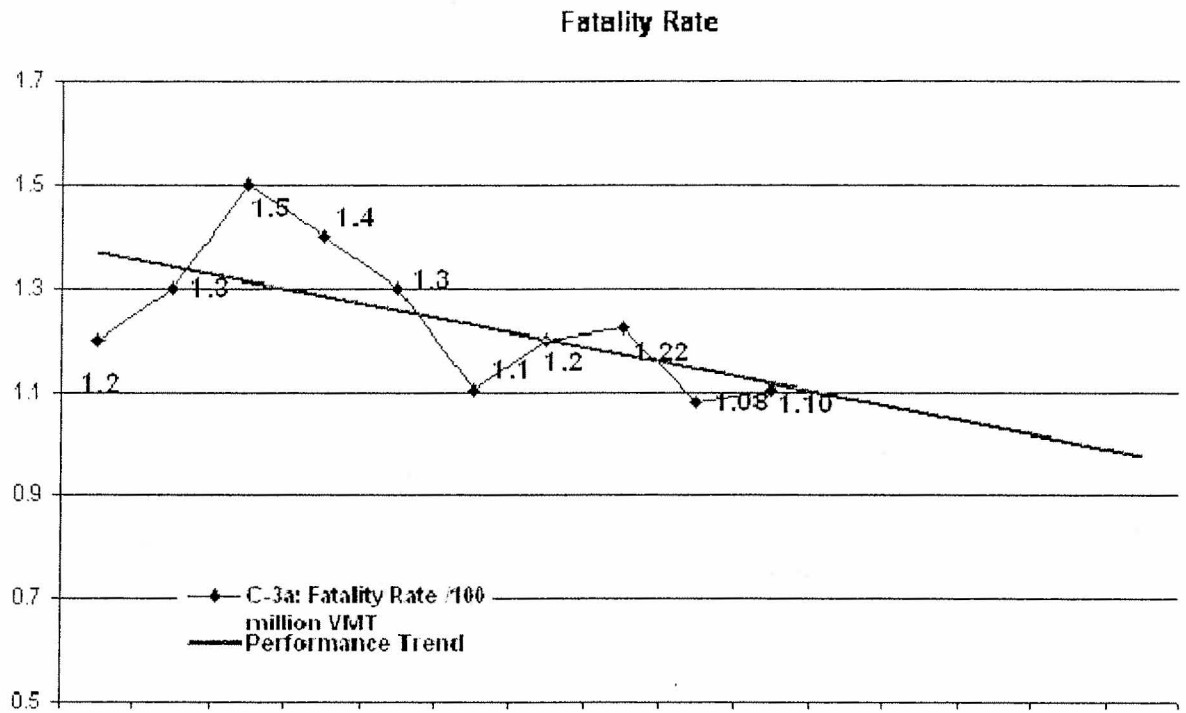
**Injury Trends**





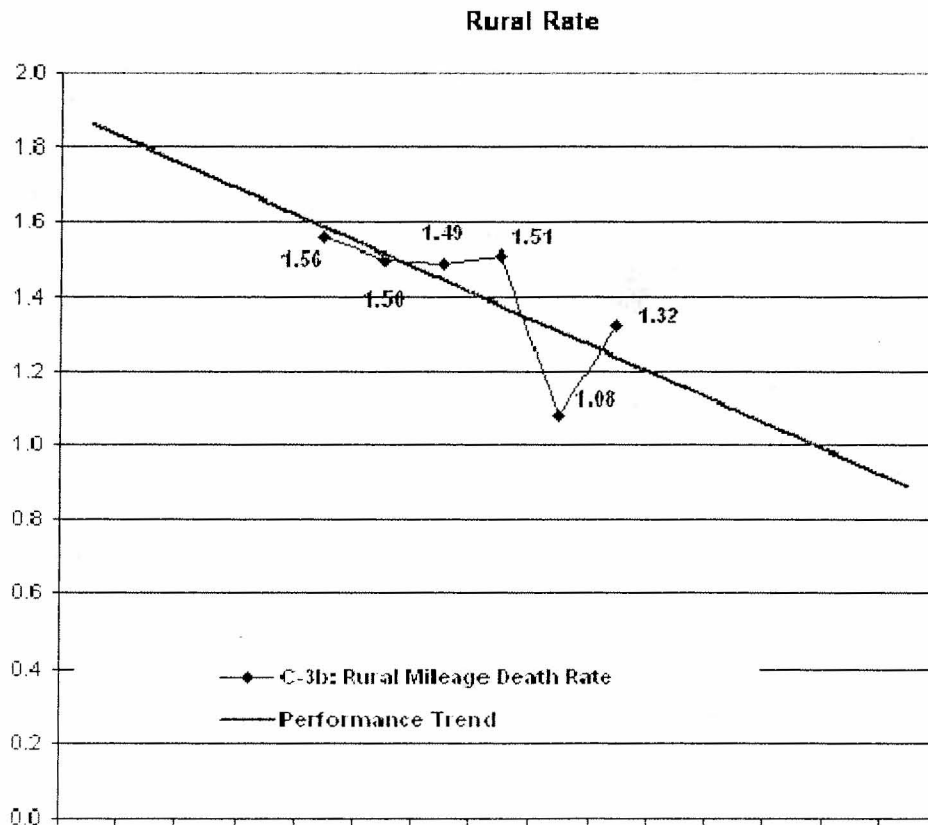
Goal: C-3a: Fatality Rate  
Baseline

Reduce 5 year average by 5% by December 2014  
5 year average of 1.14 to 1.08



Goal: C-3b Rural Mileage Death Rate  
Baseline

Reduce 5 year average by 5% by December 2014  
5 year average of 1.38 to 1.31

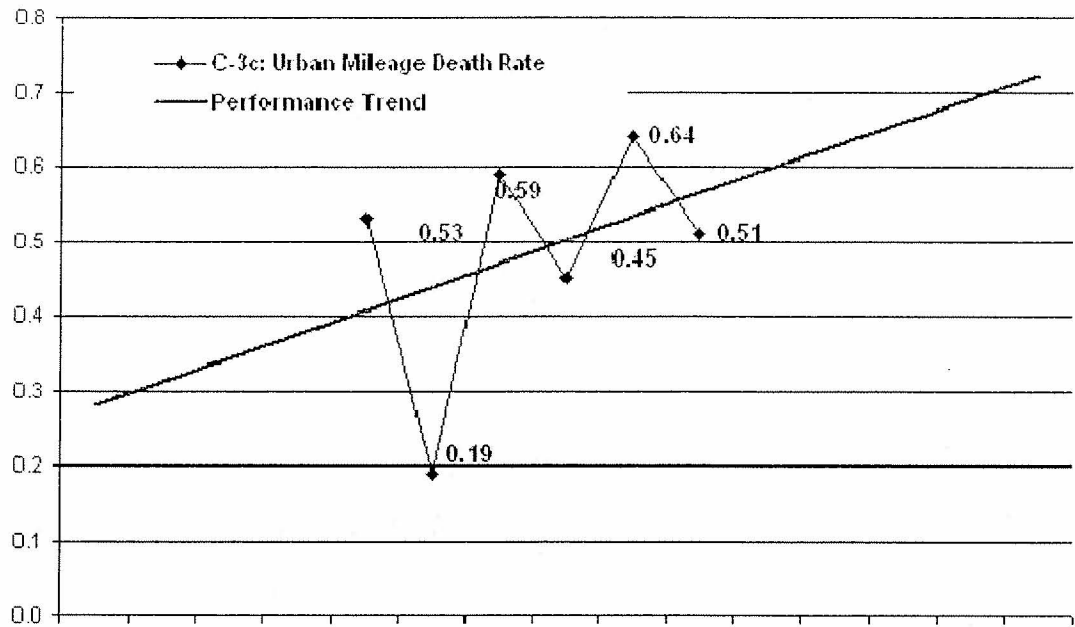


**Goal: C-3c Urban Mileage Death Rate**

Reduce 5 year average by 5% by December 2014

Baseline

5 year average of .48 to .45

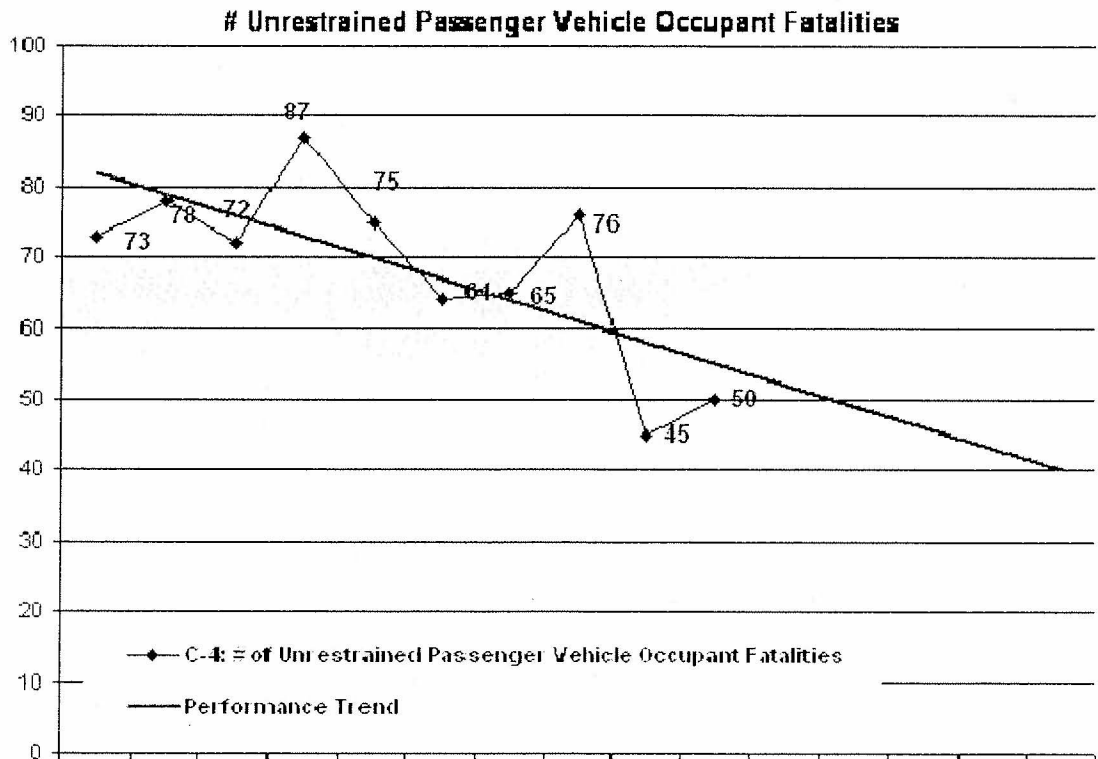


**Goal: C-4 Unrestrained Fatalities**

Reduce 5 year average by 5% by December 2014

Baseline

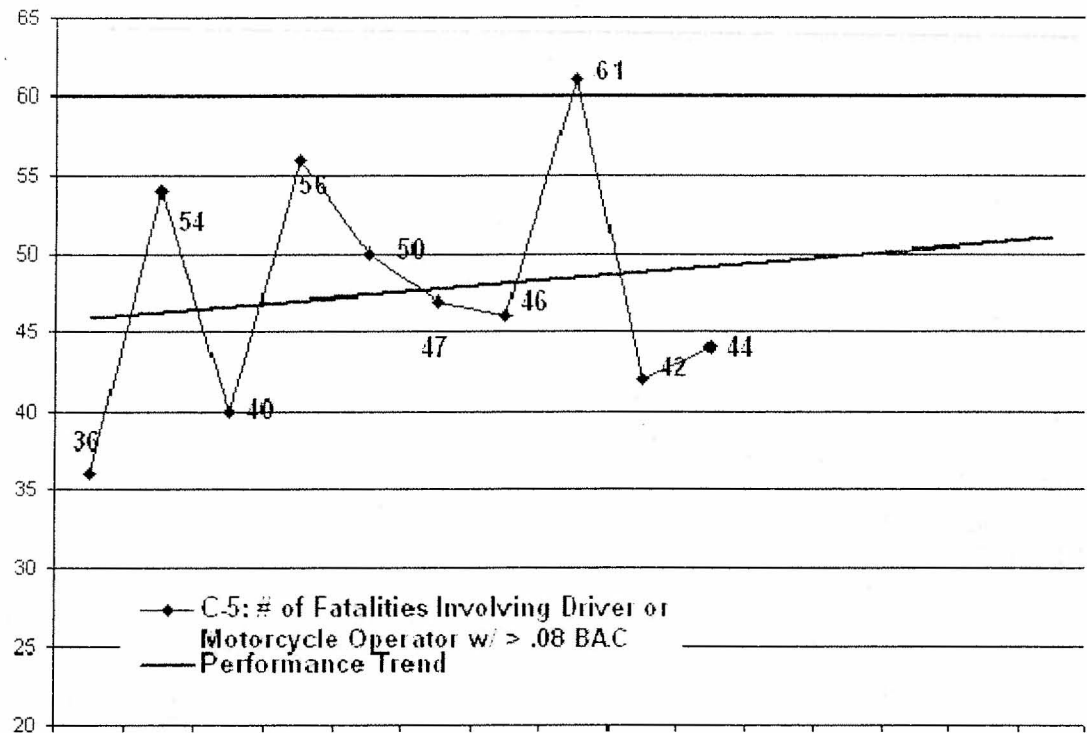
5 year average of 62.6 to 59.5



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

Reduce 5 year average by 5% by December 2014  
5 year average of 48 to 45.6

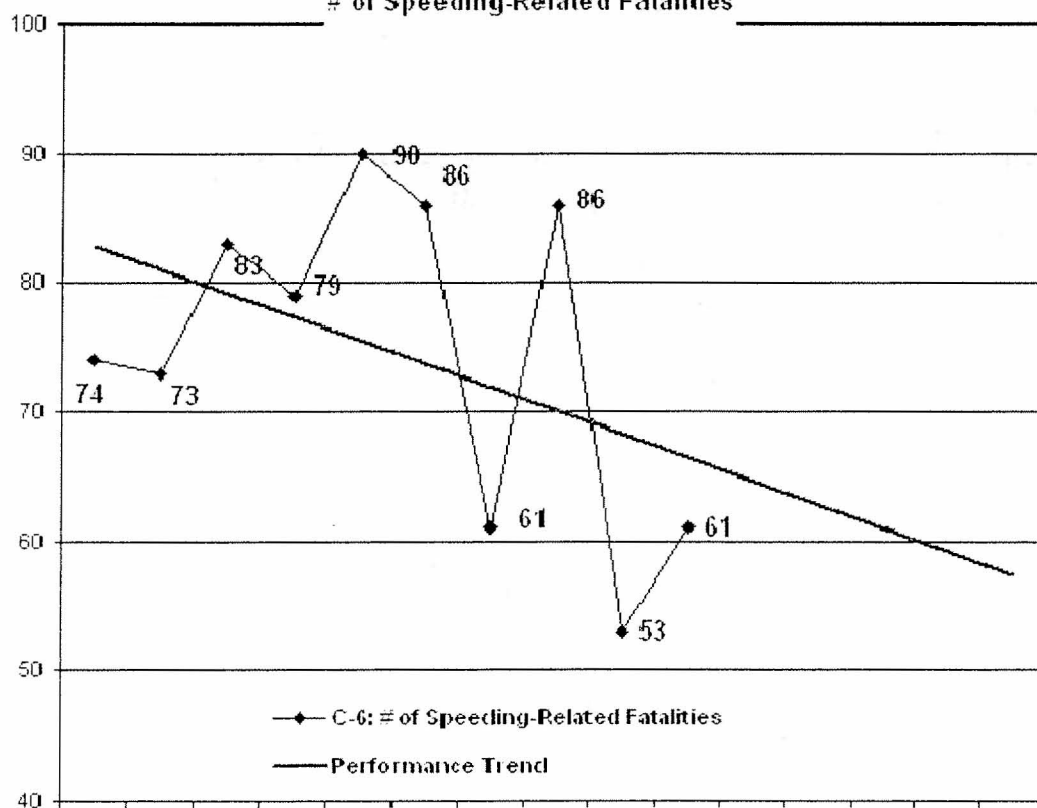
Fatalities involving driver or motorcycle operator w/ > .08 BAC



Goal: C-6 Speeding Related Fatalities  
Baseline

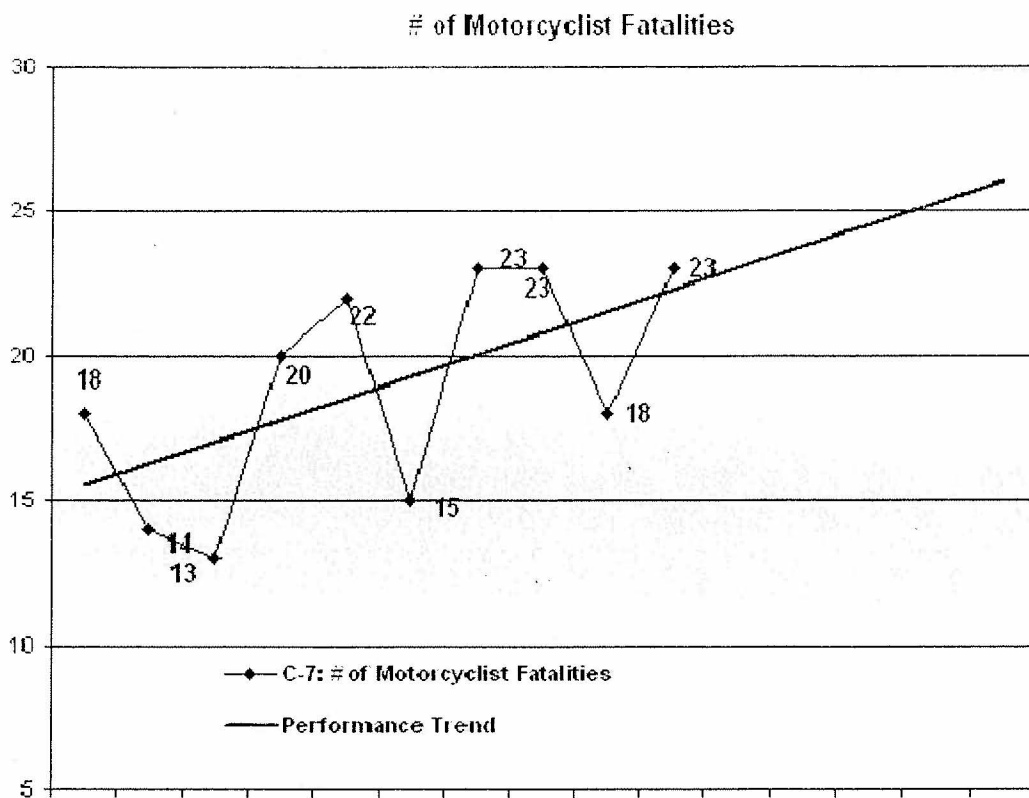
Reduce 5 year average by 5% by December 2014  
5 year average of 69.4 to 66

# of Speeding-Related Fatalities



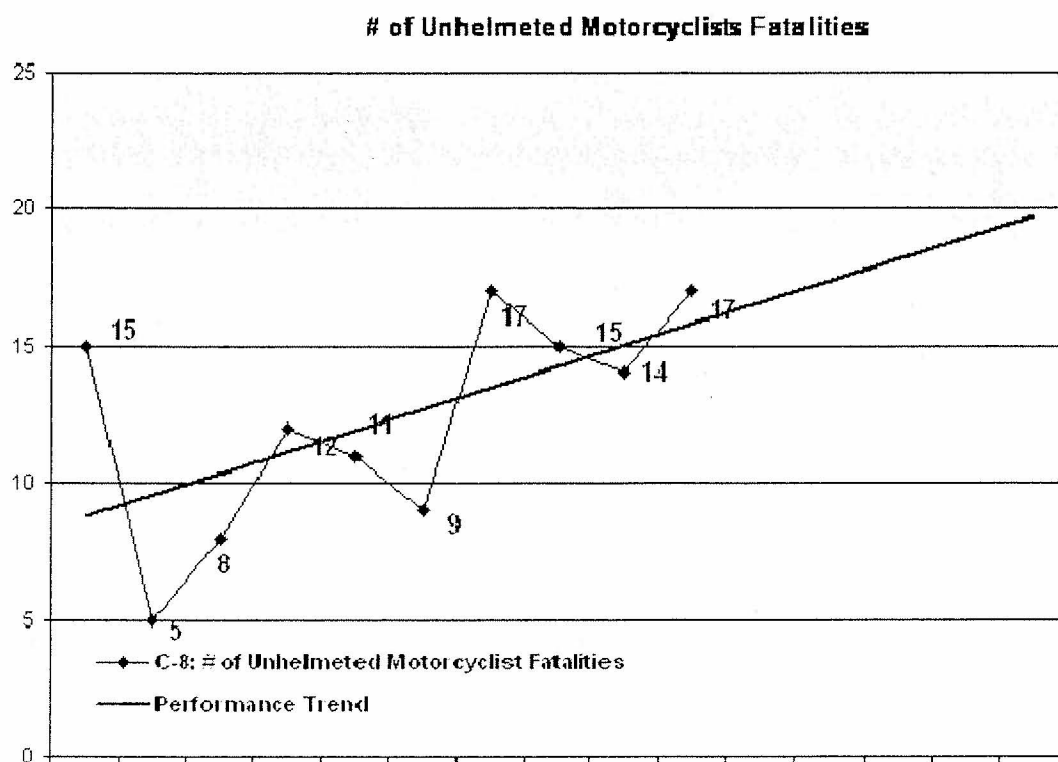
Goal: C-7 Motorcycle Fatalities  
Baseline

Reduce 5 year average by 5% by December 2014  
5 year average of 20.6 to 19.6



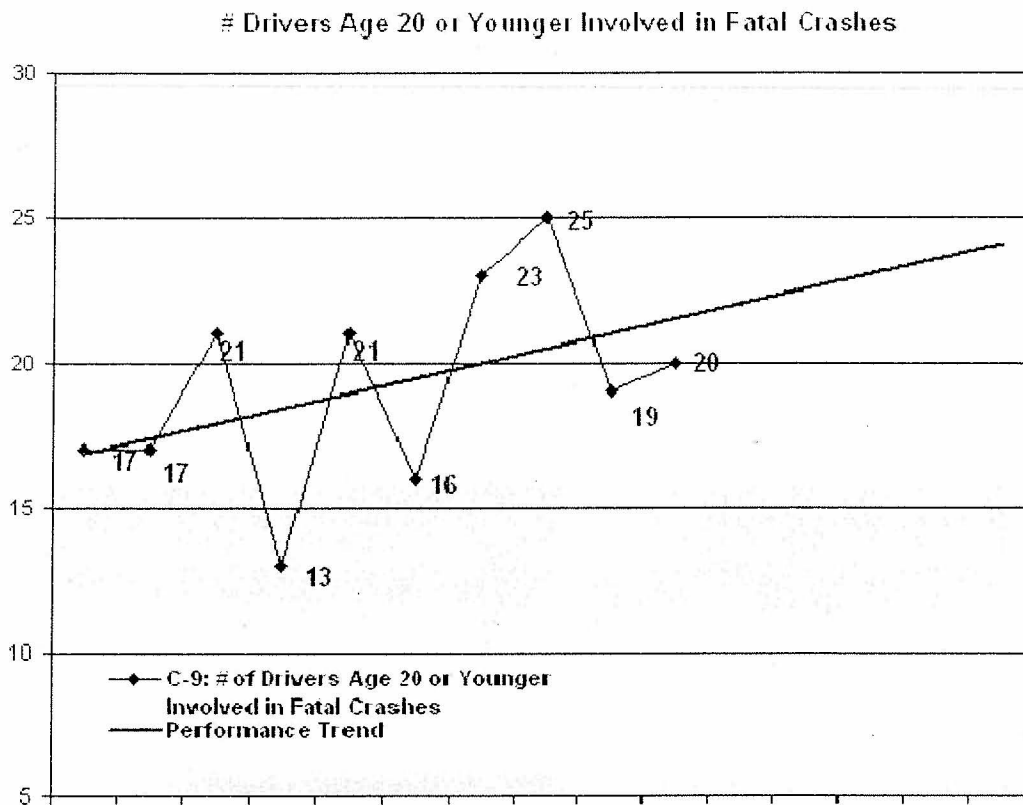
Goal: C-8 Unhelmeted Motorcyclists  
Baseline

Reduce 5 year average by 5% by December 2014  
5 year average of 14.4 to 13.7



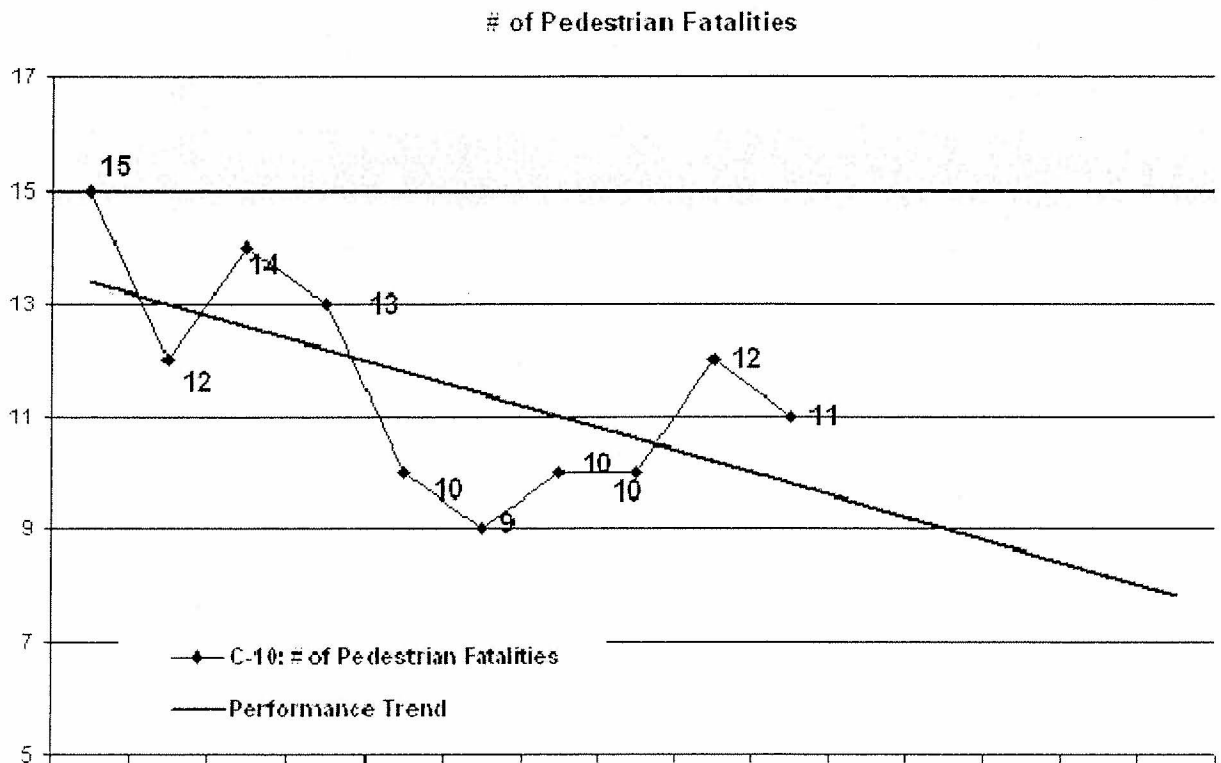
Goal: C-9 Drivers 20 & Under  
Baseline

Reduce 5 year average by 5% by December 2014  
5 year average of 20.6 to 19.6



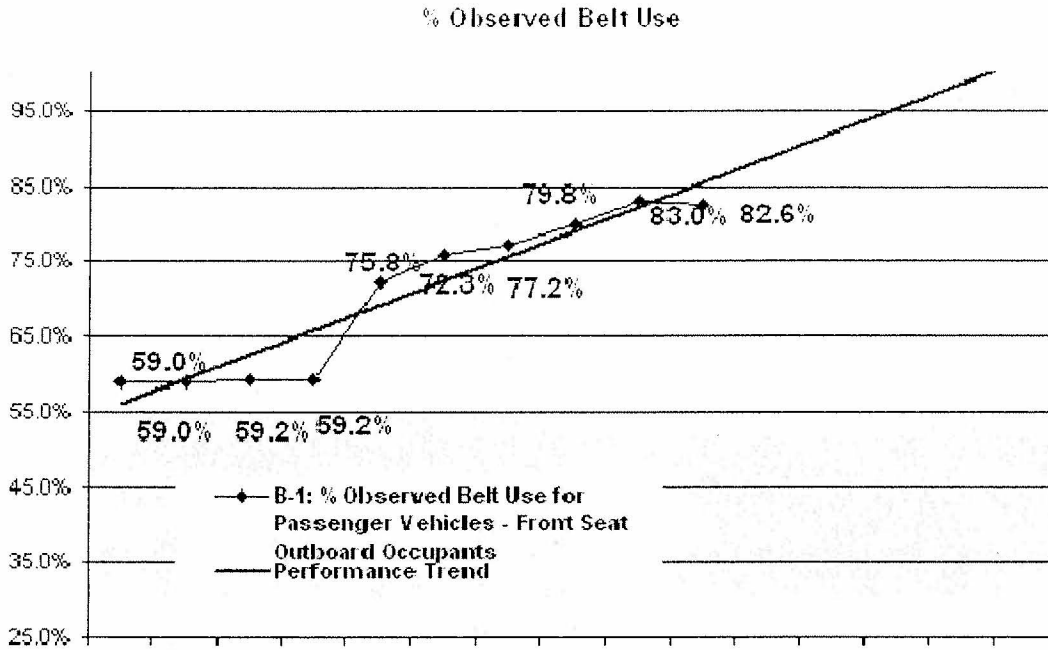
Goal: C-10: Pedestrian Fatalities  
Baseline

Reduce 5 year average by 10% by December 2014  
5 year average of 10.4 to 9.4



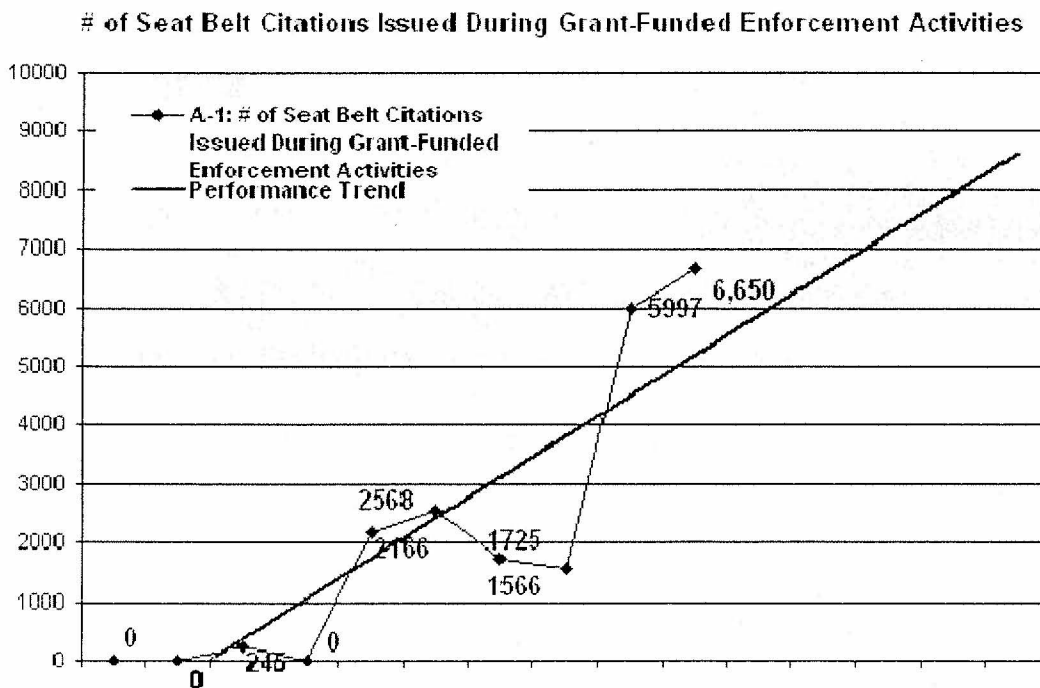
**Goal: B-1: Observed Belt Use**  
 Baseline

**Increase Seat Belt Usage by 2% to 84.3% by December 2014**  
 Based on 2009 survey data



**Goal: A-1: # Seat Belt Citation**  
 Baseline

**Monitor**  
 5 year average of 3701

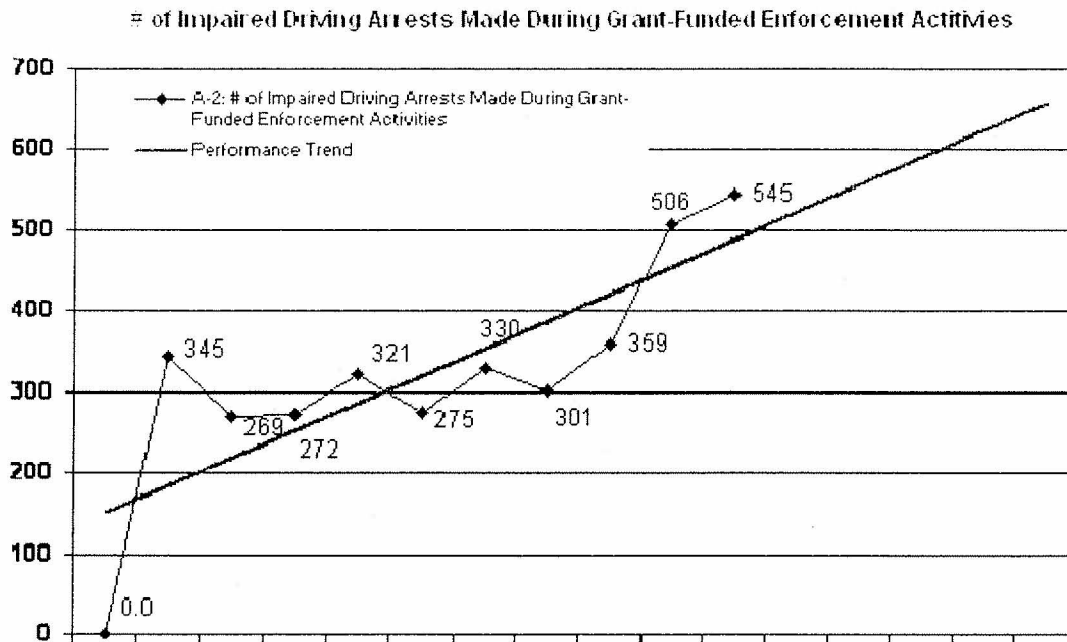


Goal: A-2: Impaired Driving Arrests

Monitor

Baseline

5 year average of 408

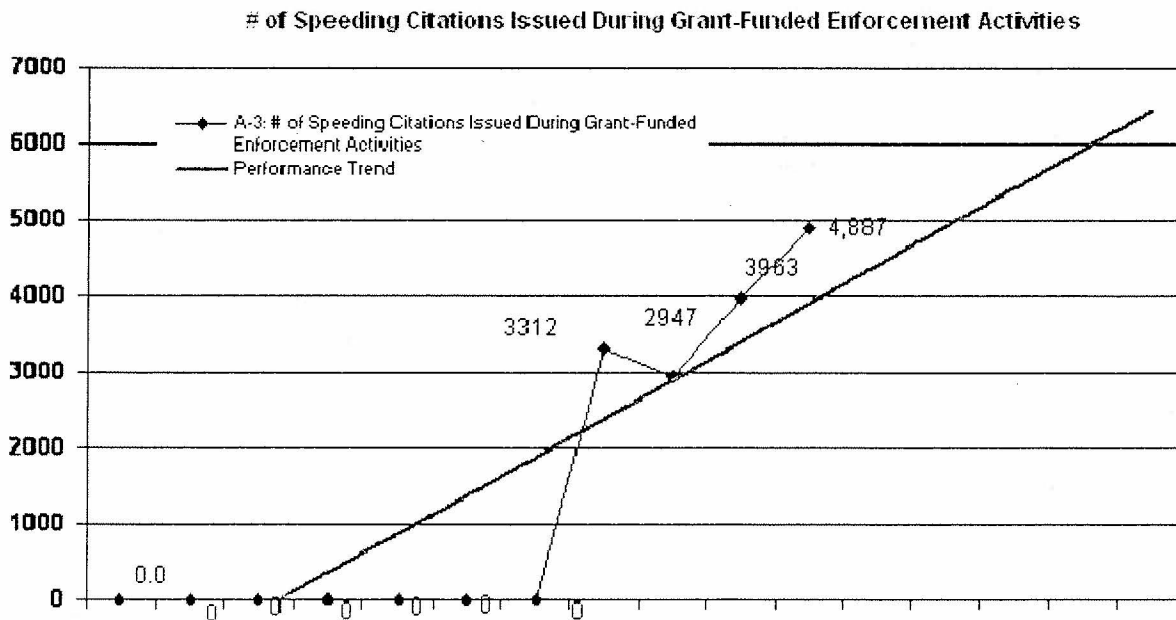


Goal: A-3: Speeding Citations

Monitor

Baseline

4 year average of 3777

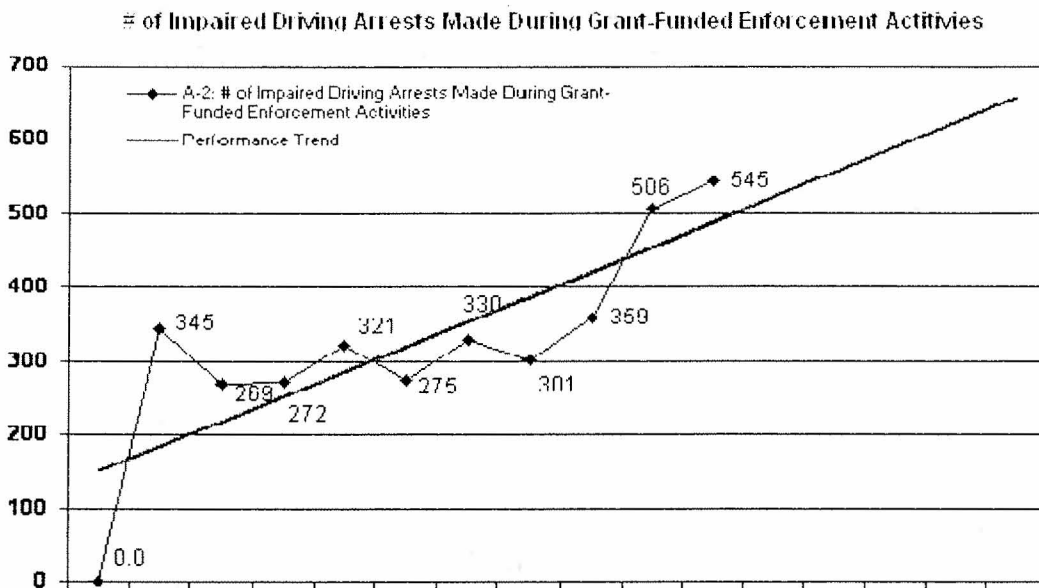


**Goal: A-2: Impaired Driving Arrests**

**Monitor**

Baseline

5 year average of 408

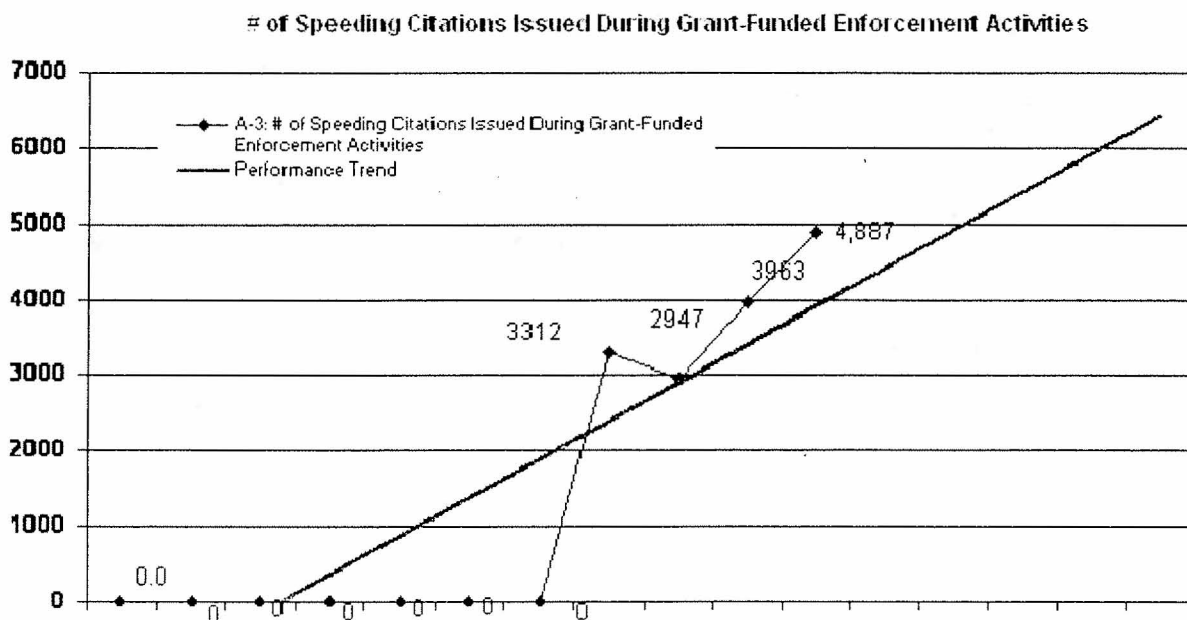


**Goal: A-3: Speeding Citations**

**Monitor**

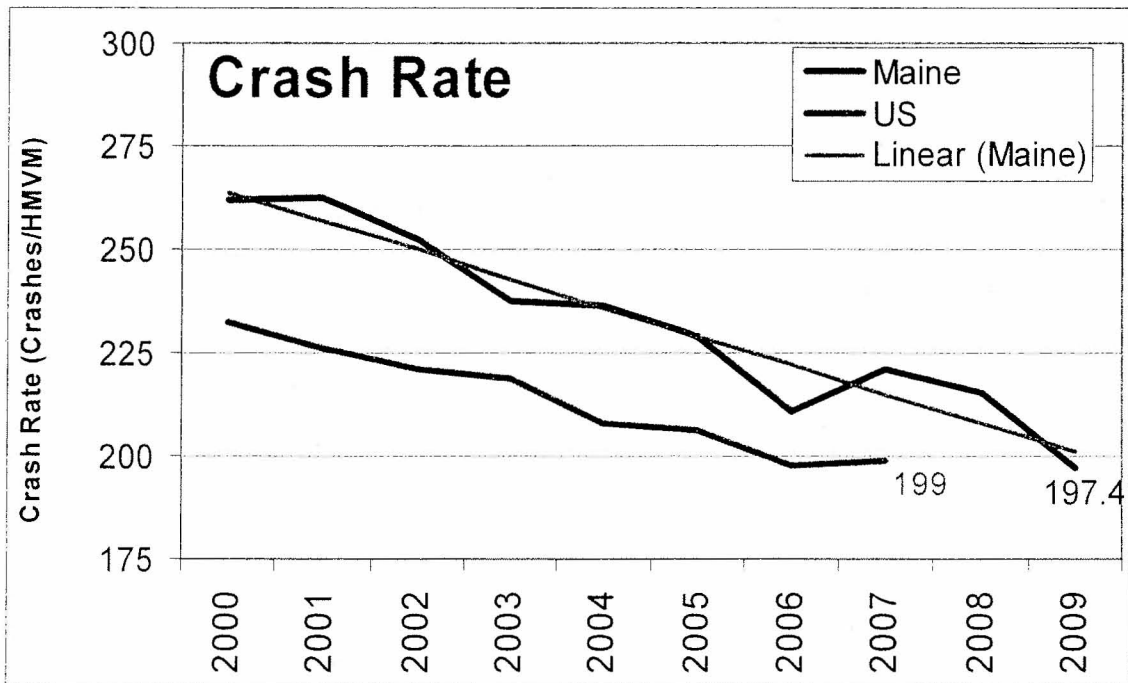
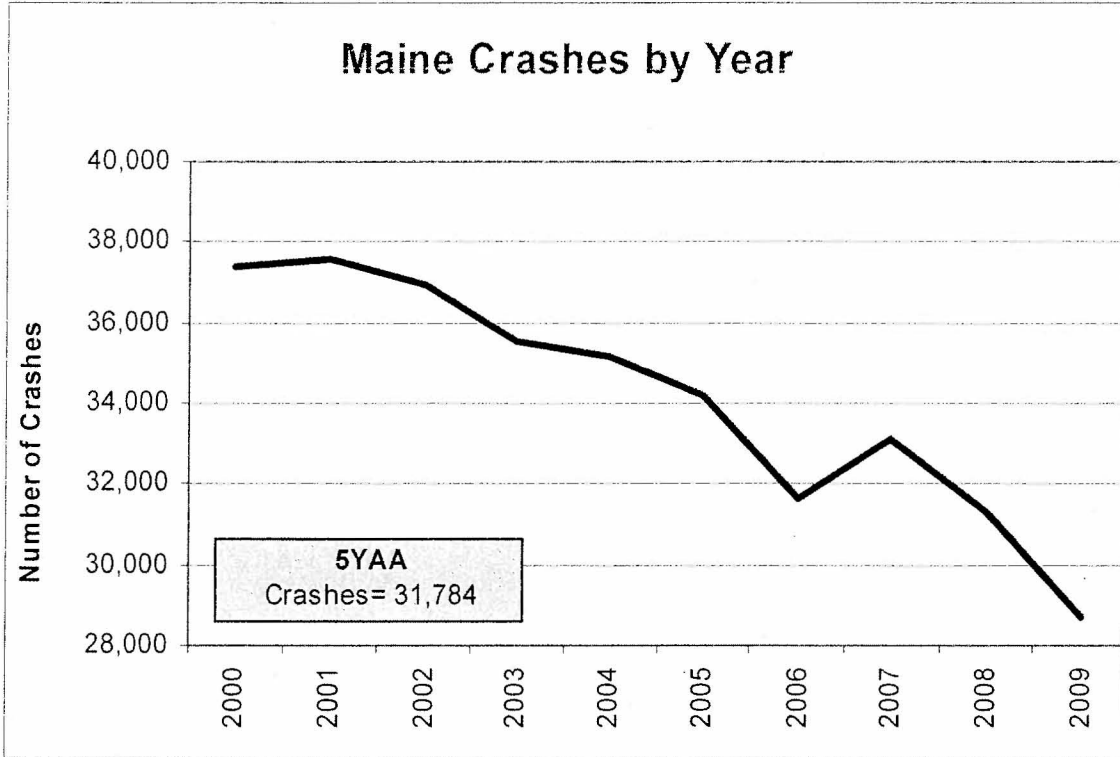
Baseline

4 year average of 3777

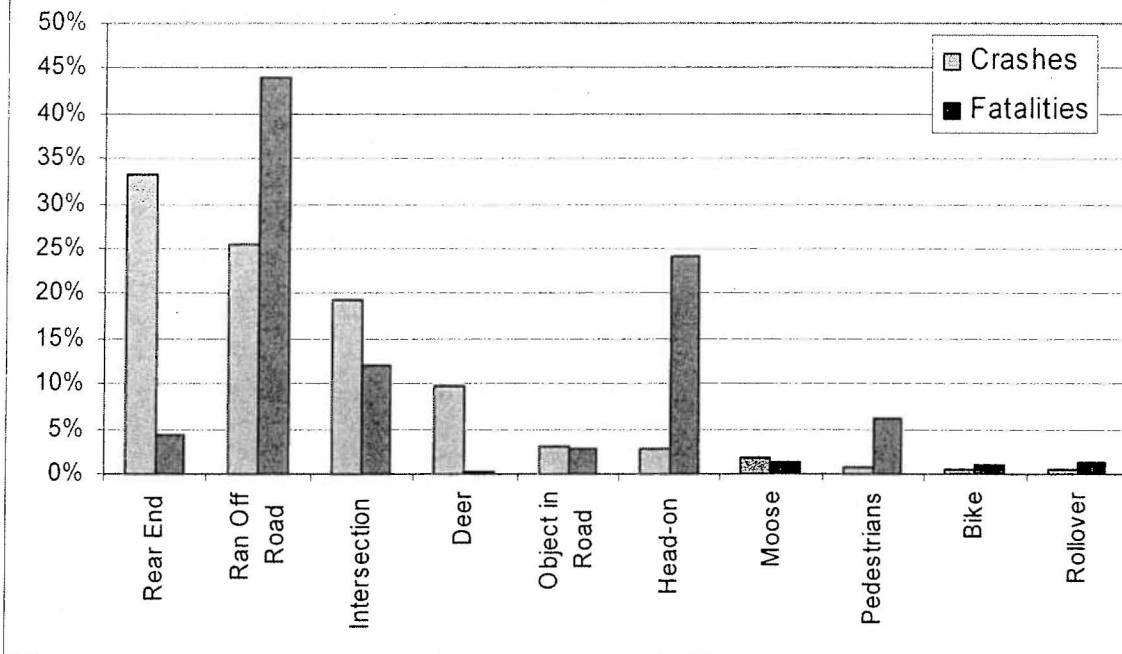




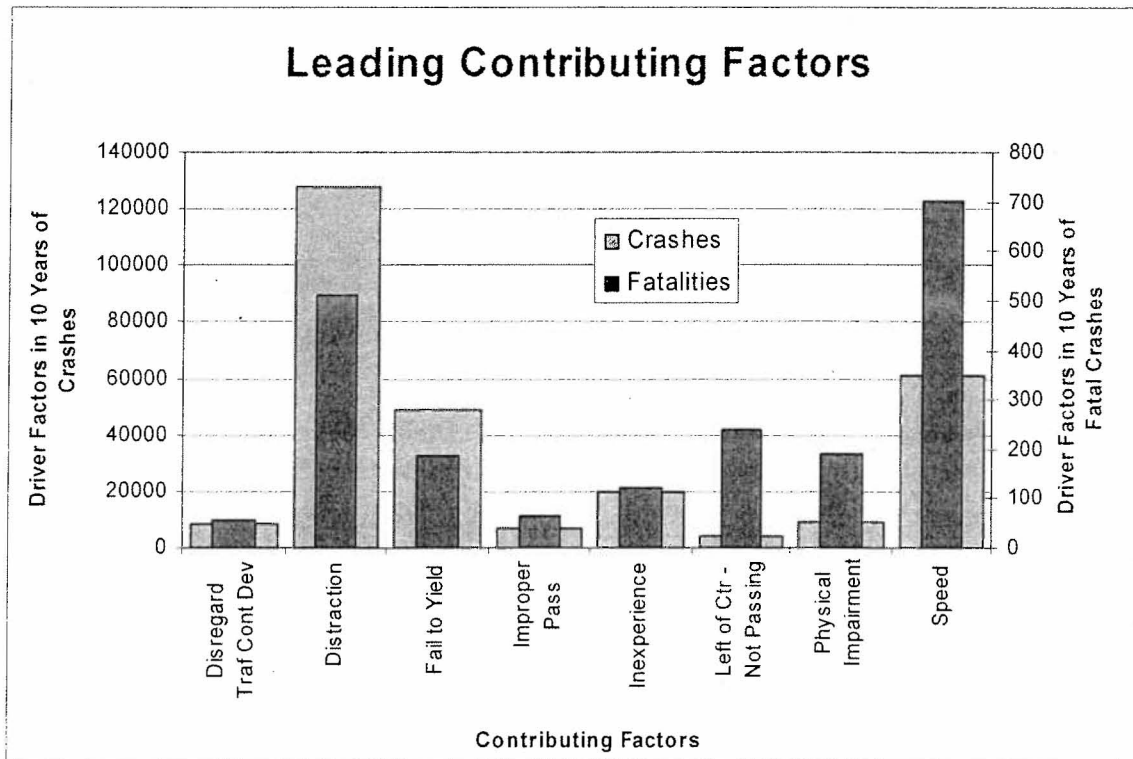
# Data Provided by Maine's Strategic Highway Safety Plan

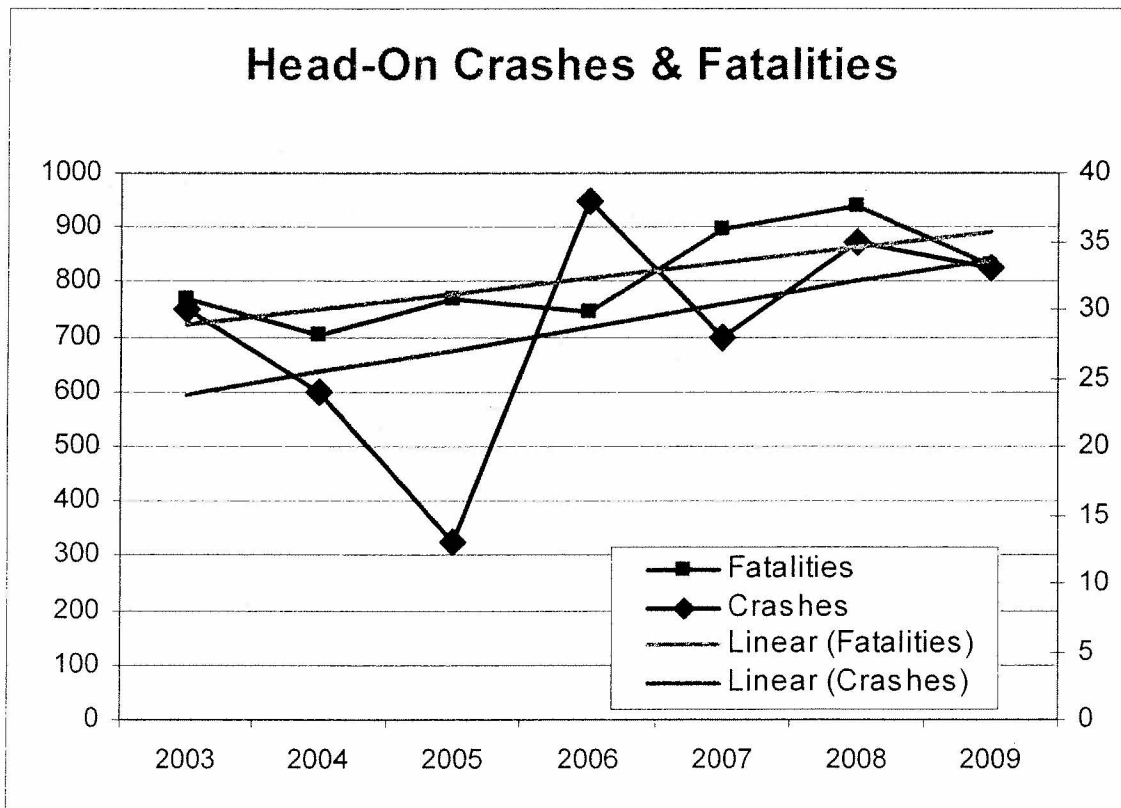
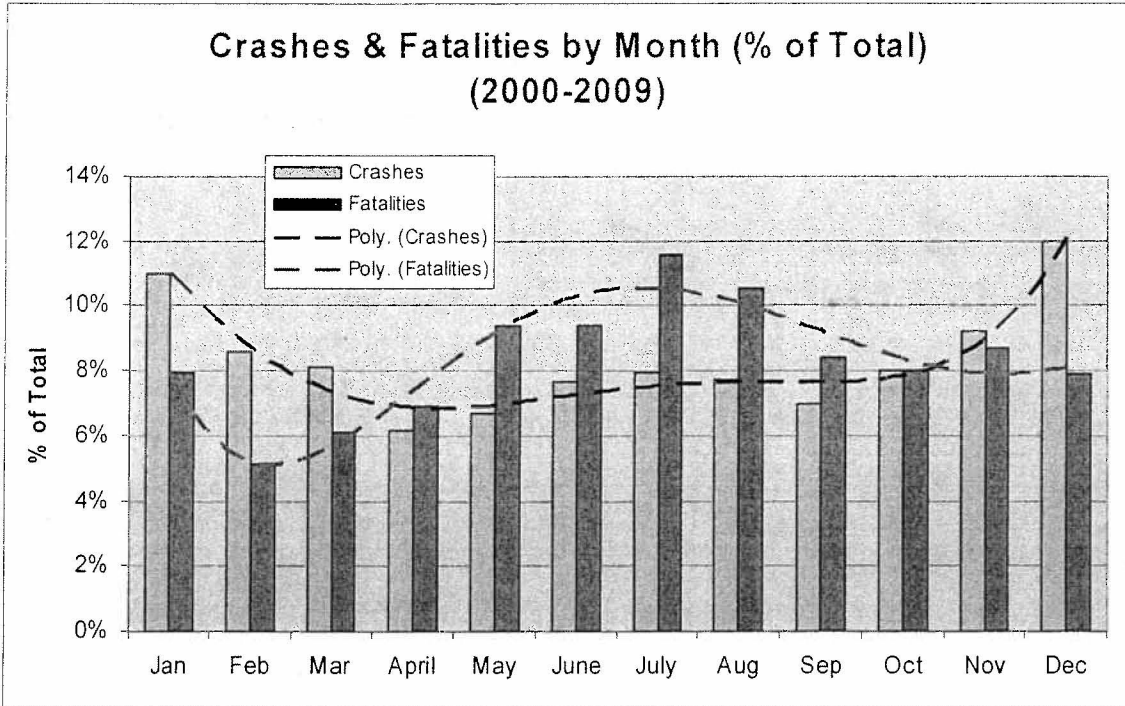


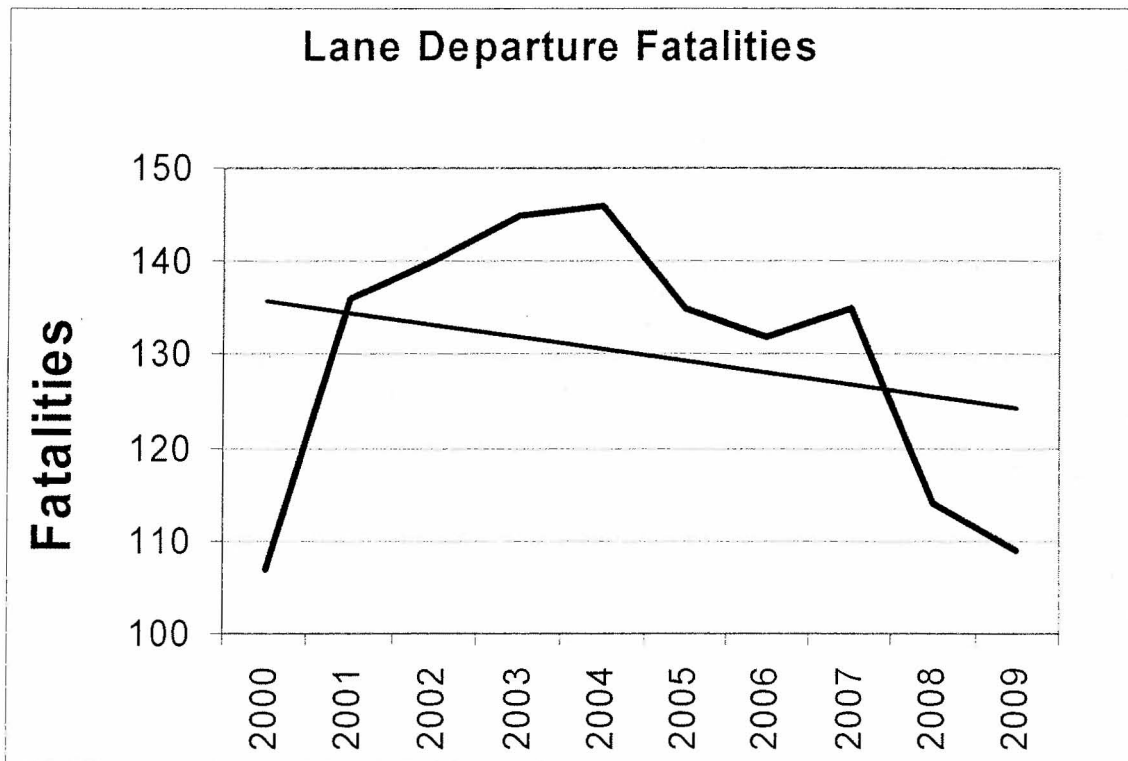
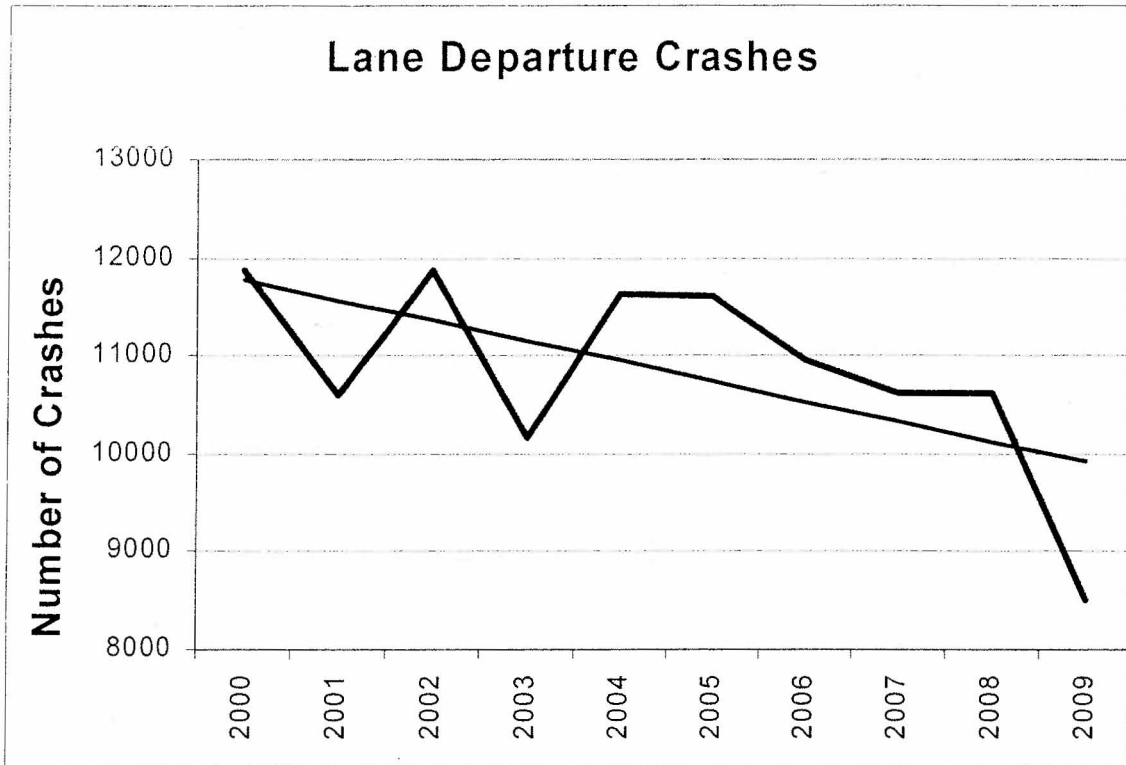
## Maine Crashes and Fatalities by Selected Crash Type (2000-2009)

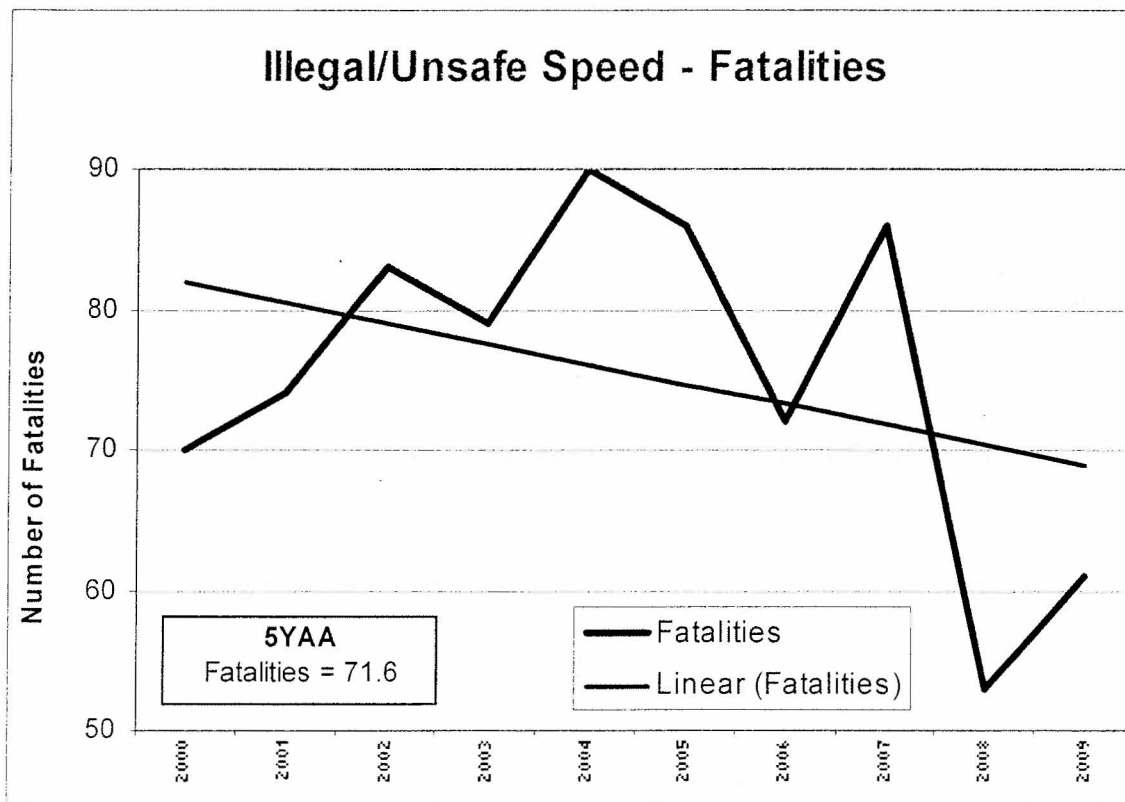
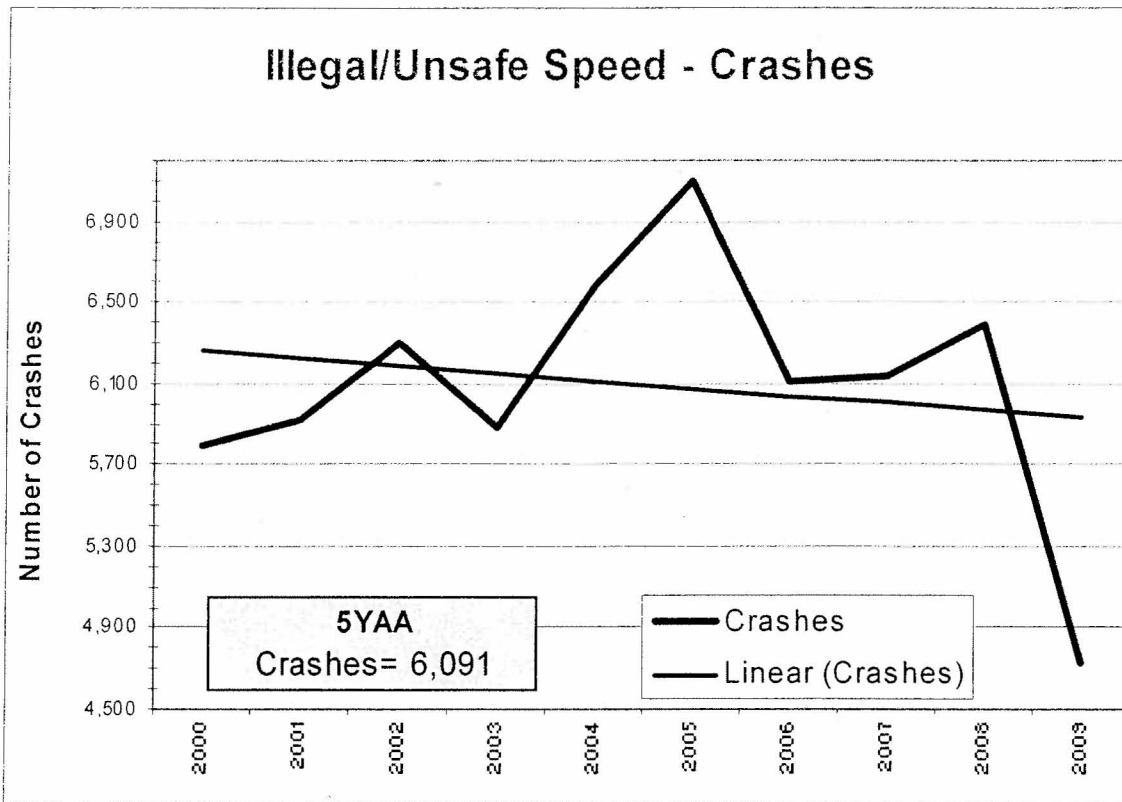


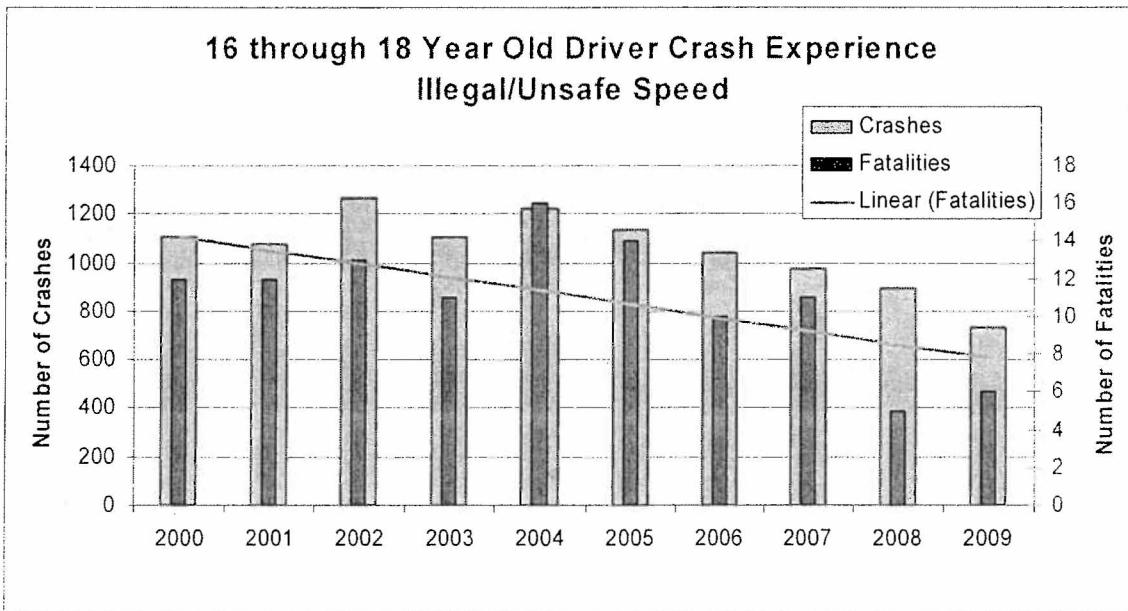
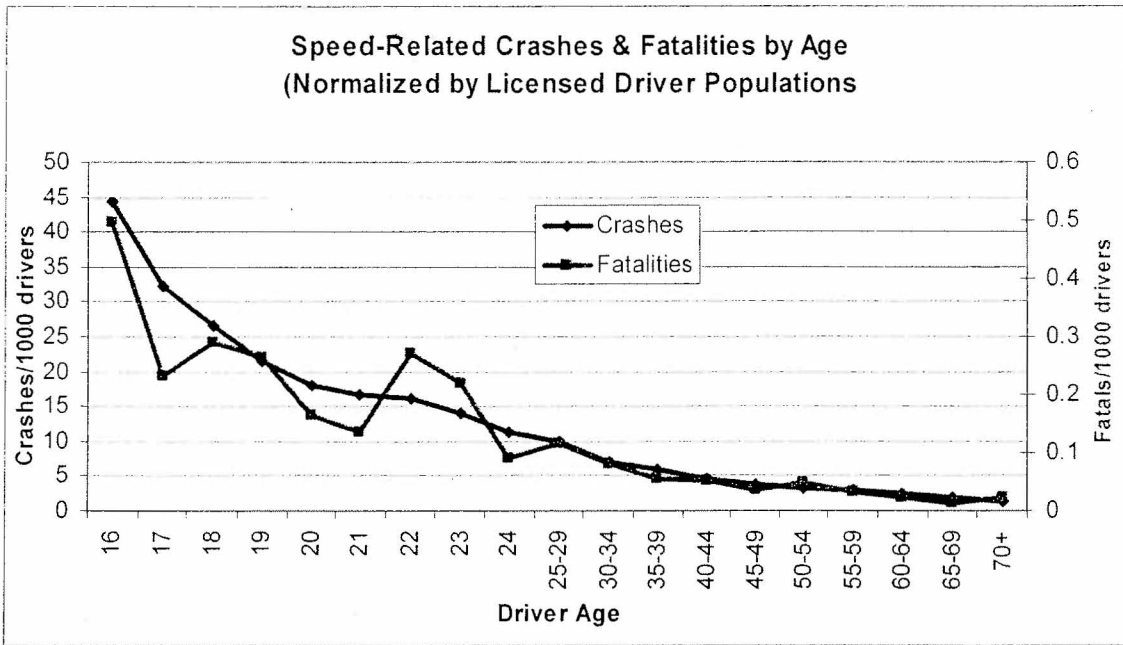
## Leading Contributing Factors

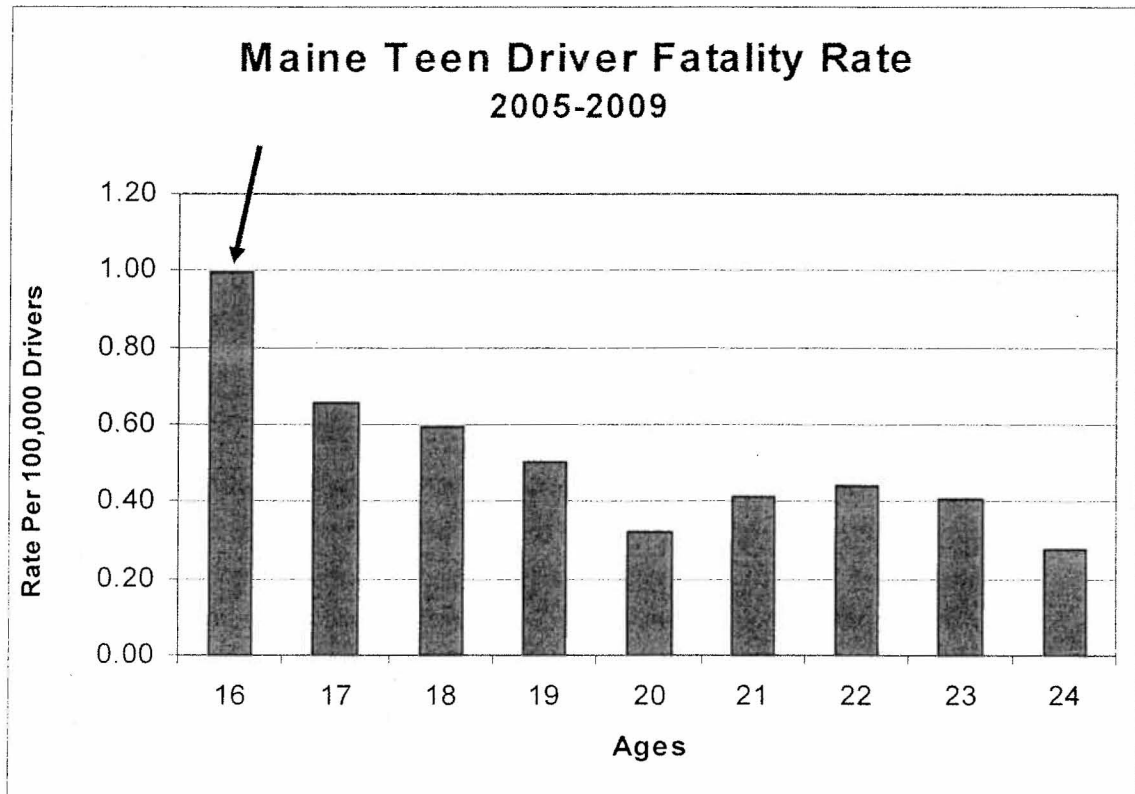
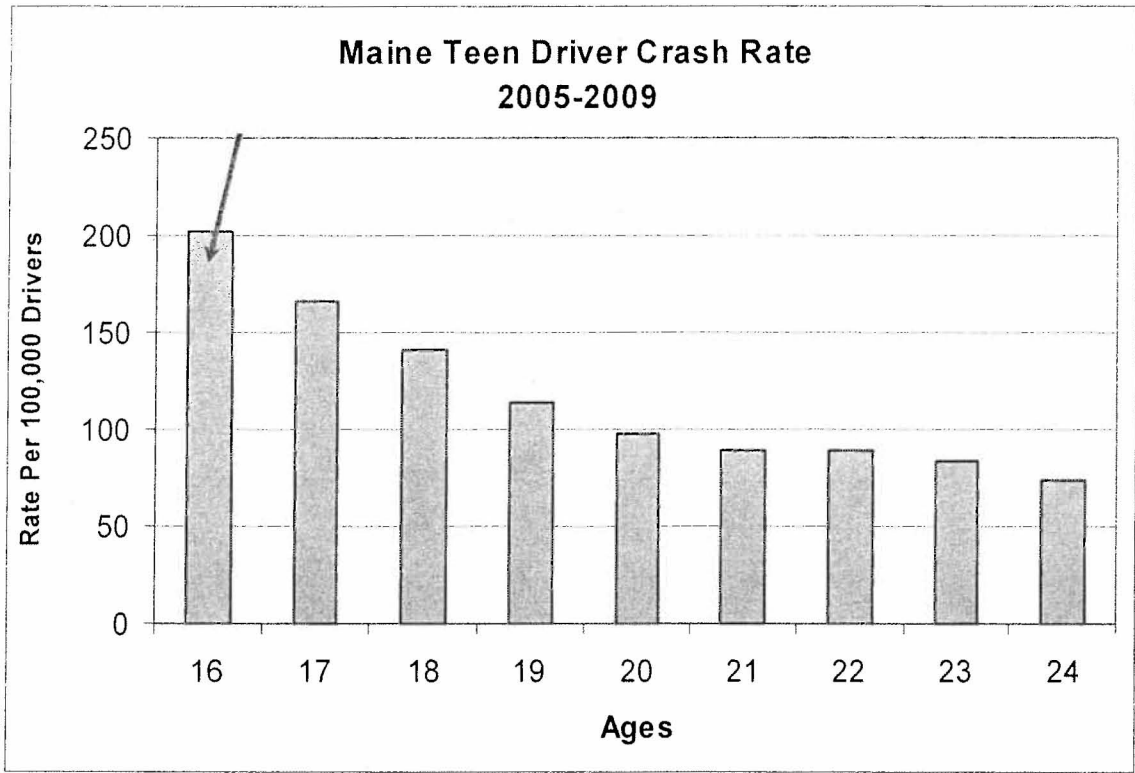


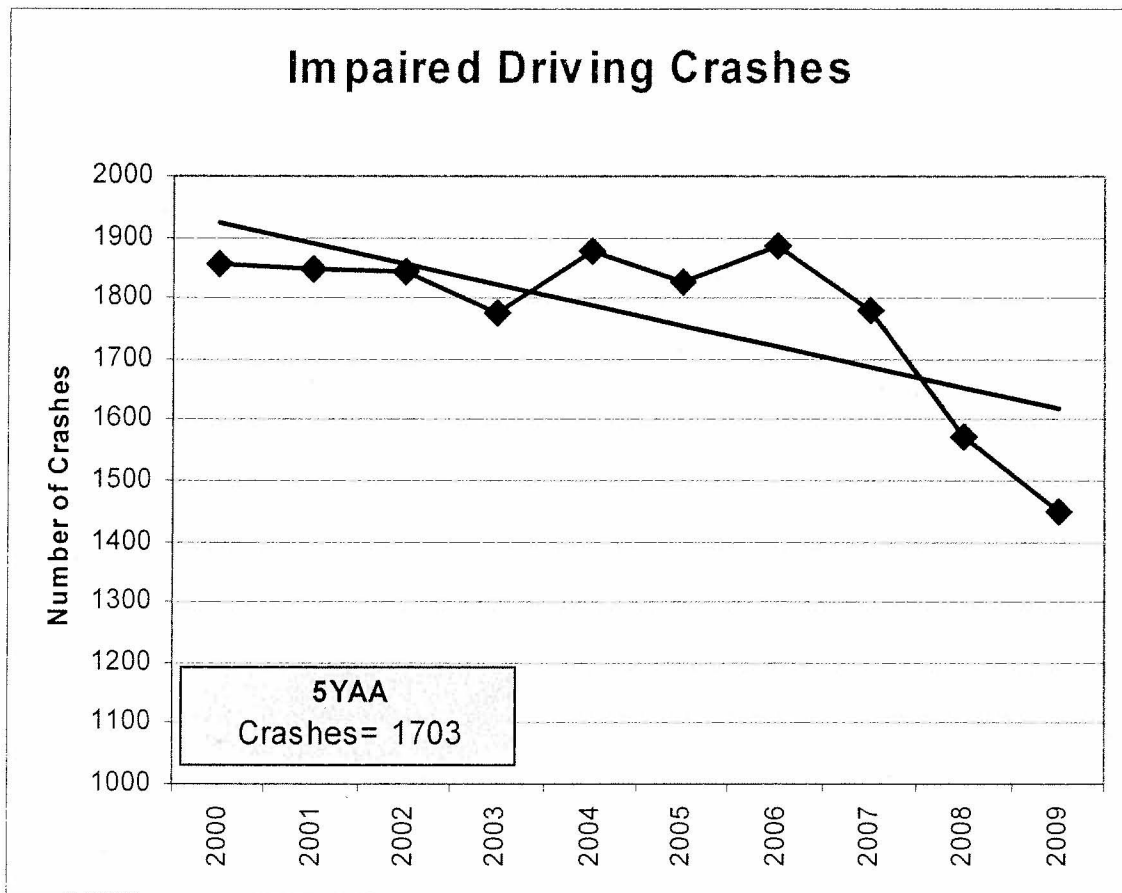
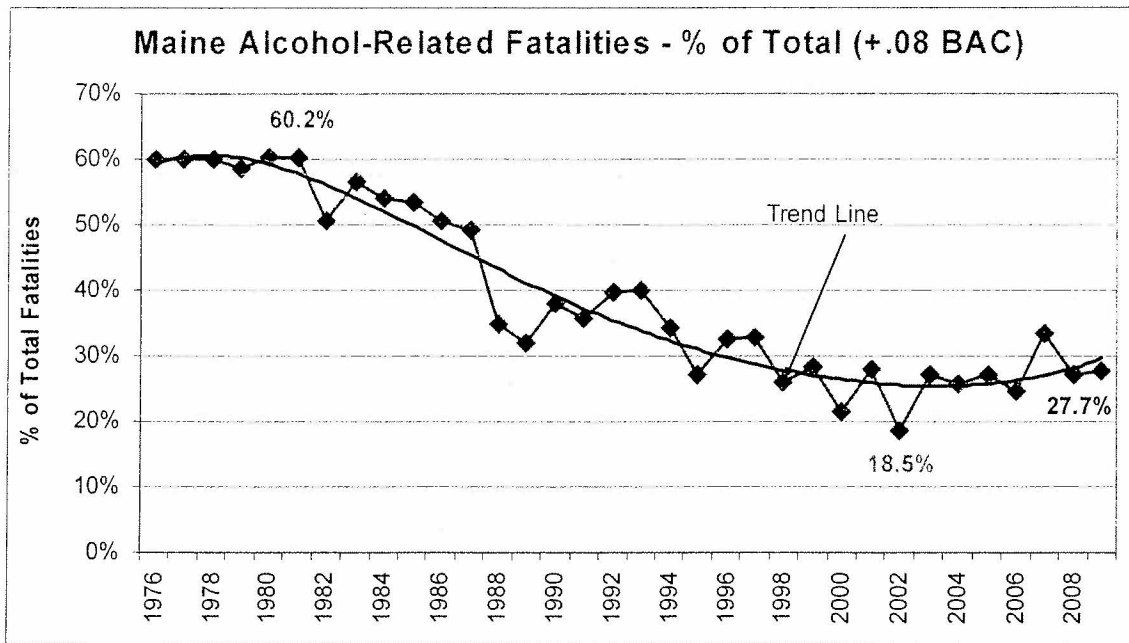




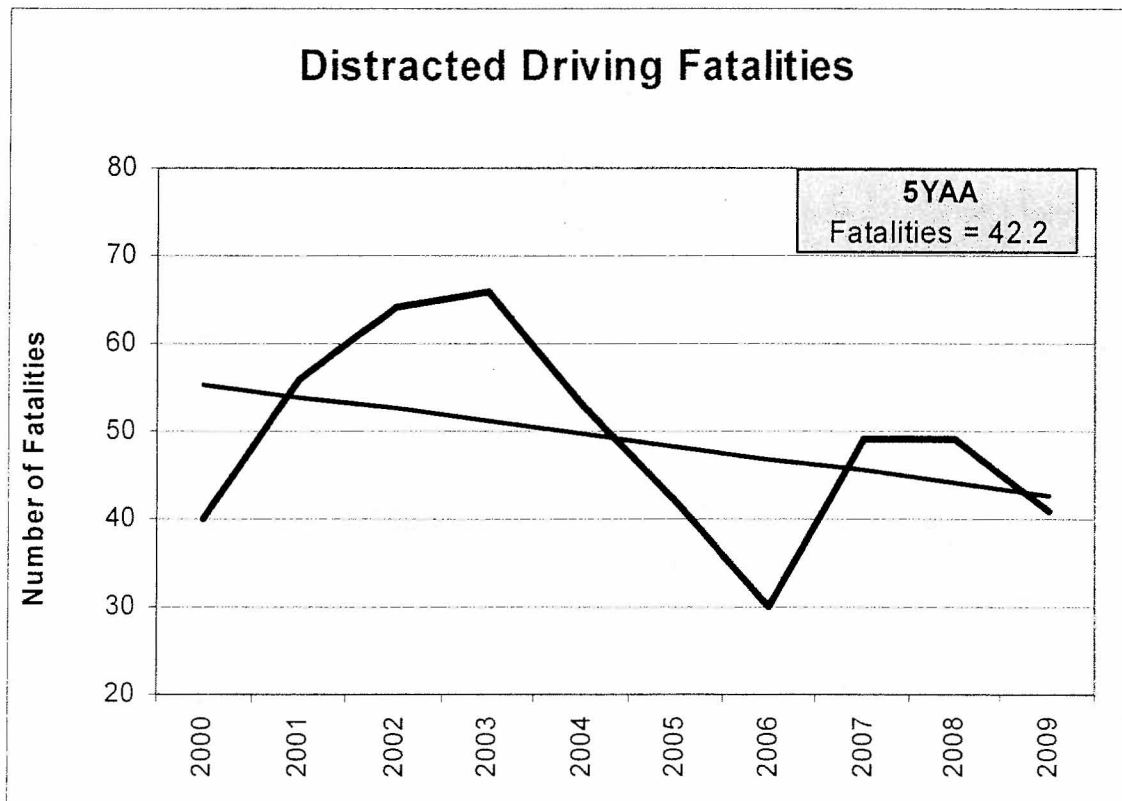
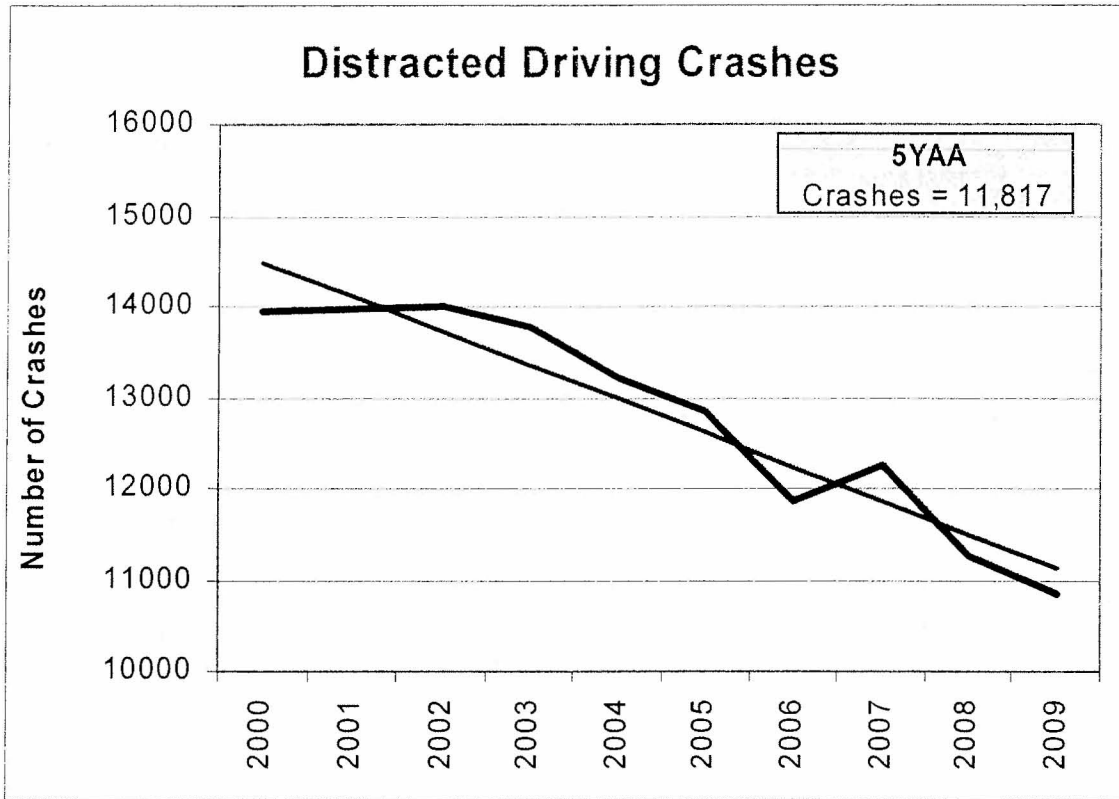




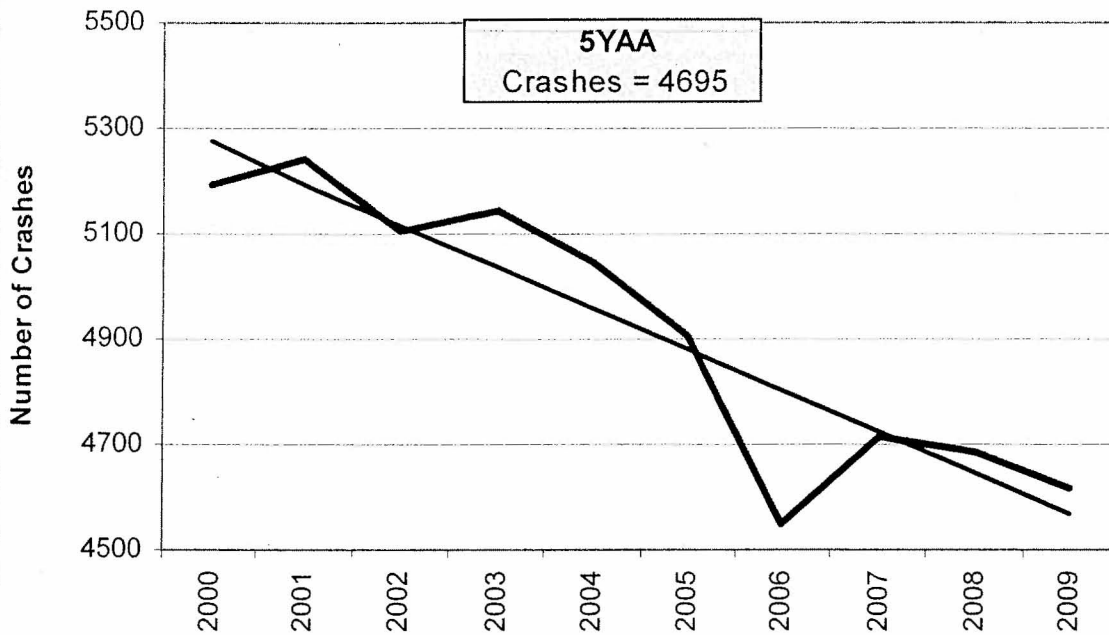






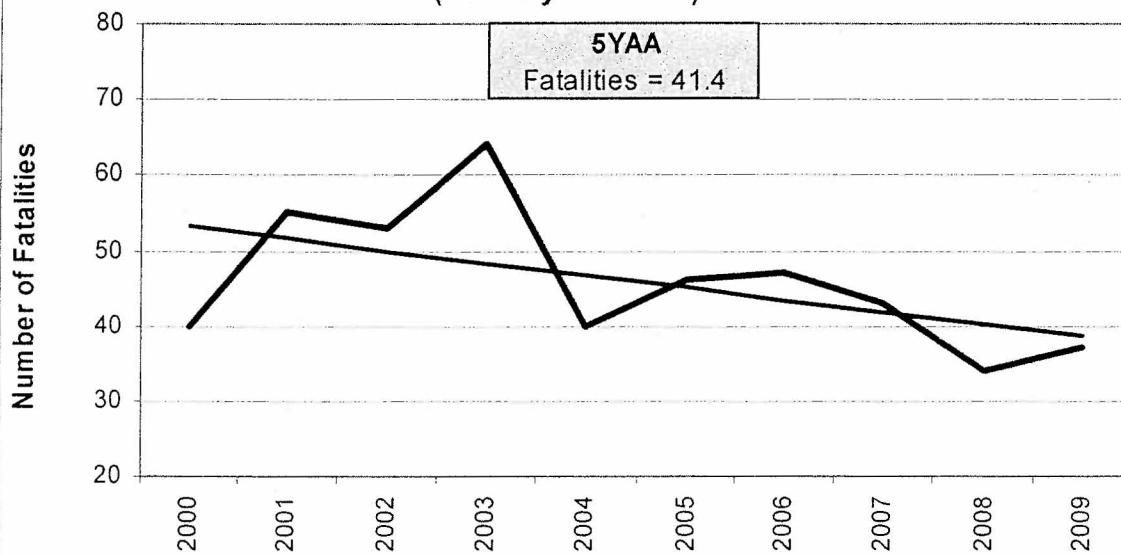


## Crashes involving Mature Drivers (65-98 years old)

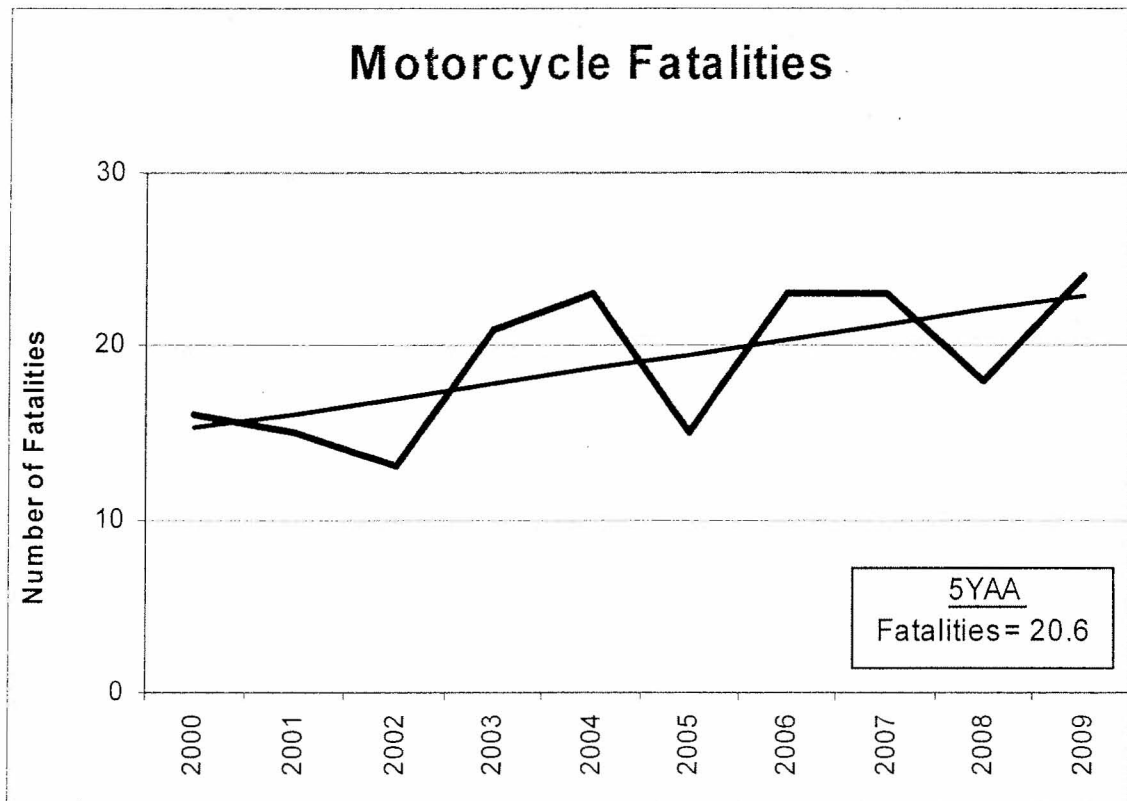
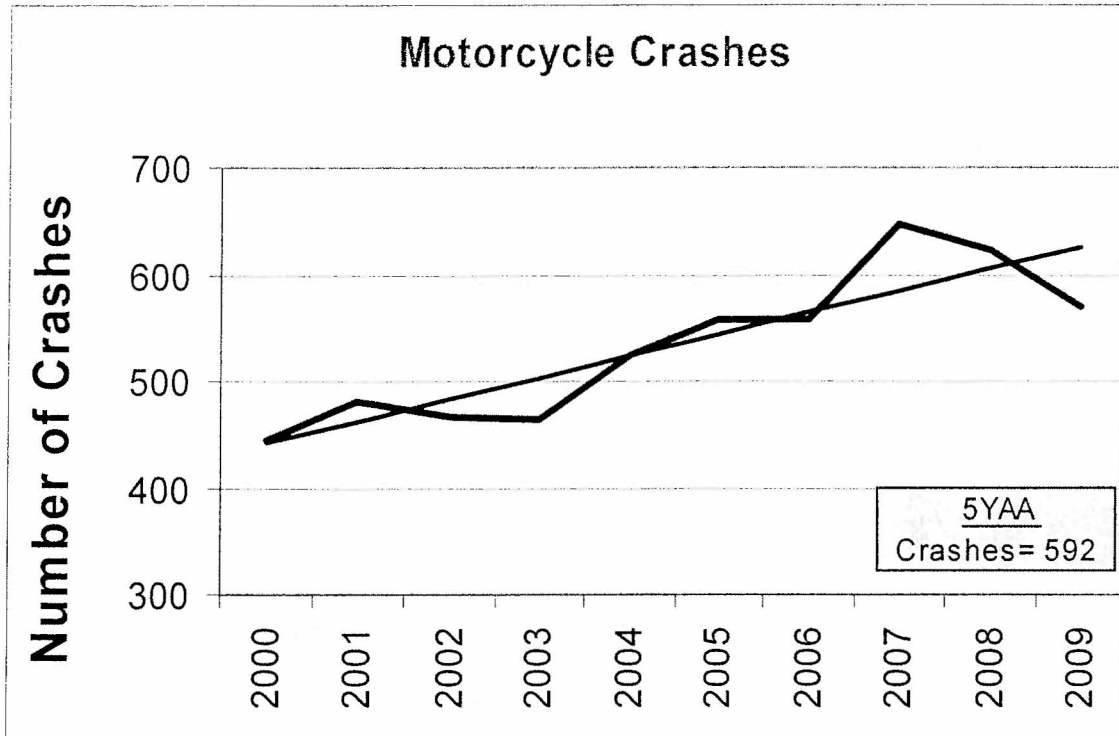


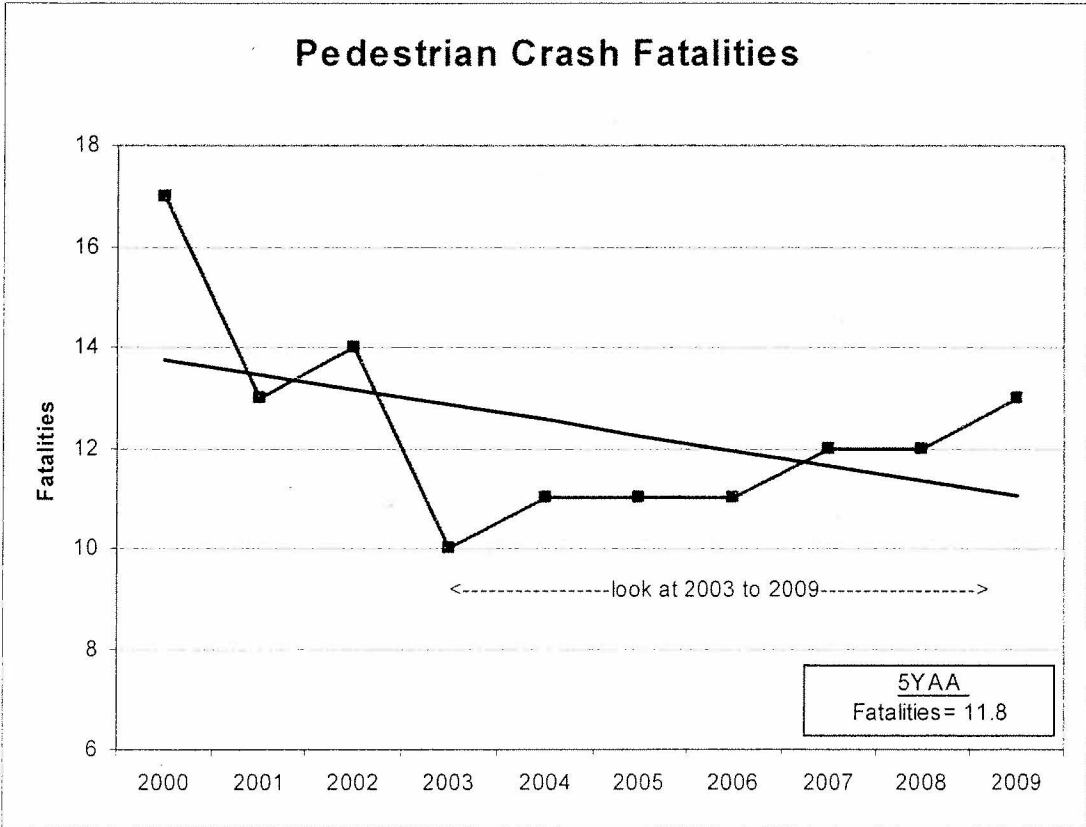
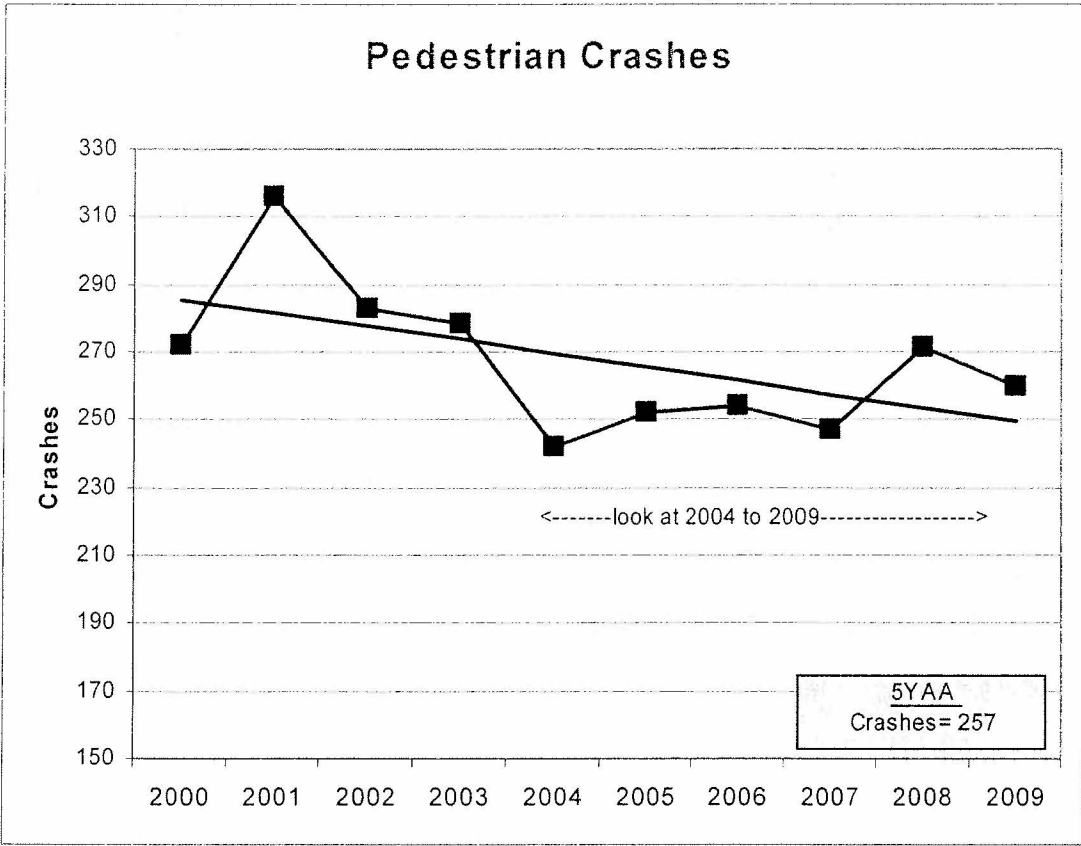
*Crashes where at least one driver was age 65 to 98.*

## Fatalities involving Mature Drivers (65-98 years old)



*Fatalities in crashes where at least one driver was age 65 to 98.*





## Problem Identification – Supporting Data

Data Provided by the Maine Department of Transportation

**Alcohol Related Crashes  
by County  
2009**

County Name	Number of Crashes
Androscoggin	108
Aroostook	50
Cumberland	288
Franklin	42
Hancock	74
Kennebec	118
Knox	49
Lincoln	56
Oxford	59
Penobscot	117
Piscataquis	10
Sagadahoc	27
Somerset	45
Waldo	59
Washington	30
York	234
<b>TOTAL</b>	<b>1366</b>

**Alcohol Related Crashes  
by Day of Week  
2009**

Day of week	Number of Crashes
MONDAY	125
TUESDAY	126
WEDNESDAY	135
THURSDAY	202
FRIDAY	206
SATURDAY	284
SUNDAY	288
<b>TOTAL</b>	<b>1366</b>

**Alcohol Related Crashes  
by Time of Day  
2009**

Hour of day	Number of Crashes
12 am - 1 am	114
1 am - 2 am	146
2 am - 3 am	84
3 am - 4 am	57
4 am to 5 am	25
5 am - 6 am	23
6 am - 7 am	18
7 am - 8 am	15
8 am - 9 am	11
9 am - 10 am	18
10 am - 11 am	6
11 am - 12 pm	20
12 pm - 1 pm	22
1 pm to 2 pm	32
2 pm - 3 pm	25
3 pm - 4 pm	47
4-pm - 5 pm	49
5 pm - 6 pm	61
6 pm - 7 pm	82
7 pm - 8 pm	81
8 pm - 9 pm	97
9 pm - 10 pm	113
10 pm - 11 pm	118
11 pm - 12 am	102
<b>TOTAL</b>	<b>1366</b>

**Alcohol Related Crashes by Age  
2009**

<b>Driver age</b>	<b>Number of Crashes</b>
16	2
17	17
18	37
19	52
20	49
21	71
22	60
23	63
24	55
25	59
26	34
27	44
28	45
29	37
30	38
31	30
32	24
33	31
34	30
35	21
36	27
37	30
38	22
39	30
40	25
41	33
42	20
43	20
44	30
45	25
46	33
47	30
48	13
49	26
50	17
51	24
52	22
53	16
54	19
55	13
56	12
57	8
58	11
59	10
60	18
61	8

<b>Driver Age</b>	<b>Number of Crashes</b>
62	2
63	4
64	6
65	5
66	3
67	1
68	3
69	1
70	0
71	4
72	2
73	2
78	1
82	2
83	1
<b>TOTAL</b>	<b>1379</b>

**Speed Related Crashes  
by County  
2009**

County Name	Number of Crashes
Androscoggin	355
Aroostook	227
Cumberland	936
Franklin	144
Hancock	243
Kennebec	512
Knox	111
Lincoln	113
Oxford	219
Penobscot	559
Piscataquis	34
Sagadahoc	115
Somerset	227
Waldo	154
Washington	139
York	646
<b>TOTAL</b>	<b>4736</b>

**Speed Related Crashes  
by Time of Day  
2009**

Hour of day	Number of Crashes
12 am - 1 am	139
1 am - 2 am	131
2 am - 3 am	90
3 am - 4 am	62
4am - 5 am	68
5 am - 6 am	89
6 am - 7 am	161
7 am - 8 am	334
8 am - 9 am	278
9 am - 10 am	220
10 am - 11 am	211
11 am - 12 pm	200
12 pm - 1 pm	232
1 pm to 2 pm	222
2 pm - 3 pm	245
3 pm - 4 pm	294
4 pm - 5 pm	269
5 pm - 6 pm	275
6 pm - 7 pm	220
7 pm - 8 pm	194
8 pm - 9 pm	220
9 pm - 10 pm	221
10 pm - 11 pm	201
11 pm - 12 am	160
<b>TOTAL</b>	<b>4736</b>

**Speed Related Crashes  
by Day of Week  
2009**

Day of Week	Number of Crashes
MONDAY	743
TUESDAY	509
WEDNESDAY	729
THURSDAY	738
FRIDAY	604
SATURDAY	607
SUNDAY	806
<b>TOTAL</b>	<b>4736</b>

**Speed Related Crashes by Driver Age  
2009**

Driver age	Number of Crashes
15	6
16	158
17	285
18	295
19	271
20	208
21	206
22	192
23	174
24	130
25	150
26	115
27	120
28	109
29	119
30	107
31	84
32	66
33	74
34	69
35	62
36	72
37	75
38	72
39	76
40	66
41	62
42	59
43	86
44	84
45	50
46	67
47	55
48	43

Driver age	Number of Crashes
49	56
50	56
51	59
52	53
53	57
54	57
55	48
56	54
57	42
58	45
59	38
60	36
61	27
62	37
63	24
64	20
65	21
66	18
67	14
68	12
69	13
70	12
71	14
72	4
73	7
74	9
75	7
76	5
77	7
78	5
79	3
80	4
81	4
82	3
83	4
84	3
85	2
86	2
87	1
88	2
<b>TOTAL</b>	<b>3867</b>



## Section 402 Funded Countermeasures

### Planning and Administration Program Area

**Project Number:** 2011-11PA

**Project Title:** MeBHS 402 P&A

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

**Project Cost:** \$404,540.00

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### Paid Media Program Area

**Project Number:** 2011-11PM

**Project Title:** Maine's Survive Your Drive Media Campaign

**Project Description:** Funds will support Maine's *Survive Your Drive* media campaign that spans all areas of traffic safety, but that specifically includes education and high visibility enforcement for Maine's priority traffic safety areas (seat belt, impaired driving, child passenger safety, speed, teen driving and distractions).

**Project Cost:** \$280,896.90

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### Occupant Protection Program Area

**Project Number:** 2011-11OP

**Project Title:** Occupant Protection Program Management

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

**Project Cost:** \$70,000.00

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**Project Number:** 2011-11OP

**Project Title:** Seat Belt Education Position

**Project Description:** This full-time position allows for seat belt education and outreach to individuals of all ages through the use of convincer and roll-over simulator demonstrations and public presentations. This program reaches thousands of Maine citizens each year and provides education to all Maine school grades K-12, private business and state agencies. This position will be filled via the Request for Proposal process.

**Project Cost:** \$95,000.00

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**Project Number:** 2010-11OP

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

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

**Project Cost:** \$25,000.00

---

**Project Number:** 2011-11OP

**Project Title:** CIOT HVE Campaigns (May and November)

**Project Description:** Funds will support dedicated overtime costs associated with enforcement and education for the 2011 NHTSA May and November CIOT HVE Campaigns.

**Project Cost:** \$250,000.00

---

**Project Number:** 2011-11OP

**Project Title:** Annual Observational Seat Belt Usage Survey

**Project Description:** Funds will support the sole service contract with the University of Southern Maine, Muskie Research Center for the MeBHS annual observational survey.

**Project Cost:** \$150,000.00

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**Project Number:** 2011-11OP

**Project Title:** Occupant Protection Minority Outreach Efforts

**Project Description:** Costs associated with promoting a dedicated outreach program to educate Maine minority populations regarding the benefits of using seat belts and child restraints. Project with Catholic Charities of Maine, Maine Department of Labor and Multi-Cultural Affairs and others may include print materials and paid media.

**Project Cost:** \$25,000.00

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**Project Number:** 2011-11OP

**Project Title:** Unbelted Teen Driver Project

**Project Description:** Funds will support a project with the Teen Driver Safety Committee or Strategic Highway Safety Plan Teen Driver Committee designed to increase the teen seat belt usage rate and decrease unbelted injuries in this age group.

**Project Cost:** \$50,000.00

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**Project Number:** 2011-11OP

**Project Title:** CIOT Incentive Equipment

**Project Description:** Funds will support an incentive program aimed at increasing participating in the May and November CIOT campaigns.

**Project Cost:** \$225,000.00

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### **Alcohol and Impaired Driving Program Area**

**Project Number:** 2011-11AL

**Project Title:** Impaired Driving Program Management

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

**Project Cost:** \$50,000.00

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**Project Number:** 2011-11AL

**Project Title:** *Drunk Driving. Over the Limit. Under Arrest* HVE Campaigns

**Project Description:** Funding for this project will support overtime for law enforcement to participate in impaired driving enforcement details and checkpoints for the December 2010 and August 2011 DDOLUA HVE Enforcement and Education Programs.

**Project Cost:** \$300,000.00

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**Project Number:** 2011-11AL

**Project Title:** Various Community Alcohol Education Programs

**Project Description:** These funds will support various mini-grants to support community efforts to combat impaired driving.

**Project Cost:** \$50,000.00

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**Project Number:** 2011-11AL

**Project Title:** Underage Drinking Projects

**Project Description:** These funds will support underage drinking activities and projects including those identified by the SHSP working committees and the OSA task force.

**Project Cost:** \$50,000.00

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### **Emergency Medical Services Program Area**

**Project Number:** 2011-11EM

**Project Title:** Transporting Children in Ambulances

**Project Description:** These funds will support the efforts of the EMS community in training and equipment necessary to transport children safely in ambulances.

**Project Cost:** \$50,000.00

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### **Traffic Records Program Area**

**Project Number:** 2011-11TR

**Project Title:** Traffic Records Program Management

**Project Description:** Funds will support MeBHS employees at meetings, trainings and workshops associated with Traffic Records as well as program management. In addition, funds will support a contract position to provide technical assistance related to the Bureau HSP data needs, the TR data projects and the Maine Crash Reporting System, and to the MeBHS website. This position will result from an RFP.

**Project Cost:** \$150,000.00

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**Project Number:** 2011-11TR

**Project Title:** Traffic Records Assessment

**Project Description:** These funds will support costs associated with a NHTSA Traffic Records Assessment scheduled for April 2011.

**Project Cost:** \$35,000.00

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**Project Number:** 2011-11TR

**Project Title:** Reporting/Studies Product from CODES project

**Project Description:** These funds will support costs associated with a CODES study or report.

**Project Cost:** \$50,000.00

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## Police Traffic Services Program Area

**Project Number:** 2011-11PT

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

**Project Description:** Funds will support law enforcement in the procurement of various traffic enforcement equipment and other tools necessary to enforce Maine's traffic laws. *No equipment in excess of \$5k will be purchased without approval in writing by NHTSA.*

**Project Cost:** \$ 300,000.00

---

**Project Number:** 2011-11PT

**Project Title:** PTS Program Management

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

**Budget:** \$50,000.00

---

**Project Number:** 2011-11PT

**Project Title:** MSP, Local & County Law Enforcement Speed Enforcement

**Project Description:** Funds will support dedicated speed enforcement overtime for select law enforcement agencies to address and evaluate their high-crash and high-fatality problem locations.

**Project Cost:** \$300,000.00

---

**Project Number:** 2011-11PT

**Project Title:** Law Enforcement Chiefs Challenge

**Project Description:** Funds will cover the costs associated with the Maine Law Enforcement Chiefs Challenge. The Chiefs Challenge is an assessment and evaluation tool of Maine law enforcement traffic safety programs.

**Project Cost:** \$75,000.00

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**Project Number:** 2011-11PT

**Project Title:** Law Enforcement Liaison

**Project Description:** Funds will support the full-time Law Enforcement Liaison for the Bureau of Highway Safety.

**Project Cost:** \$100,000.00

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**Project Number:** 2010-11PT

**Project Title:** Public Information Officer Training

**Project Description:** Funds will support the NHTSA Public Information Officer training course being held in Maine in 2011.

**Project Cost:** \$30,000.00

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**Project Number:** 2010-11PT

**Project Title:** Law Enforcement Mini Grants

**Project Description:** Funds will support various mini grants to Maine law enforcement agencies for police traffic services and community outreach efforts.

**Project Cost:** \$50,000.00

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**Project Number:** 2010-11PT

**Project Title:** OAS Enforcement Grants

**Project Description:** Funds will support OAS enforcement in specific communities where data suggests that OAS is leading to crashes and fatalities.

**Project Cost:** \$50,000.00

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### **Child Passenger Safety Program Area**

**Project Number:** 2011-11CR

**Project Title:** Child Passenger Safety Program Management

**Project Description:** Funds will support a full time CPS Coordinator within the MeBHS to oversee the CPS grants and agreements, a CPS needs assessment, the acquisition of child safety seats, site supplies and materials, special needs safety seats, education and materials for Maine fitting stations and for income eligible voucher sites.

**Project Cost:** \$100,000.00

---

**Project Number:** 2011-11CR

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

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

**Project Cost:** \$250,000.00

---

**Project Number:** 2011-11CR

**Project Title:** Child Passenger Safety Technician and Instructor Training Coordinator

**Project Description:** Funds will support the training and recertification of technicians and instructors; the continuation of the CPS incentive program and other activities directed at increasing and retaining quality technicians and instructors through partnership with Falmouth Fire & EMS. 2011 funds will also be used for this project.

**Project Cost:** \$75,000.00

---

**Project Number:** 2011-11CR

**Project Title:** Child Passenger Safety Needs Assessment & RFP

**Project Description:** Funds will support a CPS Needs Evaluation and Assessment RFP and vendor award to assist the MeBHS in creating a statewide CPS Plan.

**Project Cost:** \$250,000.00

---

**Project Number:** 2010-11CR

**Project Title:** Online CPS Awareness Training for Law Enforcement

**Project Description:** Funds will support the development of an online child passenger safety training course for all Maine law enforcement.

**Project Cost:** \$30,000.00

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### **Safe Communities and Bicycle & Pedestrian Safety Program Area**

**Project Number:** 2011-10PS

**Project Title:** Bicycle Safety Education & Distribution of Helmets

**Project Description:** Funds will support an RFP issued by the Bureau to support activities associated with bicycle and pedestrian safety education and awareness and the distribution of helmets as needed. Education will include information about recently passed legislation.

**Project Cost:** \$75,000.00

---

## Section 405 Funded Countermeasures

**Project Number:** 2011-11OPS

**Project Title:** Annual Observational & Attitudinal Surveys

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

**Project Cost:** \$281,337.97

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**Project Number:** 2011-11OPS

**Project Title:** HVE Enforcement for November CIOT campaign

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

**Project Cost:** \$250,000.00

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**Project Number:** 2010-11OPS

**Project Title:** Increase use of seat belts for Teen Drivers

**Project Description:** Funds will assist in supporting the costs associated with administration of projects identified by the SHSP Teen Focus Group and the Teen Driver Safety Committee, as well as pilot projects resulting from discussions with the NHTSA TAT TEAM to increase law enforcement for teen safety belt violations.

**Project Cost:** \$100,000.00

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## Section 406 Funded Countermeasures

**Project Number:** 2011-11PBL

**Project Title:** 406 P&A

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

**Project Cost:** \$85,211.00

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**Project Number:** 2011-11PM

**Project Title:** Paid Media to Support all Program Areas

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

**Project Cost:** \$416,907.74

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**Project Number:** 2011-11PM

**Project Title:** Procurement of traffic safety/law enforcement equipment to support the MCRS and increased OUI and speed enforcement.

**Project Description:** Funds will support equipment as identified by the MeBHS to assist law enforcement in additional OUI and speed enforcement. *No equipment in excess of \$5k will be purchased without approval in writing by NHTSA.*

**Project Cost:** \$250,000.00

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**Project Number:** 2010-11PT

**Project Title:** Distracted Driving Education and Awareness

**Project Description:** Funds will support collaborative projects, media and materials to increase public awareness of the dangers of distracted driving and may include the NHTSA "Put It Down" Campaign.

**Project Cost:** \$100,000.00

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## Section 408 Funds

**Project Number:** 2011-11TR

**Project Title:** Electronic Collection of EMS Run Report Data

**Project Description:** These funds will support costs associated with the continued roll out and upgrade to the EMS Run Reporting System.

**Project Cost:** \$100,000.00

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**Project Number:** 2011-11TR

**Project Title:** EMS Public Access & Data Mining Project

**Project Description:** These funds will support costs associated with the TRCC approved Data Mining Project

**Project Cost:** \$100,000.00

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**Project Number:** 2011-11TR

**Project Title:** E-Citation Data Standard & Study

**Project Description:** These funds will support costs associated with the TRCC approved Data Standards Study for e-citation.

**Project Cost:** \$350,000.00

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**Project Number:** 2011-11TR

**Project Title:** MCRS Upgrade

**Project Description:** These funds will support costs associated with the TRCC approved completion of the MCRS Phase II and MCRS Phase III Projects.

**Project Cost:** \$628,713.70

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**Project Number:** 2011-11TR

**Project Title:** E-Citation Data Collection

**Project Description:** These funds will support costs associated with a TRCC approved e-citation data collection project.

**Project Cost:** \$300,000.00

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**Project Number:** 2011-11TR

**Project Title:** E-Citation Reporting

**Project Description:** These funds will support costs associated with a TRCC approved e-citation reporting project.

**Project Cost:** \$100,000.00

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## Section 410 Funds

**Project Number:** 2011-11K8

**Project Title:** Sustained High Visibility Enforcement

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

**Project Cost:** \$770,909.40

---

**Project Number:** 2010-11K8

**Project Title:** Traffic Safety Resource Prosecutor

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

**Project Cost:** \$250,000.00

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**Project Number:** 2011-11K8

**Project Title:** 410 P&A

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

**Project Cost:** \$274,545.00

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**Project Number:** 2011-11AL

**Project Title:** Law Enforcement Incentive Equipment for participation in sustained impaired driving enforcement HVE campaigns.

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

**Project Cost:** \$500,000.00

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**Project Number:** 2011-11AL

**Project Title:** Law Enforcement Increased Road Blocks

**Project Description:** Funding will support select Maine law enforcement agencies to conduct increased alcohol and drug OUI roadblocks around the holiday periods and to provide educational media and material information to the public.

**Project Cost:** \$100,000.00

---

**Project Number:** 2011-11PT

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

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

Project Cost: \$50,000.00

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**Project Number:** 2011-11PT

**Project Title:** Purchase of Intoxilyzer 8000 units for Impaired Driving Detection

**Project Description:** Funds will support the purchase of new and additional Intoxilyzer 8000's for the statewide detection of impaired drivers. *No equipment in excess of \$5k will be purchased without approval in writing by NHTSA.*

Project Cost: \$800,000.00

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**Section 2010 Funds**

**Project Number:** 2011-11MC

**Project Title:** Motorcycle Safety & Training

**Project Description:** Funds will be granted to support continued motorcycle safety training, training equipment, necessary updates and upgrades to curricula, travel and materials and Share the Road media efforts.

Project Cost: \$ 317,537.37

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**Project Number:** 2011-11MC

**Project Title:** Maine Motorcycle Safety Awareness & Education Program

**Project Description:** Funds will support group and community efforts to increase motorcycle safety education and awareness (Share the Road). Efforts will be targeted to decrease impaired driving and speed-related motorcycle crashes and fatalities.

**Project Cost:** \$75,000.00

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## Section 2011 Funds

**Project Number:** 2011-11CP

**Project Title:** Maine Child Passenger Technician, Training & Incentives

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

**Project Cost:** \$183,530.36

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**Project Number:** 2010-11CP

**Project Title:** Maine Child Passenger Minority Population Project

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

**Project Cost:** \$50,000.00

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**Project Number:** 2010-11CP

**Project Title:** Maine Child Passenger Seats

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

**Project Cost:** \$ 94,000.00

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**Project Number:** 2010-11CP

**Project Title:** Maine Department of Education- School Bus Safety Media

**Project Description:** Funding will support a project with the Department of Education to produce school bus safety public service announcements.

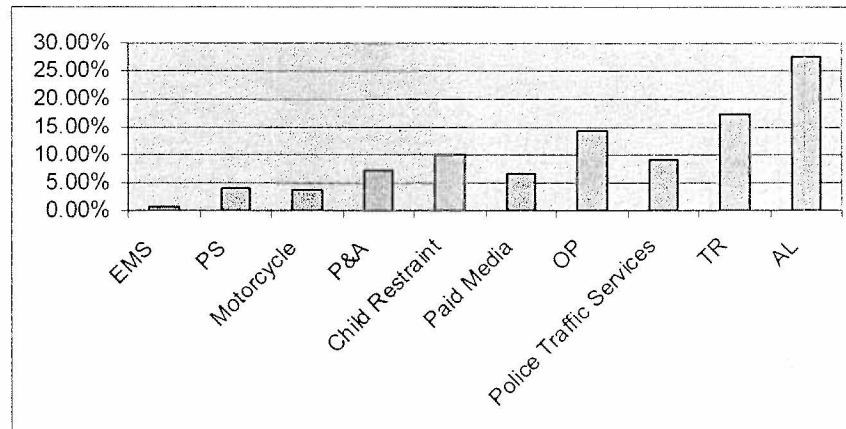
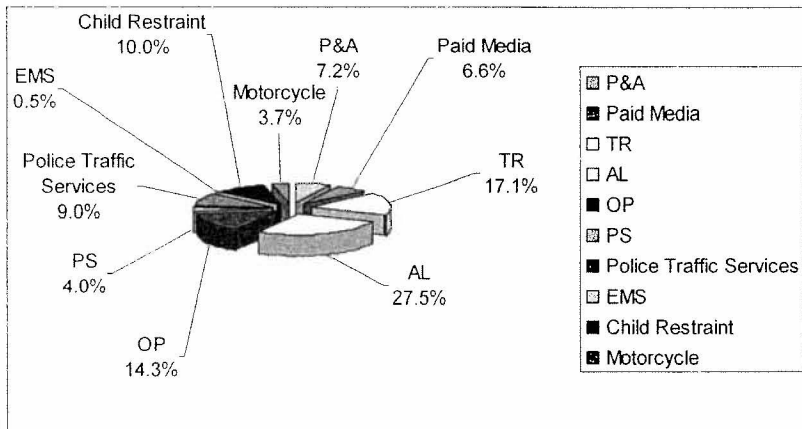
**Project Cost:** \$30,000.00

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**Note:** Project Numbers will be assigned additional tracking numbers upon implementation of the project.

## Financial Summary

	402	405	406	408	410	2010	2011	Total	% of Total
P&A	\$404,540		85,211		274,545			\$764,296	7.21%
Paid Media	\$280,897		416,908					\$697,805	6.58%
TR	\$235,000			1,578,714				\$1,813,714	17.11%
AL	\$450,000				2,470,909			\$2,920,909	27.55%
OP	\$890,000	631,338						\$1,521,338	14.35%
PS	\$75,000		350,000					\$425,000	4.01%
Police Traffic Services	\$955,000							\$955,000	9.01%
EMS	\$50,000							\$50,000	0.47%
Child Restraint	\$705,000						357,530	\$1,062,530	10.02%
Motorcycle						392,537		\$392,537	3.70%
<b>TOTAL</b>	<b>\$4,045,437</b>	<b>\$ 631,338</b>	<b>\$ 852,119</b>	<b>\$ 1,578,714</b>	<b>\$ 2,745,454</b>	<b>\$ 392,537</b>	<b>\$ 357,530</b>	<b>\$10,603,129</b>	<b>100.00%</b>



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

State: Maine

**Highway Safety Plan Cost Summary**

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Report Date: 08/18/2010

For Approval

Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incr/(Decre)	Current Balance	Share to Local
<b>NHTSA</b>								
<b>NHTSA 402</b>								
<b>Planning and Administration</b>								
	PA-2011-00-00-00		\$ .00	\$404,540.00	\$ .00	\$404,540.00	\$404,540.00	\$ .00
	<b>Planning and Administration Total</b>		<b>\$ .00</b>	<b>\$404,540.00</b>	<b>\$ .00</b>	<b>\$404,540.00</b>	<b>\$404,540.00</b>	<b>\$ .00</b>
<b>Alcohol</b>								
	AL-2011-00-00-00		\$ .00	\$150,000.00	\$ .00	\$450,000.00	\$450,000.00	\$450,000.00
	<b>Alcohol Total</b>		<b>\$ .00</b>	<b>\$150,000.00</b>	<b>\$ .00</b>	<b>\$450,000.00</b>	<b>\$450,000.00</b>	<b>\$450,000.00</b>
<b>Emergency Medical Services</b>								
	EM-2011-00-00-00		\$ .00	\$16,667.00	\$ .00	\$50,000.00	\$50,000.00	\$20,000.00
	<b>Emergency Medical Services Total</b>		<b>\$ .00</b>	<b>\$16,667.00</b>	<b>\$ .00</b>	<b>\$50,000.00</b>	<b>\$50,000.00</b>	<b>\$20,000.00</b>
<b>Occupant Protection</b>								
	OP-2011-00-00-00		\$ .00	\$296,667.00	\$ .00	\$890,000.00	\$890,000.00	\$700,000.00
	<b>Occupant Protection Total</b>		<b>\$ .00</b>	<b>\$296,667.00</b>	<b>\$ .00</b>	<b>\$890,000.00</b>	<b>\$890,000.00</b>	<b>\$700,000.00</b>
<b>Pedestrian/Bicycle Safety</b>								
	PS-2011-00-00-00		\$ .00	\$25,000.00	\$ .00	\$75,000.00	\$75,000.00	\$30,000.00
	<b>Pedestrian/Bicycle Safety Total</b>		<b>\$ .00</b>	<b>\$25,000.00</b>	<b>\$ .00</b>	<b>\$75,000.00</b>	<b>\$75,000.00</b>	<b>\$30,000.00</b>
<b>Police Traffic Services</b>								
	PT-2011-00-00-00		\$ .00	\$318,333.00	\$ .00	\$955,000.00	\$955,000.00	\$382,000.00
	<b>Police Traffic Services Total</b>		<b>\$ .00</b>	<b>\$318,333.00</b>	<b>\$ .00</b>	<b>\$955,000.00</b>	<b>\$955,000.00</b>	<b>\$382,000.00</b>
<b>Traffic Records</b>								
	TR-2011-00-00-00		\$ .00	\$78,333.00	\$ .00	\$235,000.00	\$235,000.00	\$94,000.00
	<b>Traffic Records Total</b>		<b>\$ .00</b>	<b>\$78,333.00</b>	<b>\$ .00</b>	<b>\$235,000.00</b>	<b>\$235,000.00</b>	<b>\$94,000.00</b>
<b>Child Restraint</b>								
	CR-2011-00-00-00		\$ .00	\$235,000.00	\$ .00	\$705,000.00	\$705,000.00	\$282,000.00

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For Approval

Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/ (Decre)	Current Balance	Share to Local
	<b>Child Restraint Total</b>		<b>\$ .00</b>	<b>\$235,000.00</b>	<b>\$ .00</b>	<b>\$705,000.00</b>	<b>\$705,000.00</b>	<b>\$282,000.00</b>
	<b><i>Paid Advertising</i></b>							
	PM-2011-00-00-00		\$ .00	\$93,632.00	\$ .00	\$280,896.90	\$280,896.90	\$112,359.00
	<b>Paid Advertising Total</b>		<b>\$ .00</b>	<b>\$93,632.00</b>	<b>\$ .00</b>	<b>\$280,896.90</b>	<b>\$280,896.90</b>	<b>\$112,359.00</b>
	<b>NHTSA 402 Total</b>		<b>\$ .00</b>	<b>\$1,618,172.00</b>	<b>\$ .00</b>	<b>\$4,045,436.90</b>	<b>\$4,045,436.90</b>	<b>\$2,070,359.00</b>
	<b><i>405 OP SAFETEA-LU</i></b>							
	K2-2011-00-00-00		\$ .00	\$1,894,014.00	\$ .00	\$631,337.97	\$631,337.97	\$253,000.00
	<b>405 Occupant Protection Total</b>		<b>\$ .00</b>	<b>\$1,894,014.00</b>	<b>\$ .00</b>	<b>\$631,337.97</b>	<b>\$631,337.97</b>	<b>\$253,000.00</b>
	<b>405 OP SAFETEA-LU Total</b>		<b>\$ .00</b>	<b>\$1,894,014.00</b>	<b>\$ .00</b>	<b>\$631,337.97</b>	<b>\$631,337.97</b>	<b>\$253,000.00</b>
	<b><i>NHTSA 406</i></b>							
	K4PA-2011-00-00-00		\$ .00	\$ .00	\$ .00	\$85,211.00	\$85,211.00	\$ .00
	<b>406 Planning and Administration Total</b>		<b>\$ .00</b>	<b>\$ .00</b>	<b>\$ .00</b>	<b>\$85,211.00</b>	<b>\$85,211.00</b>	<b>\$ .00</b>
	<b><i>406 Safety Belts Incentive</i></b>							
	K4-2011-00-00-00		\$ .00	\$ .00	\$ .00	\$766,907.74	\$766,907.74	\$766,907.74
	<b>406 Safety Belts Incentive Total</b>		<b>\$ .00</b>	<b>\$ .00</b>	<b>\$ .00</b>	<b>\$766,907.74</b>	<b>\$766,907.74</b>	<b>\$766,907.74</b>
	<b>NHTSA 406 Total</b>		<b>\$ .00</b>	<b>\$ .00</b>	<b>\$ .00</b>	<b>\$852,118.74</b>	<b>\$852,118.74</b>	<b>\$766,907.74</b>
	<b><i>408 Data Program SAFETEA-LU</i></b>							
	K9-2011-00-00-00		\$ .00	\$395,000.00	\$ .00	\$1,578,713.70	\$1,578,713.70	\$1,500,000.00
	<b>408 Data Program Incentive Total</b>		<b>\$ .00</b>	<b>\$395,000.00</b>	<b>\$ .00</b>	<b>\$1,578,713.70</b>	<b>\$1,578,713.70</b>	<b>\$1,500,000.00</b>
	<b>408 Data Program SAFETEA-LU Total</b>		<b>\$ .00</b>	<b>\$395,000.00</b>	<b>\$ .00</b>	<b>\$1,578,713.70</b>	<b>\$1,578,713.70</b>	<b>\$1,500,000.00</b>
	<b><i>410 Alcohol SAFETEA-LU</i></b>							
	K8-2011-00-00-00		\$ .00	\$7,412,728.20	\$ .00	\$2,470,909.40	\$2,470,909.40	\$988,364.00
	<b>410 Alcohol SAFETEA-LU Total</b>		<b>\$ .00</b>	<b>\$7,412,728.20</b>	<b>\$ .00</b>	<b>\$2,470,909.40</b>	<b>\$2,470,909.40</b>	<b>\$988,364.00</b>
	<b><i>410 Alcohol Planning and Administration</i></b>							
	K8PA-2011-00-00-00		\$ .00	\$823,635.00	\$ .00	\$274,545.00	\$274,545.00	\$ .00



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Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/(Decre)	Current Balance	Share to Local
410 Alcohol Planning and Administration			\$ .00	\$823,635.00	\$ .00	\$274,545.00	\$274,545.00	\$ .00
		Total						
		<b>410 Alcohol SAFETEA-LU Total</b>	<b>\$ .00</b>	<b>\$8,236,363.20</b>	<b>\$ .00</b>	<b>\$2,745,454.40</b>	<b>\$2,745,454.40</b>	<b>\$988,364.00</b>
		<b>2010 Motorcycle Safety</b>						
		K6-2011-00-00-00	\$ .00	\$ .00	\$ .00	\$392,537.37	\$392,537.37	\$250,000.00
		<b>2010 Motorcycle Safety Incentive Total</b>	<b>\$ .00</b>	<b>\$ .00</b>	<b>\$ .00</b>	<b>\$392,537.37</b>	<b>\$392,537.37</b>	<b>\$250,000.00</b>
		<b>2010 Motorcycle Safety Total</b>	<b>\$ .00</b>	<b>\$ .00</b>	<b>\$ .00</b>	<b>\$392,537.37</b>	<b>\$392,537.37</b>	<b>\$250,000.00</b>
		<b>2011 Child Seats</b>						
		K3-2011-00-00-00	\$ .00	\$357,530.36	\$ .00	\$357,530.36	\$357,530.36	\$357,530.36
		<b>2011 Child Seat Incentive Total</b>	<b>\$ .00</b>	<b>\$357,530.36</b>	<b>\$ .00</b>	<b>\$357,530.36</b>	<b>\$357,530.36</b>	<b>\$357,530.36</b>
		<b>2011 Child Seats Total</b>	<b>\$ .00</b>	<b>\$357,530.36</b>	<b>\$ .00</b>	<b>\$357,530.36</b>	<b>\$357,530.36</b>	<b>\$357,530.36</b>
		<b>NHTSA Total</b>	<b>\$ .00</b>	<b>\$12,501,079.56</b>	<b>\$ .00</b>	<b>\$10,603,129.44</b>	<b>\$10,603,129.44</b>	<b>\$6,186,161.10</b>
		<b>Total</b>	<b>\$ .00</b>	<b>\$12,501,079.56</b>	<b>\$ .00</b>	<b>\$10,603,129.44</b>	<b>\$10,603,129.44</b>	<b>\$6,186,161.10</b>

## Certifications and Assurances

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

### Certifications and Assurances

#### **Section 402 Requirements**

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

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

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

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

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

National law enforcement mobilizations,

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

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

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

The State shall actively encourage all relevant law enforcement agencies in the State to follow the guidelines established for vehicular pursuits issued by the International Association of Chiefs of Police that are currently in effect. (23 USC 402 (b)(1)(E).

#### Other Federal Requirements

Cash drawdowns will be initiated only when actually needed for disbursement. 49 CFR 18.20

Cash disbursements and balances will be reported in a timely manner as required by NHTSA. 49 CFR 18.21.

The same standards of timing and amount, including the reporting of cash disbursement and balances, will be imposed upon any secondary recipient organizations. 49 CFR 18.41.

Failure to adhere to these provisions may result in the termination of drawdown privileges.

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

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

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

#### Federal Funding Accountability and Transparency Act

The State will report for each sub-grant awarded:

Name of the entity receiving the award;

Amount of the award;

Information on the award including transaction type, funding agency, the North American Industry Classification System code or Catalog of Federal Domestic Assistance number (where applicable), program source;

Location of the entity receiving the award and the primary location of performance under the award, including the city, State, congressional district, and country; , and an award title descriptive of the purpose of each funding action;

A unique identifier (DUNS);

The names and total compensation of the five most highly compensated officers of the entity if-- of the entity receiving the award and of the parent entity of the recipient, should the entity be owned by another entity;

(i) the entity in the preceding fiscal year received—

(I) 80 percent or more of its annual gross revenues in Federal awards; and(II) \$25,000,000 or more in annual gross revenues from Federal awards; and(ii) the public does not have access to information about the compensation of the senior executives of the entity through periodic reports filed under section 13(a) or 15(d) of the Securities Exchange Act of 1934 (15 U.S.C. 78m(a), 78o(d)) or section 6104 of the Internal Revenue Code of 1986;

Other relevant information specified by the Office of Management and Budget in subsequent guidance or regulation.

The State highway safety agency will comply with all Federal statutes and implementing regulations relating to nondiscrimination. These include but are not limited to: (a) Title VI of the Civil Rights Act of 1964 (P.L. 88-352) which prohibits discrimination on the basis of race, color or national origin (and 49 CFR Part 21); (b) Title IX of the Education Amendments of 1972, as amended (20 U.S.C. §§ 1681-1683, and 1685-1686), which prohibits discrimination on the basis of sex; (c) Section 504 of the Rehabilitation Act of 1973, as amended (29 U.S.C. §794) and the Americans with Disabilities Act of 1990 (42 USC § 12101, et seq.; PL 101-336), which prohibits discrimination on the basis of disabilities (and 49 CFR Part 27); (d) the Age Discrimination Act of 1975, as amended (42U.S.C. §§ 6101-6107), which prohibits discrimination on the basis of age; (e) the Drug Abuse Office and Treatment Act of 1972 (P.L. 92-255), as amended, relating to nondiscrimination on the basis of drug abuse; (f) the comprehensive Alcohol Abuse and Alcoholism Prevention, Treatment and Rehabilitation Act of 1970(P.L. 91-616), as amended, relating to nondiscrimination on the basis of alcohol abuse of alcoholism; (g) §§ 523 and 527 of the Public Health Service Act of 1912 (42 U.S.C. §§ 290 dd-3 and 290 ee-3), as amended, relating to confidentiality of alcohol and drug abuse patient records; (h) Title VIII of the Civil Rights Act of 1968 (42 U.S.C. §§ 3601 et seq.), as amended, relating to nondiscrimination in the sale, rental or financing of housing; (i) any other nondiscrimination provisions in the specific statute(s) under which application for Federal assistance is being made; The Civil Rights Restoration Act of 1987, which provides that any portion of a state or local entity receiving federal funds will obligate all programs or activities of that entity to comply with these civil rights laws; and, (k) the requirements of any other nondiscrimination statute(s) which may apply to the application.

**The Drug-free Workplace Act of 1988(41 U.S.C. 702;):**

The State will provide a drug-free workplace by:

- a. Publishing a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession or use of a controlled substance is prohibited in the grantee's workplace and specifying the actions that will be taken against employees for violation of such prohibition;
- b. Establishing a drug-free awareness program to inform employees about:
  1. The dangers of drug abuse in the workplace.
  2. The grantee's policy of maintaining a drug-free workplace.
  3. Any available drug counseling, rehabilitation, and employee assistance programs.
  4. The penalties that may be imposed upon employees for drug violations occurring in the workplace.
- c. Making it a requirement that each employee engaged in the performance of the grant be given a copy of the statement required by paragraph (a).
- d. Notifying the employee in the statement required by paragraph (a) that, as a condition of employment under the grant, the employee will --
  1. Abide by the terms of the statement.
  2. Notify the employer of any criminal drug statute conviction for a violation

occurring in the workplace no later than five days after such conviction.

- e. Notifying the agency within ten days after receiving notice under subparagraph (d) (2) from an employee or otherwise receiving actual notice of such conviction.
- f. Taking one of the following actions, within 30 days of receiving notice under subparagraph (d) (2), with respect to any employee who is so convicted -
  - 1. Taking appropriate personnel action against such an employee, up to and including termination.
  - 2. Requiring such employee to participate satisfactorily in a drug abuse assistance or rehabilitation program approved for such purposes by a Federal, State, or local health, law enforcement, or other appropriate agency.
- g. Making a good faith effort to continue to maintain a drug-free workplace through implementation of paragraphs (a), (b), (c), (d), (e), and (f) above.

## **BUY AMERICA ACT**

The State will comply with the provisions of the Buy America Act (49 U.S.C. 5323(j)) which contains the following requirements:

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

## **POLITICAL ACTIVITY (HATCH ACT).**

The State will comply, as applicable, with provisions of the Hatch Act (5 U.S.C. §§1501-1508 and 7324-7328) which limit the political activities of employees whose principal employment activities are funded in whole or in part with Federal funds.

## **CERTIFICATION REGARDING FEDERAL LOBBYING**

Certification for Contracts, Grants, Loans, and Cooperative Agreements

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

1. No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.
2. If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.
3. The undersigned shall require that the language of this certification be included in the award documents for all sub-award at all tiers (including subcontracts, subgrants, and contracts under grant, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

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

## **RESTRICTION ON STATE LOBBYING**

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

engaging in direct communications with State or local legislative officials, in accordance with customary State practice, even if such communications urge legislative officials to favor or oppose the adoption of a specific pending legislative proposal.

## **CERTIFICATION REGARDING DEBARMENT AND SUSPENSION**

### Instructions for Primary Certification

1. By signing and submitting this proposal, the prospective primary participant is providing the certification set out below.
2. The inability of a person to provide the certification required below will not necessarily result in denial of participation in this covered transaction. The prospective participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into this transaction. However, failure of the prospective primary participant to furnish a certification or an explanation shall disqualify such person from participation in this transaction.
3. The certification in this clause is a material representation of fact upon which reliance was placed when the department or agency determined to enter into this transaction. If it is later determined that the prospective primary participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.
4. The prospective primary participant shall provide immediate written notice to the department or agency to which this proposal is submitted if at any time the prospective primary participant learns its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
5. The terms covered transaction, debarred, suspended, ineligible, lower tier covered transaction, participant, person, primary covered transaction, principal, proposal, and voluntarily excluded, as used in this clause, have the meaning set out in the Definitions and coverage sections of 49 CFR Part 29. You may contact the department or agency to which this proposal is being submitted for assistance in obtaining a copy of those regulations.
6. The prospective primary participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency entering into this transaction.
7. The prospective primary participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and



Voluntary Exclusion-Lower Tier Covered Transaction," provided by the department or agency entering into this covered transaction, without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions.

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

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

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

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

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

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

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

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

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

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

#### Instructions for Lower Tier Certification

1. By signing and submitting this proposal, the prospective lower tier participant is providing the certification set out below.
2. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.
3. The prospective lower tier participant shall provide immediate written notice to the person to which this proposal is submitted if at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
4. The terms covered transaction, debarred, suspended, ineligible, lower tier covered transaction, participant, person, primary covered transaction, principal, proposal, and voluntarily excluded, as used in this clause, have the meanings set out in the Definition and Coverage sections of 49 CFR Part 29. You may contact the person to whom this proposal is submitted for assistance in obtaining a copy of those regulations.
5. The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency with which this transaction originated.
6. The prospective lower tier participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion -- Lower Tier Covered Transaction," without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions. (See below)
7. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the

covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the List of Parties Excluded from Federal Procurement and Non-procurement Programs.

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

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

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

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

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

## POLICY TO BAN TEXT MESSAGING WHILE DRIVING

In accordance with Executive Order 13513, Federal Leadership On Reducing Text Messaging While Driving, and DOT Order 3902.10, Text Messaging While Driving, States are encouraged to:

Adopt and enforce workplace safety policies to decrease crashes caused by distracted driving including policies to ban text messaging while driving—

Company-owned or –rented vehicles, or Government-owned, leased or rented vehicles; or Privately-owned when on official Government business or when performing any work on or behalf of the Government.

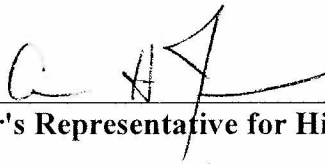
Conduct workplace safety initiatives in a manner commensurate with the size of the business, such as –

Establishment of new rules and programs or re-evaluation of existing programs to prohibit text messaging while driving; and

Education, awareness, and other outreach to employees about the safety risks associated with texting while driving.

### **ENVIRONMENTAL IMPACT**

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



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**Governor's Representative for Highway Safety**

7/22/2010

**Date**

**State of Maine**

**For Fiscal Year 2011**